

MISSISSIPPI

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Date of Approval: Dec 16, 2016

Final CVSP

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

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

2 - Basic and Incentive Program Structure

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The Mississippi Department of Public Safety, Motor Carrier Safety Division (MCSD) is the designated lead agency for the Motor Carrier Safety Assistance Program (MCSAP). MCSD is a comprehensive commercial motor vehicle enforcement agency. The MCSD is comprised of thirty (30) Motor Carrier Trooper/Inspectors trained to conduct Driver/Vehicle Safety Inspections in accordance with the Northern American Standard Inspection Procedures. MCSD has partnered with the Mississippi Department of Transportation (MDOT) for Fiscal Year 2017 to continue assisting with roadside inspections. MDOT will provide the services of around 166 officers. The relationship with MDOT to MCSD is that of a participation agency in a collaborative effort with MCSD to perform activities in accordance with the standards and procedures approved by the FMCSA as they relate to the performance of vehicle and driver inspections, the placement of vehicles and drivers out of service, and any other requirements imposed through law or regulations pertaining to activities funded through the MCSAP.

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

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

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

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

The Mississippi Department of Public Safety has a drug interdiction program called the Criminal Patrol Unit, which consists of 18 troopers, five canines and handlers, and one supervisor. These troopers have been trained by the NTC in Drug Interdiction, and have also been trained in all aspects of controlled substance trafficking and human trafficking. The Criminal Patrol Unit is available to provide assistance and backup for the MCSO. The MCSO troopers received DUI standardized field sobriety training and drug recognition training during the Mississippi Highway Patrol School. Several troopers have participated in advanced training in drug and narcotics awareness. The majority of the current MCSO troopers attended SFST training classes for recognition of impaired drivers utilizing the National Highway Traffic Safety Administration curriculum taught by the former Mississippi Law Enforcement Liaison Office.

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities
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Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

- MCSD has a written policy requiring troopers/inspectors to check the operating authority status of every vehicle inspected.
- MCSD has a written policy requiring troopers/inspectors to place out of service any vehicle found to be operating without sufficient authority. MCSD roadside inspectors will continue to use ISS and Query Central with CSA improvements to highlight carriers and drivers who are deficient in the BASICS, and target those areas during inspections. All out-of-service carriers will be run through the Query and will not be allowed to proceed. Inspectors verify medical certificates with medical doctor contacts, CMV license status, and financial responsibility at roadside as well.
- MCSD provides training for troopers/inspectors to check the operating authority status of every vehicle inspected, including training for the system Mississippi uses to conduct the checks. Refresher training is provided on statutory (USC) and regulatory (CFR) changes, training on OOS criteria changes, and inspection bulletin updates
- MCSD has implemented a management reporting system to track troopers/inspector compliance with policy. Management reports are used to ensure that MCSD inspectors are meeting inspection quantity, quality, and timeliness goals.

Basic and Incentive Program Effectiveness Summary - Past Performance

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

- 1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
- 2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
- 3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.*
- 4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
- 5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

Goal measurement as defined by your State: Other # large truck/buses crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	73	1563	1671
01/01/2014	12/31/2014	83	1383	1650
01/01/2013	12/31/2013	71	1300	1458
01/01/2012	12/31/2012	56	1223	1368
01/01/2011	12/31/2011	86	973	1287

Enter the source and capture date of the data listed in the table above:

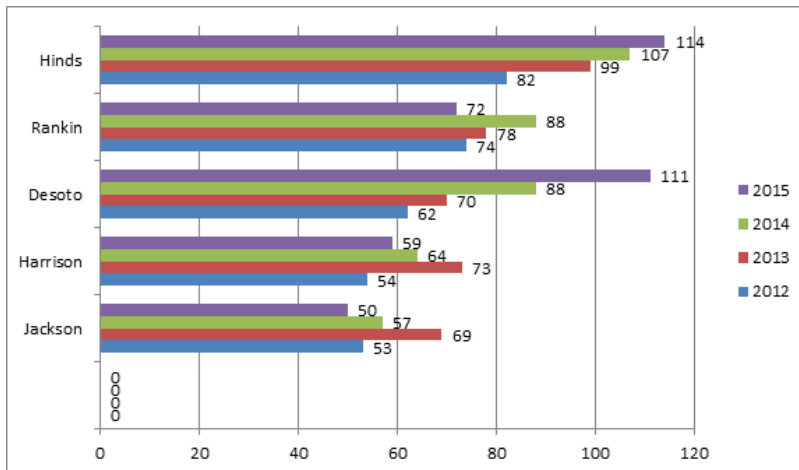
Mississippi's goal in the CVSP reflects total number of CMV crashes including large trucks and buses, reducing by 5% each year. FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/7/2016.

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

The Mississippi Commercial Vehicle Safety Plan (CVSP) takes a two-pronged approach to address state specific safety issues. In some areas MCSD focuses on specific counties, corridors and municipalities where the data show a high occurrence of crashes. Other areas require a broader approach, such as public education. In CY 2015, the top five counties for large truck fatal and nonfatal crashes were Rankin, Hinds, Desoto, Harrison, and Hinds. With these increased enforcement efforts specifically to these counties, Rankin County's fatal and non-fatal truck crashes decreased by 18%, from 88 in 2014 to 72 during 2015. Hinds County crashes increased, with 107 crashes in 2014 to 114 in 2015. Desoto County's crash number increased from 88 crashes in 2014 to 111 in 2015. Desoto County is one of the fastest growing areas in the United States.

Rankin and Hinds Counties border each other with approximately 15-20 miles of interstate in incorporated areas with high CMV traffic. Efforts to reduce CMV crashes in Harrison and Jackson Counties along Interstate I-10 have produced a reduction in crashes. Harrison County CMV crashes fell from 64 in 2014 to 59 in 2015, an 8% reduction, and Jackson County CMV crashes decreased from 57 in 2014 to 50 in 2015, a 12% reduction. During FY 2017, MCSD and MDOT will continue to focus on these top five counties for high crash corridors for safety inspections and high visibility traffic enforcement in order to decrease the number of large truck and bus crashes. These five counties, including Hinds, Rankin, Desoto, Harrison and Jackson, accounted for 24% of the total large truck crashes in the state. Mississippi has a total of 82 counties.

CY 2012-2015 Number of CMV Crashes for Top 5 Crash Counties



2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Other # bus crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	6	103	128
01/01/2014	12/31/2014	1	90	125
01/01/2013	12/31/2013	3	87	103
01/01/2012	12/31/2012	0	76	102
01/01/2011	12/31/2011	9	34	34

Enter the source and capture date of the data listed in the table above:

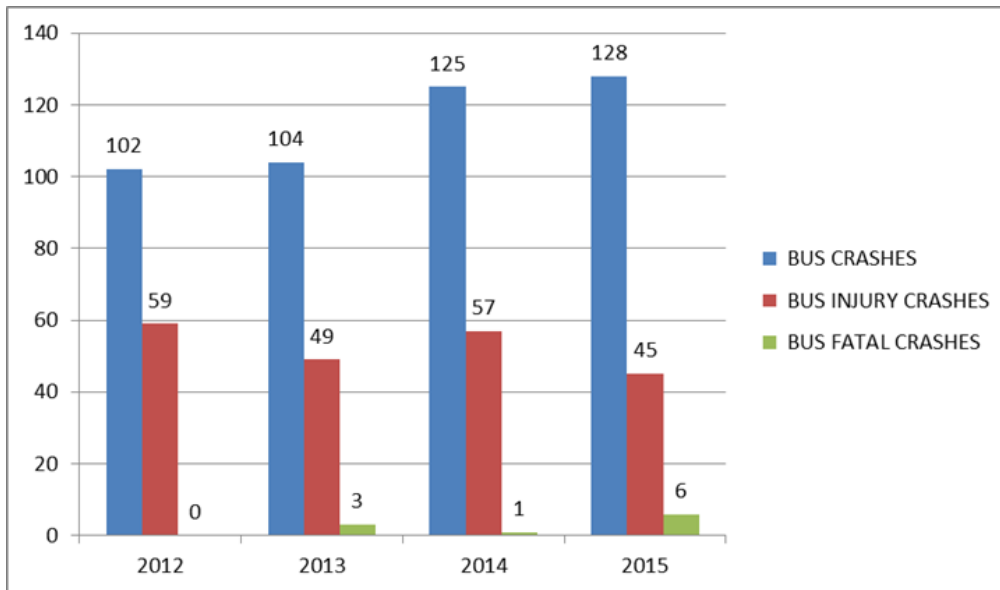
Mississippi's goal in the CVSP reflects total number of passenger bus crashes, reducing by 15% each year. Data Source: Snapshot as of June 24, 2016; A&I On-line, MCMIS, FARS, VMT

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

One fatality from one fatal crash was reported in state motor coach/passenger buses during 2014, with 57 injury crashes resulting in 116 injuries. In 2015, there were six fatalities involving passenger buses, with 45 injuries. In 2017, as in previous eCVSPs, the MCSAD plans to concentrate on passenger carriers as part of the commercial vehicle safety plan. Mississippi has a large concentration of bus traffic in the northern and coastal regions of the state. MCSAD plans to increase inspection efforts in the high traffic areas within the state for 2017. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2017. These activities will include Federal and MCSAD efforts. According to MCMIS dated June 24, 2016, for 2012, bus crashes were at 102, with no fatal crashes and 59 injury crashes, and in 2013, there were 103 crashes resulting in three fatalities and 49 injury crashes.

(Data sources: Data Snapshot as of June 24, 2016, A&I On-Line, MCMIS and FARS)

CY 2012-2015 BUS CRASHES BY INJURY AND FATAL



3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	0	0	0
01/01/2011	12/31/2011	0	0	0

Enter the source and capture date of the data listed in the table above:

Mississippi's goal in the CVSP reflects total number of HMTV fatalities, with a goal of maintaining zero (0) each year. Data Source: A&I Online Safety Data Summary as of June 24, 2016.

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

: A&I Online Safety Fatalities remain at zero in 2015 for HM crashes. This low fatality rate is due to the fact that Mississippi has worked diligently to reduce the number of HM transport crashes. In FY 2015, MSCD conducted 71,058 roadside inspections, with 4,236 hazardous materials vehicle inspections. Of the 62,751 roadside inspections conducted during 2014, 4,306 of these inspections were of HM transport vehicles. To further reduce the number of HM transport crashes, MCSD will increase the number of HM inspections by 3%, from 4,236 to 4,363 in FY 2017. MCSD will monitor the progress through review of A&I Online and MSMIS. Data Source Data Summary as of May 27, 2016.



4 - Traffic Enforcement Trend Analysis: 2011 - 2015**Instructions:**

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015	1313	1395
10/01/2013	09/30/2014	1085	1153
10/01/2012	09/13/2013	1087	1151
10/01/2011	09/30/2012	1200	1329
10/01/2010	09/30/2011	1688	1808

☐ Check if State does not conduct CMV traffic enforcement stops without an inspection.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2014	12/31/2014	100	100
01/01/2013	12/31/2013	164	164
01/01/2012	12/31/2012	119	119
01/01/2011	12/31/2011	90	90
01/01/2010	12/31/2010	129	129

☐ Check if State does not conduct Non-CMV traffic enforcement stops.

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	1395	1395
01/01/2014	12/31/2014	1287	1287
01/01/2013	12/31/2013	1109	1109
01/01/2012	12/31/2012	1307	1307
01/01/2011	12/31/2011	1020	1020

Enter the source and capture date of the data listed in the table above:

MCMIS A & I Snapshot as of June 24, 2016. MSDAR as of March 2016 (MS Daily Activity Report)

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP

Instructions:

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

Activity: Describe Outreach and Education activity conducted:

MCSD will reach out to civic groups, industry and the general public on CMV traffic safety issues.

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

MCSD will track the number of public awareness programs conducted per quarter. Outreach programs conducted with outside partners will also be tracked. In total at least four (4) programs shall be completed in FY 2017.

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

At least four outreach programs have been performed during FY 16 to date, or one per quarter. MCSD attended four Trucking association meetings and events, conducted safety meetings with carriers and industry, including KLLM Trucking, Miller Transport, and Falco Lime, Kansas City Railroad. MCSD also participated in one regional and two statewide radio talk shows to discuss the MCAP program, and passenger vehicle safety around CMVs.

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

In our continuing efforts to educate the general public regarding safety issues pertaining to CMVs and CMV driver behavior, the MCSD conducted at least nine public awareness programs in FY 2015 and FY 2016 and will conduct at least ten in FY 2017. MCSD staff also conducted outreach programs with industry during FY 2015 and FY 2016. MCSD participated in a number of functions with partners in the trucking industry and the Governor's Office of Highway Safety. Through these partnerships and public education regarding CMVs, MCSD plans to decrease the number and severity of crashes involving large trucks and buses. MCSD plans to participate in a number of public out reach opportunities during FY 2017, with at least four programs, one per quarter, but will exceed this goal as shown during the past two years.

Activity #2

Activity: Describe Outreach and Education activity conducted:

MCSD will advise local law enforcement agencies of special emphasis and offer assistance on CMV matters.

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

MCSD will track the number of public awareness programs addressing law enforcement conducted per quarter. Outreach programs conducted with outside partners will also be tracked. In total, at least four(4) programs shall be completed in FY 2017.

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

At least four (4) programs were completed during FY 2016. To date, the motor carrier unit addressed the provided inservice training for MCSD troopers and new cadets at the Training Academy on general CMV topics.

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

In continuing efforts to educate the general public regarding safety issues pertaining to CMVs and CMV driver behavior, the MCSD conducted at least 9 public education programs in 2015 and will conduct at least ten in 2016. MCSD staff also conducted outreach programs with industry during 2015 and 2016, and will continue in 2017.

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP

Instructions:

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

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

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

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

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

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

In 2014, there were 72 CMV related fatalities, with 23 unbelted drivers and passengers. There were 68 CMV related fatalities in 2013, with 21 unbelted drivers and passengers. Although the number of CMV related fatalities has increased from 55 in 2012 to 68 in 2013, and from 68 to 72 in 2014, the number of those CMV related fatalities unbelted continues to fall from 36 or 65% in 2012 to 23 or 32% in 2014. Mississippi had an increase in seatbelt usage in 2013 from 74% in 2013 to 78.3% in 2014. Results for 2016 have not been finalized at this time.

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

Increasing the seat belt usage rate statewide as well as the seat belt usage rate for CMV drivers would have a definite impact on the number of CMV fatalities. The decrease in the overall statewide usage rate is being addressed by MCSD in conjunction with the Mississippi Highway Patrol and the Governor's Office of Highway Safety. MCSD has been successful in their attempts to make CMV and non-CMV drivers more aware of the primary seatbelt law in place within the State of Mississippi through strict high visibility enforcement of the primary seat belt law and extensive paid media campaigns such as Click It or Ticket. At least one seat belt presentation was conducted each quarter as well. MCSD and the Department of Public Safety Public Affairs Officer routinely make contact with the general public and industry throughout the state. MCSD conducted quarterly safety talks and outreach programs within the motor vehicle carrier industry, the general public and civic groups in order to distribute information in regards to seat belt use and the primary seat belt laws in place within Mississippi. MCSD staff will review CMV related crash reports quarterly to evaluate the effectiveness of this strategy. CMV driver fatalities due to the improper use of safety restraints will be tracked and analyzed to determine the success of the industry outreach.

Basic & Incentive CMV Safety Objectives

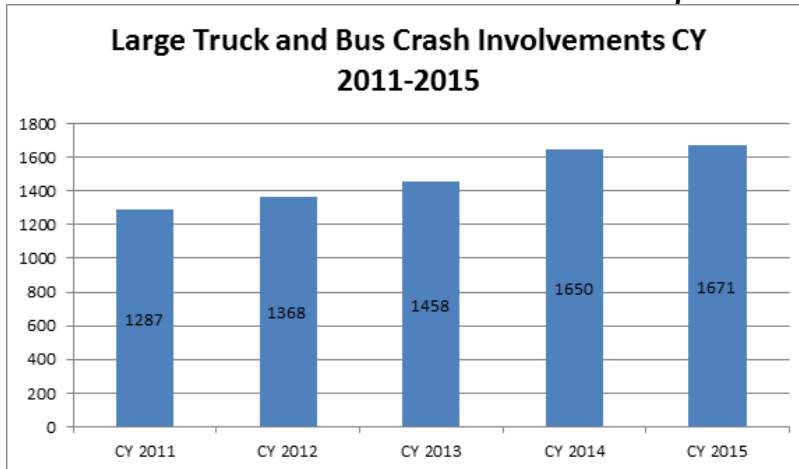
The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal

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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:



Mississippi's average annual number of CMV crashes for the past three years is 1593. This number includes large trucks and buses, as well as both fatal and non-fatal crashes (average calculated using data from CY 2013, 2014, and 2015). On average, there are 76 fatalities and 945 injuries per year as a result of CMV related crashes. In CY 2015 there were 1,671 fatal and non-fatal crashes involving a CMV. During CY 2014 Mississippi experienced 1,650 CMV related crashes. In CY 2013 Mississippi had 1,458 CMV related crashes, and 1,368 in CY 2012. For FY 2016, DeSoto, Harrison, Hinds, Jackson and Rankin Counties have been identified as high crash corridors. In CY 2015 these five counties accounted for 25% of all large truck fatal and non-fatal crashes in the state.

Enter Data Source Capture Date:

05/27/2016

Enter Data Source:

Data sources: MCMIS State Data Summary snapshot as of 5/27/2016 :A&I Online, State crash records, MCMIS and FARS data)

Enter Crash Reduction Goal

To reduce the current state CMV number of crashes by 5% from 1,671 in CY 2015 to 1,588 by December 2017.

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

During FY 2017, MCSD will conduct one or more traffic enforcement detail(s) per month in those areas that have been identified as high crash corridors, including the top five crash counties of Desoto, Harrison, Hinds, Jackson, and Rankin. These details will involve nine to ten troopers working nine hour shifts. MCSD staff will review inspection and crash data monthly to measure the effectiveness of the increase enforcement efforts. Changes will be made to the strategy if deemed necessary based upon analysis of data. Mississippi had an objective of reducing the number of state CMV crashes by 5% by the end of 2017.

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

Based on A&I data available as of May 27, 2016, state crash records, there were 1,368 CMV related crashes in 2012, 1,458 during 2013, 1,650 in 2014, and 1,671 in 2015. These data show only a 1% increase in CMV crashes from 2014 to 2015. MCSD will strive to reduce CMV crashes by 5% in CY 2016. Mississippi will monitor its crash reduction goal quarterly through FMCSA dashboard data. Data will be analyzed and discussed on a monthly basis to evaluate the effectiveness of the increased enforcement efforts. Changes will be made to the enforcement efforts based upon the analysis of monthly data. The state will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal by quarterly and annually evaluating the following data elements: total number of CMV large truck and bus crashes, fatal crashes, injury crashes and fatalities; total number of inspections; total number of traffic enforcement details, total number of traffic enforcement inspections, and total number of bus details.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State's rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: Indicate your State's SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Good	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

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

Data Source: A&I snapshot as of May 27, 2016.

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 7	Yes
SSDQ	Good	Yes

Data Sources:

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

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

All safety data quality elements are green, so no program activity plan is necessary at this time.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.

N/A

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.

N/A

3 - Passenger Carrier Enforcement

Instructions:

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

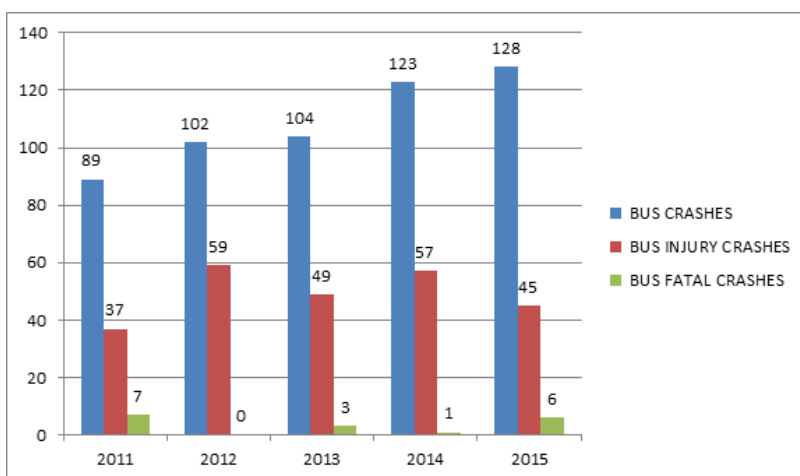
Check this box if:

☐ As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

Problem Statement Narrative: Describe problem identified by performance data.

According to MCMIS dated 5/27/2016, in 2011, there were 89 passenger transport crashes resulting in 7 fatal crashes with 9 fatalities, and 37 injury crashes with 85 injuries. In 2012, there were 102 bus crashes with 0 fatal crashes with 0 fatalities, and 59 injury crashes with 162 injuries. In 2013, there were 103 bus crashes resulting in 3 fatal crashes with 3 fatalities and 49 injury crashes with 135 injuries. In 2014, there were 121 bus crashes, resulting in one fatality and 57 injury crashes. In 2015, there were 128 bus crashes, with six fatalities and 45 injuries (Data sources: 5/27/16; A&I On-Line, MCMIS and FARS)

2011-2015 BUS CRASHES BY INJURY AND FATAL



Performance Objective: Enter performance objectives including baseline data and performance goal.

MCSD will reduce the number of passenger transport crashes by 10% from a total of 128 in CY 2015 to 115 by the end of 2017.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Additional information regarding how these activities will be implemented.

MCSD and its MCSAP partners will conduct at least one terminal inspection per year and at least four special emphasis roadside inspections to reduce passenger carrier crashes. Each detail will utilize three to four MCSD troopers working in eight hour shifts. MCSD has a goal of a projected 212 driver/vehicle inspections for passenger vehicles in FY 2017.

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.

- Number of injury crashes involving passenger carriers is reduced by 10% from 45 injury crashes in 2015 to 40 injury crashes in 2017.
- Number of fatal bus crashes will be reduced from 6 in 2015 to three for 2017.
- MCSD and its MCSAP partners will conduct at least one terminal inspection per year and four special emphasis roadside inspections per year to reduce passenger carrier crashes

4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities

Instructions:

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

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..

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

22

Performance Objective: Enter performance objective(s).

The MCSD will increase the catch rate for carriers operating under a Federal OOS order from 22.22% in 2015 to at least 50% by the end of 2016.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**

☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**

☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**

☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

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

The MCSD will continue to run every DOT number through Query Central in both MHP and MDOT. The MCSD will maintain strict enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

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.

- To identify each missed carrier with a Federal OOS order and provide training for the officer responsible for not following the correct protocol, unless resulting from failure to comply with a New Entrant audit

5 - Hazardous Materials Transportation Safety

Instructions:

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

☐ As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

Problem Statement Narrative: Describe problem identified by performance data.

Mississippi has worked diligently to reduce the number of HM transport crashes. HM transport fatalities were reduced during 2010 and 2011 to one, with none in 2012. Of the 71,058 roadside inspections conducted during 2015, 4,236 of these inspections were of HM transport vehicles. To reduce the number of HM transport crashes, MCSD will increase the number of HM inspections by 3% in 2017 to 4,363. MCSD will monitor the progress through review of A&I Online and MICMIS. Data Source: A&I Online Safety Data Summary as of 5/27/16.



Performance Objective: Enter performance objectives including baseline data and performance goal.

MCSD will increase the number of HM roadside inspections by 3% from 4,236 in FY 2015 to a total number of 4,363 by December 2017. Through the increase of roadside inspections, MCSD plans to maintain HM related fatalities at zero.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

☒ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)

- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Provide additional information regarding how these activities will be implemented.

MCSD will institute a plan that includes an increased focus on the monitoring of HM transport vehicles. MCSD will designate a specific date each month that will focus on HM vehicles, as well as, increase focus in the identified high crash corridors within the State.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.**Performance Measure 1:**

MCSD will utilize the data available through A&I Online to monitor the number of inspections and crashes involving HM transport vehicles. MCSD will perform at least 365 HM roadside inspections each month to meet the 3% increase.

Performance Measure 2:

MCSD will verify that the appropriate number of inspections is being performed each month to meet the stated goal. For FY 2017 at least 1091 inspections per quarter are required to meet the 3% increase goal.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

CMV SAFETY IMPROVEMENT

Problem Statement Narrative: Describe problem identified by performance data.

A specific safety problem has been identified in CMV crashes regarding seat belt usage. A significant number of drivers and passengers killed in CMV related fatal crashes are not wearing seat belts. Of the 72 fatalities in 2014, 23 or 32% were unbelted. In 2015, there were 72 CMV fatalities including all vehicles involved with both drivers and passengers, with 20 or 28% unbelted. (Data Source: MS FARS July 21, 2016.) unbelted. Mississippi had an overall seatbelt usage rate of 78% statewide in 2014, and 79.3% in 2015. Increasing the seat belt usage rate statewide as well as the seat belt usage rate for CMV drivers has had a definite impact on the number of CMV fatalities. (Data Sources: A & I online, MS FARS Data, Mississippi State Social Science Research)

Performance Objective: Enter performance objectives including baseline data and goal.

To reduce the total number of CMV related fatalities not wearing seat belts by 5%, based on 72 CMV related fatalities with 20 unrestrained drivers and passengers in 2015, to 68 CMV related fatalities and 18 not restrained in 2017.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- ☒ Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- ☒ Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- ☒ Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- ☒ Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

MCSD has been successful in their attempts to make CMV and non-CMV drivers more aware of the primary seatbelt law in place within the State of Mississippi through strict high visibility enforcement of the primary seat belt law and extensive paid media campaigns such as Click It or Ticket. At least one seat belt presentation is conducted each quarter as well. MCSD and the Department of Public Safety Public Affairs Office routinely makes contact with the general public and industry throughout the state. Contact will also be made through the use of the Public Awareness Education Lab (PAEL), which is a web based site dedicated to educating the public with safety programs, data, videos and literature. MCSD will also participate in national initiatives such as the Click-it-or-Ticket program. MCSD will conduct quarterly safety talks and outreach programs within the motor vehicle carrier industry, the general public and civic groups in order to distribute information in regards to safety restraint use and the primary seat belt laws in place within Mississippi. MCSD staff will review CMV related crash reports quarterly to evaluate the effectiveness of this strategy. CMV driver fatalities due to the improper use of safety restraints will be tracked and analyzed to determine the success of the industry outreach.

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.

During 2017, to decrease the number of CMV unrestrained truck and bus drivers killed by 100%, based upon two (2) unrestrained CMV driver fatalities in 2015 to zero in 2016. (The number of two includes unbelted CMV drivers only, and not passengers or drivers of other vehicles). MCSD will measure the

number of CMV drivers properly utilizing safety restraints by analyzing crash and traffic enforcement data. In 2015, there were 12 CMV drivers killed, with 10 belted and 2 unbelted. (Data Source: MS FARS data July 21, 2016.)

State Objective #2

Enter the title of your State-Identified Objective.

Oil Field Operations

Problem Statement Narrative: Describe problem identified by performance data.

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

Performance Objective: Enter performance objectives including baseline data and goal.

MCSD will reduce the number of large truck CMV crashes within Amite, Wilkinson, and Pike Counties by 10% from 42 CMV crashes in 2015 to 38 large truck CMV crashes by the end of 2017. Data Source: A&I Snapshot as of June 24, 2016.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

MCSD will conduct one special detail per quarter in the southwestern portion of the state, focusing on enforcement of HM regulations, and conducting HM inspections. MCSD will ensure that carriers are transporting hazardous materials in the appropriate vehicles, and that HM are properly classified and marked in accordance with HM regulations.

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.

MCSD will conduct one special detail per quarter in the southwestern portion of the state, focusing on HM regulations through Level I, II, and III inspections.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** 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> (user id and password required).*

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.

For FY 2017, MCDS will continue its agreement with the Mississippi Department of Transportation (MDOT) to help complete driver/vehicle inspections statewide. MCSD roadside inspectors will continue to use ISS and Query Central with CSA improvements to highlight carriers and drivers who are deficient in the BASICS and target those areas during inspections. All OOS carriers will be run through the Query and will not be allowed to proceed. MCSD has been performing, on average, 5,900 roadside inspections per month during 2015. MCSD is on track to complete over 60,000 inspections for FY 2016. MCSD plans to conduct at least 60,000 inspections for FY 2017. MCSD will also plan to meet the 33% Level III inspection requirement while increasing the total number of annual inspections. During FY 2017, Level 5 inspections will be restricted to requests by FMCSA during a motor carrier strike force or during a compliance review. MCSD inspectors may conduct Level 5 inspections during May and June in order to meet the minimum CVSA requirement of eight per inspector per year. Performance Measure: To conduct at least 15,000 inspections per quarter, 5000 of which are Level III inspections, utilizing the **30 MHP troopers and 2 compliance review officers (TOTAL 32)** dedicated to the MCSAP program and the assistance of MDOT officers. MDOT is classified as a non-funded agency.

Instructions for Performance Goals:

*Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.***

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency**Lead Agency is:** MISSISSIPPI HIGHWAY PATROL**Enter the total number of certified officers in the Lead agency:** 32

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	15232	2217	134	17583	29.31%
Level 2	19950	1923	34	21907	36.51%
Level 3	19790	159	25	19974	33.29%
Level 4	258	21	1	280	0.47%
Level 5	195	43	18	256	0.43%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	55425	4363	212	60000	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click 'Save' after each table entry.

DEPARTMENT OF PUBLIC

Enter the name of the Funded Agency: SAFETY MS HIGHWAY PATROL

Enter the total number of certified officers in this funded agency: 30

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	1
Enter the total number of non-funded certified officers:	166

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: MISSISSIPPI HIGHWAY PATROL					
# certified officers: 32					
Funded Agencies: DEPARTMENT OF PUBLIC SAFETY MS HIGHWAY PATROL					
# certified officers: 30					
Number of Non-Funded Agencies: 1					
# certified officers: 166					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	15232	2217	134	17583	29.31%
Level 2	19950	1923	34	21907	36.51%
Level 3	19790	159	25	19974	33.29%
Level 4	258	21	1	280	0.47%
Level 5	195	43	18	256	0.43%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	55425	4363	212	60000	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

The MCSD traffic enforcement program focuses on inspections of CMVs that have been stopped due to traffic violations. The program also focuses on non-CMV vehicles that have committed traffic violations within close proximity of a CMV. Performance Objective: Increase the total number of inspections derived from traffic enforcement activities. During FY 2012 MCSD conducted 1200 inspections in conjunction with traffic enforcement activities. There were 1,087 traffic enforcement inspections in FY 2013, 1,085 for FY 2014, and 1313 for FY 15. For FY 2017, MCSD proposes to increase the total number of inspections derived from traffic enforcement by 3% from 1,313 in FY 2015 to 1,353 for FY 2017. (Data Source: A&I 6/24/2016)

Performance Measure: MCSD will track the number of inspections using data available through A&I. Using this data, MCSD will monitor their progress in reaching the annual inspection goal of 60,000 for FY 2017.

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

MCSD will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. Additional details will be conducted in areas that receive complaints or public notification. These details will operate 2 to 3 days per month utilizing 3 to 4 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSD troopers working nine hour shifts. MCSD shall schedule quarterly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV. MCSD troopers will be scheduled to saturations details in high crash corridors identified through analysis of data available through A&I Online and State crash records focusing efforts on traffic enforcement and inspections. MCSD will perform quarterly traffic enforcement details focusing on non-CMV driver behaviors in identified high crash corridors. Based on the monthly inspection tracking numbers, MCSD will make needed adjustments to enforcement detail locations and/or the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violations types to watch for and/or to focus efforts on. MCSD will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1353
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	100
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1100

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

MCSD will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. MCSD units spend approximately 15% of their time on traffic enforcement without inspection, 80% traffic enforcement with inspection, and 5% public outreach in their respective counties. Additional details will be conducted in areas that receive complaints or public notification. These details will operate 2 to 3 days per month utilizing 3 to 4 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSD troopers working nine hour shifts. MCSD shall schedule quarterly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV. MCSD troopers will be scheduled to saturations details in high crash corridors identified through analysis of data available through A&I Online and State crash records focusing efforts on traffic enforcement and inspections. MCSD will perform quarterly traffic enforcement details focusing on non-CMV driver behaviors in identified high crash corridors. Based on the monthly inspection tracking numbers, MCSD will make needed adjustments to enforcement detail locations and/or the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violations types to watch for and/or to focus efforts on. MCSD will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary.

3 - Carrier Investigations

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 and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

In FY 2013, there were 170 reviews conducted by the MCSD, 137 reviews for FY 2014, and 114 reviews in FY 15. In FY 2017, MCSD will maintain the 122 review projection in order to ensure quality compliance reviews, including at least seven (7) HM reviews.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

In order to increase the number of compliance reviews being performed, MCSD has trained two (2) compliance review investigators, who are 100% dedicated. These two FTE compliance review officers work with the other 30 MCSD troopers who comprise the enforcement/inspection unit (TOTAL 32). MCSD has implemented FMCSA's interventions model for interstate carriers. The two compliance review investigators receive assignments from the FMCSA Mississippi Division Office. When assignments are given, full compliance reviews or interventions are scheduled within one week. The MCSD staff will monitor the training progress through contact with FMCSA staff assisting with compliance review training. Investigators will be trained on a on-going basis to ensure knowledge of the most up to date intervention practices, and will use the most recent version of eFOTM. MCSD shall monitor the number and quality of the compliance reviews being performed. A&I Online data will be used to monitor the progress of the compliance review efforts. Based upon the analysis of the completed reviews, adjustments will be made to this strategy as deemed necessary. MCSD will follow the CSA intervention protocol for communicating with carriers early, investigate safety problems and follow up for compliance. The current data gathered for traffic enforcement stops and crash statistics will be used to determine if carriers require a warning letter. Follow up investigations, either offsite or onsite focused, will be conducted for carriers who continue to have safety problems after the warning letter, and corrective action plans will be developed when necessary. The number of warning letters issued to carriers will be tracked as will the number of inspections performed through the SMS system. The MCSD staff will monitor the evaluation and intervention process through contact with FMCSA staff assisting with compliance review. MCSD shall make use of measurement results to identify carriers for Compliance, Safety, Accountability (CSA) interventions. Utilizing the measurement results, MCSD will evaluate why safety problems are occurring, recommend remedies, encourage corrective action(s), and where corrective action is inadequate, invoke strong penalties. The On-Road Safety Performance (BASICS) will be used to determine the number of roadside inspections incurred and number of state-reported crashes. Work products will be reviewed for errors, and interventions will be conducted in a manner consistent with standard procedures. MCSD and its MCSAP partners will conduct at least one terminal inspection per year and one special emphasis roadside inspection per quarter for a total of four to reduce passenger carrier crashes. MCSD along with our MCSAP partners will conduct on site and road side inspections on passenger carriers and drivers.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of

its carrier investigation program (not just outputs).

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

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

☐ **Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		0
Passenger		0
HM		0
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site	0	0
Passenger CSA Off-Site	0	0
HM CSA Off-Site	0	0
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	82	0
Passenger CSA On-Site Focused	0	0
HM CSA On-Site Focused	3	0
CSA On-Site Focused Investigations Sub-total	85	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	33	0
Passenger CSA On-Site Comprehensive	0	0
HM CSA On-Site Comprehensive	2	0
CSA On-Site Comprehensive Sub-total	35	0
CSA Investigations (all Types) Total	120	0
HM-Related Review Types		
Security Contact Reviews (SCRs)	2	0
Cargo Tank Facility Reviews	0	0
Shipper Reviews	0	0
HM-Related Review Types Total	2	0
ALL REVIEW TYPES GRAND TOTAL	122	0

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

Mississippi has two compliance review officers who are responsible for the entire state of Mississippi. In order to ensure that compliance reviews are accurate and thorough, the MCSD projects 122 compliance reviews for FY 2017.

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. 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 FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

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.:

MCSD shall perform one public awareness/educational program per quarter. MCSD will research public awareness and outreach opportunities through the Governor's Office of Highway Safety and create a schedule for fiscal year 2017.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	1
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	1

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.

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

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

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 Performance Progress Report (SF-PPR):

The number of programs conducted in FY 2017 will be measured against the goal of one public awareness/educational program per quarter. MCSD will review state data that reflects the number of contacts made and programs presented and review quarterly to ensure that goals are met. A&I Online reports will be used to measure the overall effectiveness of the outreach programs in reducing CMV related crashes.

New Entrant

1 - New Entrant Focus Area

Instructions:

The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct 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. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Complete the following areas to describe your plan for this MCSAP focus area.

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

Objective: Processing and Completing Safety Audits within the Statutory Time Limits

- 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.
- 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.

Enter New Entrant Agency:

MS Department of Public Safety MCSD

Strategies: Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.

The MCSD New Entrant Audit section will assist in accomplishing the FMCSA goal of reducing the number of crashes and fatalities involving large trucks and commercial buses by conducting at least 400 New Entrant Safety Audits with the regulated time frames. Over the past three years (2013-2015) Mississippi has shown an overall increase of 27% in new carriers entry into interstate operation. Using A & I data, Mississippi could see a 10% increase during FY 17 in the number of new commercial carriers entering the industry in the next 12 months. Analysis report shows from June 2013 to May 2014, a 15% increase in NE inventory from 635 to 753. From June 2014 to May 2015, there was a 9% increase from 736 to 810 and from June 2015 to May 2016, carriers remained almost steady from 810 to 805. These data show an average increase of 10% to 12%. (Source: FMCSA A&I New Entrant Monthly Trends, June 24, 2016.)

Activity Plan: A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Based on an average of 100 safety audits conducted by each of the four auditors during FY 16, the

New Entrant Program will conduct 400 New Entrant Safety Audits in the required time based on entry dates into the program. Safety Auditors will conduct approximately 320 (80%) at the carrier's place of business, and 80 audits (20%) will be completed at a central location conducive for the auditor.

Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.

To complete 400 New Entrant Safety audits within 3 to 12 months of new carrier entry into the program, ensuring that all Participants are in full compliance with FMCSRs and Hazardous Materials regulations. The supervisor of the New Entrant section will review audit reports on a monthly basis for completeness and accuracy. Monthly meetings will be held to monitor progress in completing audits and monitoring the timeline to prevent overdue carriers in the inventory.

Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	320	0
# of Safety Audits (Offsite)	80	0
TOTAL Safety Audits	400	0
# of Non-Audit Resolutions	420	0

Spending Plan

B&I Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel**What different types of costs do I need to put in my Spending Plan?**

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: ☒ Cash ☐ Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$662,578.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Trooper Inspectors	30	100	2080	\$29.71	\$1,853,904.00	\$1,575,818.40	\$278,085.60	\$0.00
Support civilians	8	100	2080	\$18.20	\$302,848.00	\$257,420.80	\$45,427.20	\$0.00
Compliance review Officers	2	100	2080	\$18.90	\$78,624.00	\$66,830.40	\$11,793.60	\$0.00
Sub-Total Salary					\$2,235,376.00	\$1,900,069.60	\$335,306.40	\$0.00
Overtime Information								
Overtime		100	2080		\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Overtime					\$0.00	\$0.00	\$0.00	\$0.00
TOTAL PERSONNEL					\$2,235,376.00	\$1,900,069.60	\$335,306.40	\$0.00

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

The MCSD has a total of 30 FTE Troopers (30 Certified Inspectors) working full time on MCSAP eligible enforcement activities and equate to 62,400 hours at an average rate of \$29.71 per hour for \$1,853,904. The Federal share for troopers/inspectors is \$1,575,818.40, match is \$278,085.60.

There are 8 civilian staff in the areas of administration services, data entry and information technology who act as support to the Motor Carrier Unit. The Federal share for civilian staff is \$257,420.80 and match is \$45,427.20.

There are 2 compliance review officers working 100% of their time on compliance review at a rate of \$18.9 per hour for a total of \$78,624.00.

The Total for salaries is \$2,235,376.00 (Federal=\$1,900,069.60; Match=\$335,306.40)

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Trooper Inspectors	45.30	\$1,853,904.00	\$839,818.51	\$713,845.73	\$125,972.78	\$0.00
Compliance review Officers	34.70	\$78,624.00	\$27,282.53	\$23,190.15	\$4,092.38	\$0.00
8 support civilians	34.70	\$302,816.80	\$105,077.43	\$89,315.82	\$15,761.61	\$0.00
Sub-Total Fringe Benefits			\$972,178.47	\$826,351.70	\$145,826.77	\$0.00

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

Fringe benefits are a summation of the actual fringe benefits per employee and include; Health Insurance, FICA/Social Security and Retirement.

Fringe benefits for Troopers = 45.3% (Health/Life @ .65%, FICA/ SS @ 7.65%, Retirement @ 37%). The budgeted amount of fringe will be \$839,818.51 for 30 troopers. The Federal share for trooper fringe amount is \$713,845.73 and Match = \$125,972.78.

For 8 civilian staff and 2 compliance officers, the fringe rate is 34.7%. (Health/life 11.3%; FICA & SS 7.65%; Retirement 15.75%) The total share budgeted for civilian fringe benefits will be \$132,359.96, Federal- 112,505.97 match \$19,853.99 .

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Registration	5	0	\$9,000.00	\$7,650.00	\$1,350.00	\$0.00
Lodging Accommodations	30	5	\$16,500.00	\$14,025.00	\$2,475.00	\$0.00
Program Travel Per Diem	30	5	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Misc. tips/ cabs etc.	5	0	\$250.00	\$212.50	\$37.50	\$0.00
Travel for Training	30	25	\$123,750.00	\$105,187.50	\$18,562.50	\$0.00
Sub-Total Travel			\$155,500.00	\$132,175.00	\$23,325.00	\$0.00

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

MCSAP personnel will attend in-service training and program in-state and out-of-state travel throughout the program year. Costs were calculated as follows:

Per Diem for 30 personnel @ \$40.00 per day for 5 days = \$6,000.00,

Accommodations for 30 personnel @ \$110.00 per night for 5 nights \$16,500.00

Registration for 5 personnel to attend three CVSA conferences and other events @ \$600.00 x 3 x 5 = \$9,000.00.

Miscellaneous costs include meal and baggage tips and taxis @ \$50 X 5 staff for a total of \$250.00, \$212.50 federal; 37.50 match

The total budgeted amount for program travel is \$31,750 . The Federal share for these travel cost is \$26,987.50, and match is \$4762.50.

Travel for Training related costs are to train 30 MCSAP Inspectors in various levels of certification as MCSD inspectors. Each course has a daily cost of \$165.00 per day. The daily cost includes \$99 for lodging; \$40 for meals, and \$26 for incidentals such as meal and baggage tips, parking, etc. Level 1 A & B is 10 days for a cost of \$49,500, General Hazmat for 5 days @ \$24,750; Cargo Tank for 5 days @ 24,750, for a total of 30 Troopers x \$165 per day x 25 days = \$123,750.00

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: ☒ Yes ☐ No

If threshold is below \$5,000, enter threshold level: \$1,000

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Laptop Computers	10	\$1,550.00	\$15,500.00	\$13,175.00	\$2,325.00	\$0.00
Vehicles	10	\$29,430.00	\$294,300.00	\$250,155.00	\$44,145.00	\$0.00
Desktop Computers	3	\$1,300.00	\$3,900.00	\$3,315.00	\$585.00	\$0.00
Sub-Total Equipment			\$313,700.00	\$266,645.00	\$47,055.00	\$0.00

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

The MCSAP Unit has a fleet of 37 enforcement vehicles that are dedicated to the MCSAP program. Each of the enforcement vehicles are equipped with computer laptops for the immediate uploading of safety inspections. Ten of the enforcement vehicles have reached high mileage (75,000 miles or three years) and have outlived the useful life of a patrol vehicle. These ten vehicles will be replaced at a cost of \$29,430.00 each for a total of \$294,300. (Federal=250,155; Match = \$44,145)

Due to the demands placed on vehicle based computers and equipment 10 laptops will be replaced. Laptop cost \$1,550.00 for a total of \$15,500.00. (Federal = \$13,175; Match = \$2,325)

Three desktop computers for administrative and IT personnel are requested to replace outdated equipment. The price of the computers is \$1300 each for a total of \$3900.00

The total budgeted cost for equipment is \$313,700. The Federal share of these cost is \$266,645.00 and match is \$47,055.00.

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Printers (Mobile)	10	each	\$250.00	\$2,500.00	\$2,125.00	\$375.00	\$0.00
General Office Supplies	12	month	\$260.00	\$3,120.00	\$2,652.00	\$468.00	\$0.00
Printers	3	each	\$300.00	\$900.00	\$765.00	\$135.00	\$0.00
Uniforms & Related Supplies	30	Inspectors	\$600.00	\$18,000.00	\$15,300.00	\$2,700.00	\$0.00
Sub-Total Supplies				\$24,520.00	\$20,842.00	\$3,678.00	\$0.00

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

Ten mobile printers are requested to replace outdated laptops in MCSD patrol vehicles @ \$250 each for a total of \$2500. (Federal \$2125; Match \$375).

Three desktop printers are requested at 300 each for a total of \$900.00 (\$765 federal, 135 match)

General office supplies (paper clips, paper, toner, ect) for the MCSAP program cost on average \$260 per month for a yearly total of \$3,120.00. (Federal =\$2652, Match = \$468.

Uniforms and related supplies for 30 MCSAP officers cost on average \$600.00 per officer for a total of \$18,000.00. (Federal = \$15,300; Match = \$2700)

The total budgeted cost for supplies will be \$24,520. (Federal share is \$20,842; Match \$3,678).

These items are annual reoccurring cost that are needed to support and maintain the MCSAP program and personnel.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Operations/Maintenance	\$102,321.00	\$86,972.85	\$15,348.15	\$0.00
Sub-Total Contractual	\$102,321.00	\$86,972.85	\$15,348.15	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

Operations and maintenance costs for CVISN/PRISM have been included for unforeseen issues such as equipment repairs or replacement that may arise during the FY 2017 grant period. These funds will be utilized to repair or replace items necessary to continue operation of CVISN programs located at the Mississippi Department of Transportation (MDOT), a nonfunded FMSCA Motor Carrier enforcement partner.

As explained at 2016 FMCSA Grants Management meeting, with the new NOFA for High Priority funding for FY 2017, the Mississippi Department of Transportation will be able to apply for operation and maintenance funding for CVISN. The \$102,321 shown here has to be included as an estimate in case MDOT does not receive the high priority grant operations costs in FY 2017. These funds would insure the continuation of the CVISN/PRISM operation and maintenance, allowing the program to function.

This amount was calculated after all MCSD and New Entrant expenses were documented and accounted for within the FY 2017 spending plan.

A total of \$102,321 has been budgeted with \$86,978.85 Federal and \$15,348.15 match. The 15% match cost will be included in the subcontract to MDOT for operations and maintenance.

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: ☐ Yes ☒ No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Utilities	12	month	\$2,500.00	\$30,000.00	\$0.00	\$0.00	\$30,000.00
Communications (Cell Phones, Air Cards)	45	each	\$100.00	\$4,500.00	\$3,825.00	\$675.00	\$0.00
Non Vehicle Equipment (Copiers, Fax, ect)	12	month	\$233.00	\$2,796.00	\$2,376.60	\$419.40	\$0.00
Fleet Cost - Maintenance	37	annual amount	\$2,362.87	\$87,426.19	\$0.00	\$0.00	\$87,426.19
Fuel Cost	12	month	\$15,000.00	\$180,000.00	\$153,000.00	\$27,000.00	\$0.00
CVSA Decals	38000	each	\$0.28	\$10,640.00	\$9,044.00	\$1,596.00	\$0.00
Sub-Total Other Costs				\$315,362.19	\$168,245.60	\$29,690.40	\$117,426.19

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

CVSA Decals \$10,640.00

38,000 decals at .28 cents each total cost \$10,640.00.

Fuel Cost \$180,000.00

The MCSAP program averages \$15,000.00 per month for fuel costs for an annual total of \$180,000.00. (Federal = \$153,000; Match = \$27,000)

Fleet General Maintenance \$87,426.19 MOE

Mileage and repairs include items such as tires, brakes and other maintenance cost not already identified for 37 MCSAP enforcement vehicles. These costs cover vehicle expenses for 50,000 miles per year. Maintenance includes:

10 oil changes @ \$581.80; 1 transmission service @ \$1034.16; 2 sets of tires @ \$1034.16; and 2 brake services @ \$664.48 for a total of \$2,362.87 x 37 vehicles = \$87,426.19. These costs are included in the MOE for FY 2017.

Non Vehicle Equipment \$2,796.00

Leases for copiers and fax machine cost \$233.00 per month for a total cost of \$2,796.00

Communications \$4,500.00

Cell phones and computer air cards for 40 personnel at a cost of \$112.50 per month for a total cost of \$4,500.00

Utilities \$30,000.00 MOE

The MCSAP program is utilizing \$2,500.00 per month as MOE for an annual ownership utility cost of \$30,000.00. This expense covers office utilities for MCSD administration and support staff and storage areas for equipment and supplies provided by DPS. This cost is an ownership operating expense for the utilities for 3,125 sq. ft. of space, which is approximately one sixth of the DPS Headquarters Building Square footage.

Utility costs may include but are not limited to electricity, phone service, and network access. On average, utilities run in excess of \$17,000 per month for the Department of Public Safety Main Building, where the MCSD Administration and Support staff are housed.

The Federal cost for Other is \$168,245.60 and Match is \$29,690.40, with \$117,426.19 MOE. The other expense cost are necessary for vehicle maintenance and fuel expenses, CVSA decals, rent, utilities and leased office equipment (copier, fax, etc.)

8 - Spending Plan**Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,754,607.00	\$662,578.00	\$4,417,185.00

Allowable amount for Overtime (15% of total award amount without justification): \$662,578.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$320,449.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Trooper Inspectors	\$1,575,818.40	\$278,085.60	\$1,853,904.00	\$0.00
Support civilians	\$257,420.80	\$45,427.20	\$302,848.00	\$0.00
Compliance review Officers	\$66,830.40	\$11,793.60	\$78,624.00	\$0.00
Subtotal for Personnel	\$1,900,069.60	\$335,306.40	\$2,235,376.00	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Trooper Inspectors	\$713,845.73	\$125,972.78	\$839,818.51	\$0.00
8 support civilians	\$89,315.82	\$15,761.61	\$105,077.43	\$0.00
Compliance review Officers	\$23,190.15	\$4,092.38	\$27,282.53	\$0.00
Subtotal for Fringe Benefits	\$826,351.70	\$145,826.77	\$972,178.47	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Registration	\$7,650.00	\$1,350.00	\$9,000.00	\$0.00
Lodging Accommodations	\$14,025.00	\$2,475.00	\$16,500.00	\$0.00
Program Travel Per Diem	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Misc. tips/ cabs etc.	\$212.50	\$37.50	\$250.00	\$0.00
Travel for Training	\$105,187.50	\$18,562.50	\$123,750.00	\$0.00
Subtotal for Program Travel	\$132,175.00	\$23,325.00	\$155,500.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Laptop Computers	\$13,175.00	\$2,325.00	\$15,500.00	\$0.00
Vehicles	\$250,155.00	\$44,145.00	\$294,300.00	\$0.00
Desktop Computers	\$3,315.00	\$585.00	\$3,900.00	\$0.00
Subtotal for Equipment	\$266,645.00	\$47,055.00	\$313,700.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Printers (Mobile)	\$2,125.00	\$375.00	\$2,500.00	\$0.00
General Office Supplies	\$2,652.00	\$468.00	\$3,120.00	\$0.00
Printers	\$765.00	\$135.00	\$900.00	\$0.00
Uniforms & Related Supplies	\$15,300.00	\$2,700.00	\$18,000.00	\$0.00
Subtotal for Supplies	\$20,842.00	\$3,678.00	\$24,520.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Operations/Maintenance	\$86,972.85	\$15,348.15	\$102,321.00	\$0.00
Subtotal for Contractual	\$86,972.85	\$15,348.15	\$102,321.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Utilities	\$0.00	\$0.00	\$0.00	\$30,000.00
Communications (Cell Phones, Air Cards)	\$3,825.00	\$675.00	\$4,500.00	\$0.00
Non Vehicle Equipment (Copiers, Fax, ect)	\$2,376.60	\$419.40	\$2,796.00	\$0.00
Fleet Cost - Maintenance	\$0.00	\$0.00	\$0.00	\$87,426.19
Fuel Cost	\$153,000.00	\$27,000.00	\$180,000.00	\$0.00
CVSA Decals	\$9,044.00	\$1,596.00	\$10,640.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$168,245.60	\$29,690.40	\$197,936.00	\$117,426.19

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$3,401,301.75	\$600,229.72	\$4,001,531.47	\$117,426.19
Total Costs Budgeted	\$3,401,301.75	\$600,229.72	\$4,001,531.47	\$117,426.19

Comprehensive Budget

This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,754,607.00	\$662,578.00	\$4,417,185.00

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$2,104,388.18	\$371,362.62	\$2,475,750.80	\$0.00
Fringe Benefit Total	\$894,902.73	\$157,924.00	\$1,052,826.73	\$0.00
Program Travel Total	\$142,349.50	\$25,120.50	\$167,470.00	\$0.00
Equipment Total	\$316,676.00	\$55,884.00	\$372,560.00	\$0.00
Supplies Total	\$26,282.00	\$4,638.00	\$30,920.00	\$0.00
Contractual Total	\$86,972.85	\$15,348.15	\$102,321.00	\$0.00
Other Expenses Total	\$183,035.60	\$32,300.40	\$215,336.00	\$126,877.67
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$3,754,606.86	\$662,577.67	\$4,417,184.53	\$126,877.67
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$3,754,606	\$662,578	\$4,417,184	\$126,878

NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.

FY 2017 Certification of MCSAP Conformance (State Certification)

I, Captain Scott Carnegie, Director of the MS Motor Carrier Safety Division, on behalf of the State of Mississippi, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, 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 Ron Sennett.
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 350.319 and 350.329

Date 07-26-2016

Signature Scott Carnegie

Annual Certification of Compatibility

An annual review was performed on all laws pertaining to FMCSA and the Motor Carrier Safety Division. The State Laws of Mississippi remain compatible with the FMCSRs and HMRs.

Name and Title:

Captain Scott Carnegie, Director of MS Motor Carrier Safety Division

Signature:

Scott Carnegie

Date:

7-26-16

FY 2017 Certification of MCSAP Conformance (State Certification)

I, Captain Scott Carnegie, Director of the MS Motor Carrier Safety Division, on behalf of the State of Mississippi, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, 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 Ron Sennett.
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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 350.319 and 350.329

Date 07-26-2016

Signature Scott Carnegie

Annual Certification of Compatibility

An annual review was performed on all laws pertaining to FMCSA and the Motor Carrier Safety Division. The State Laws of Mississippi remain compatible with the FMCSRs and HMRs.

Name and Title:

Captain Scott Carnegie, Director of MS Motor Carrier Safety Division

Signature:

Scott Carnegie

Date:

7-26-16

MISSISSIPPI

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

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

2 - Basic and Incentive Program Structure

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The Mississippi Department of Public Safety, Motor Carrier Safety Division (MCSD) is the designated lead agency for the Motor Carrier Safety Assistance Program (MCSAP). MCSD is a comprehensive commercial motor vehicle enforcement agency. The MCSD is comprised of thirty (30) Motor Carrier Trooper/Inspectors trained to conduct Driver/Vehicle Safety Inspections in accordance with the Northern American Standard Inspection Procedures. MCSD has partnered with the Mississippi Department of Transportation (MDOT) for Fiscal Year 2017 to continue assisting with roadside inspections. MDOT will provide the services of around 166 officers. The relationship with MDOT to MCSD is that of a participation agency in a collaborative effort with MCSD to perform activities in accordance with the standards and procedures approved by the FMCSA as they relate to the performance of vehicle and driver inspections, the placement of vehicles and drivers out of service, and any other requirements imposed through law or regulations pertaining to activities funded through the MCSAP.

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

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

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

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

The Mississippi Department of Public Safety has a drug interdiction program called the Criminal Patrol Unit, which consists of 18 troopers, five canines and handlers, and one supervisor. These troopers have been trained by the NTC in Drug Interdiction, and have also been trained in all aspects of controlled substance trafficking and human trafficking. The Criminal Patrol Unit is available to provide assistance and backup for the MCSD. The MCSD troopers received DUI standardized field sobriety training and drug recognition training during the Mississippi Highway Patrol School. Several troopers have participated in advanced training in drug and narcotics awareness. The majority of the current MCSD troopers attended SFST training classes for recognition of impaired drivers utilizing the National Highway Traffic Safety Administration curriculum taught by the former Mississippi Law Enforcement Liaison Office.

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities**Instructions:**

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

- MCSD has a written policy requiring troopers/inspectors to check the operating authority status of every vehicle inspected.
- MCSD has a written policy requiring troopers/inspectors to place out of service any vehicle found to be operating without sufficient authority. MCSD roadside inspectors will continue to use ISS and Query Central with CSA improvements to highlight carriers and drivers who are deficient in the BASICS, and target those areas during inspections. All out-of-service carriers will be run through the Query and will not be allowed to proceed. Inspectors verify medical certificates with medical doctor contacts, CMV license status, and financial responsibility at roadside as well.
- MCSD provides training for troopers/inspectors to check the operating authority status of every vehicle inspected, including training for the system Mississippi uses to conduct the checks. Refresher training is provided on statutory (USC) and regulatory (CFR) changes, training on OOS criteria changes, and inspection bulletin updates
- MCSD has implemented a management reporting system to track troopers/inspector compliance with policy. Management reports are used to ensure that MCSD inspectors are meeting inspection quantity, quality, and timeliness goals.

Basic and Incentive Program Effectiveness Summary - Past Performance

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

- 1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
- 2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
- 3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.*
- 4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
- 5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

Goal measurement as defined by your State: Other # large truck/buses crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	73	1563	1671
01/01/2014	12/31/2014	83	1383	1650
01/01/2013	12/31/2013	71	1300	1458
01/01/2012	12/31/2012	56	1223	1368
01/01/2011	12/31/2011	86	973	1287

Enter the source and capture date of the data listed in the table above:

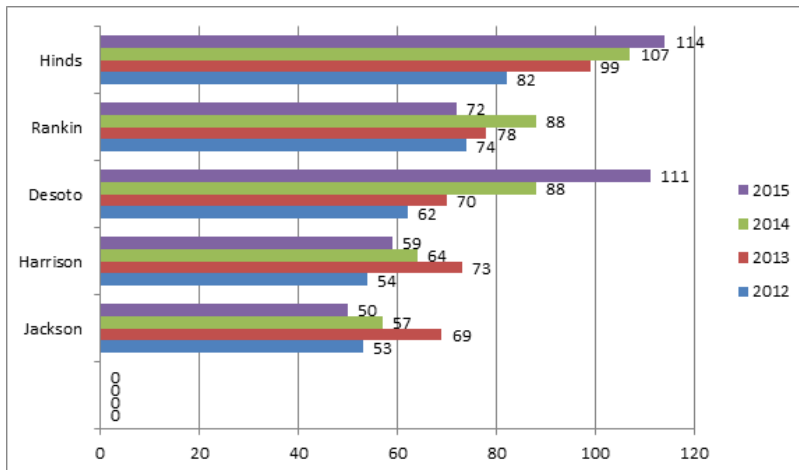
Mississippi's goal in the CVSP reflects total number of CMV crashes including large trucks and buses, reducing by 5% each year. FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/7/2016.

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

The Mississippi Commercial Vehicle Safety Plan (CVSP) takes a two-pronged approach to address state specific safety issues. In some areas MCSD focuses on specific counties, corridors and municipalities where the data show a high occurrence of crashes. Other areas require a broader approach, such as public education. In CY 2015, the top five counties for large truck fatal and nonfatal crashes were Rankin, Hinds, Desoto, Harrison, and Hinds. With these increased enforcement efforts specifically to these counties, Rankin County's fatal and non-fatal truck crashes decreased by 18%, from 88 in 2014 to 72 during 2015. Hinds County crashes increased, with 107 crashes in 2014 to 114 in 2015. Desoto County's crash number increased from 88 crashes in 2014 to 111 in 2015. Desoto County is one of the fastest growing areas in the United States.

Rankin and Hinds Counties border each other with approximately 15-20 miles of interstate in incorporated areas with high CMV traffic. Efforts to reduce CMV crashes in Harrison and Jackson Counties along Interstate I-10 have produced a reduction in crashes. Harrison County CMV crashes fell from 64 in 2014 to 59 in 2015, an 8% reduction, and Jackson County CMV crashes decreased from 57 in 2014 to 50 in 2015, a 12% reduction. During FY 2017, MCSD and MDOT will continue to focus on these top five counties for high crash corridors for safety inspections and high visibility traffic enforcement in order to decrease the number of large truck and bus crashes. These five counties, including Hinds, Rankin, Desoto, Harrison and Jackson, accounted for 24% of the total large truck crashes in the state. Mississippi has a total of 82 counties.

CY 2012-2015 Number of CMV Crashes for Top 5 Crash Counties



2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015**Instructions:**

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Other # bus crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	6	103	128
01/01/2014	12/31/2014	1	90	125
01/01/2013	12/31/2013	3	87	103
01/01/2012	12/31/2012	0	76	102
01/01/2011	12/31/2011	9	34	34

Enter the source and capture date of the data listed in the table above:

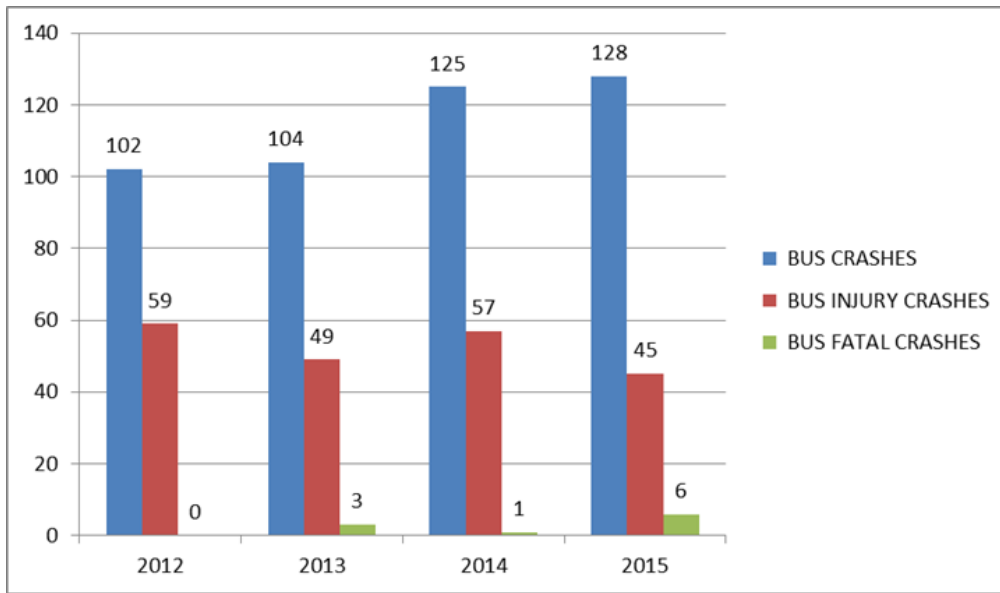
Mississippi's goal in the CVSP reflects total number of passenger bus crashes, reducing by 15% each year. Data Source: Snapshot as of June 24, 2016; A&I On-line, MCMIS, FARS, VMT

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

One fatality from one fatal crash was reported in state motor coach/passenger buses during 2014, with 57 injury crashes resulting in 116 injuries. In 2015, there were six fatalities involving passenger bused, with 45 injuries. In 2017, as in previous eCVSPs, the MCSD plans to concentrate on passenger carriers as part of the commercial vehicle safety plan. Mississippi has a large concentration of bus traffic in the northern and coastal regions of the state. MCSD plans to increase inspection efforts in the high traffic areas within the state for 2017. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2017. These activities will include Federal and MCSD efforts. According to MCMIS dated June 24, 2016, for 2012, bus crashes were at 102, with no fatal crashes and 59 injury crashes, and in 2013, there were 103 crashes resulting in three fatalities and 49 injury crashes.

(Data sources: Data Snapshot as of June 24, 2016, A&I On-Line, MCMIS and FARS)

CY 2012-2015 BUS CRASHES BY INJURY AND FATAL



3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatalities

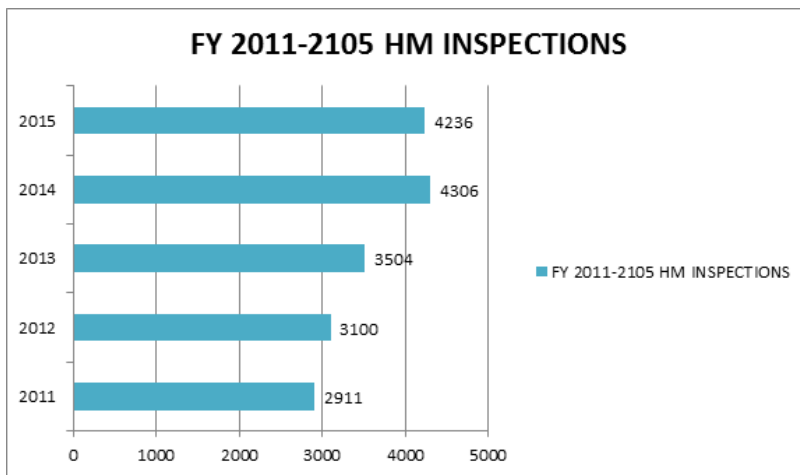
State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	0	0	0
01/01/2011	12/31/2011	0	0	0

Enter the source and capture date of the data listed in the table above:

Mississippi's goal in the CVSP reflects total number of HMTV fatalities, with a goal of maintaining zero (0) each year. Data Source: A&I Online Safety Data Summary as of June 24, 2016.

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

: A&I Online Safety Fatalities remain at zero in 2015 for HM crashes. This low fatality rate is due to the fact that Mississippi has worked diligently to reduce the number of HM transport crashes. In FY 2015, MSCD conducted 71,058 roadside inspections, with 4,236 hazardous materials vehicle inspections. Of the 62,751 roadside inspections conducted during 2014, 4,306 of these inspections were of HM transport vehicles. To further reduce the number of HM transport crashes, MSCD will increase the number of HM inspections by 3%, from 4,236 to 4,363 in FY 2017. MSCD will monitor the progress through review of A&I Online and MSMIS. Data Source Data Summary as of May 27, 2016.



4 - Traffic Enforcement Trend Analysis: 2011 - 2015**Instructions:**

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015	1313	1395
10/01/2013	09/30/2014	1085	1153
10/01/2012	09/13/2013	1087	1151
10/01/2011	09/30/2012	1200	1329
10/01/2010	09/30/2011	1688	1808

☐

Check if State does not conduct CMV traffic enforcement stops without an inspection.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2014	12/31/2014	100	100
01/01/2013	12/31/2013	164	164
01/01/2012	12/31/2012	119	119
01/01/2011	12/31/2011	90	90
01/01/2010	12/31/2010	129	129

☐

Check if State does not conduct Non-CMV traffic enforcement stops.

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	1395	1395
01/01/2014	12/31/2014	1287	1287
01/01/2013	12/31/2013	1109	1109
01/01/2012	12/31/2012	1307	1307
01/01/2011	12/31/2011	1020	1020

Enter the source and capture date of the data listed in the table above:

MCMIS A & I Snapshot as of June 24, 2016. MSDAR as of March 2016 (MS Daily Activity Report)

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP

Instructions:

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

Activity: Describe Outreach and Education activity conducted:

MCSD will reach out to civic groups, industry and the general public on CMV traffic safety issues.

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

MCSD will track the number of public awareness programs conducted per quarter. Outreach programs conducted with outside partners will also be tracked. In total at least four (4) programs shall be completed in FY 2017.

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

At least four outreach programs have been performed during FY 16 to date, or one per quarter. MCSD attended four Trucking association meetings and events, conducted safety meetings with carriers and industry, including KLLM Trucking, Miller Transport, and Falco Lime, Kansas City Railroad. MCSD also participated in one regional and two statewide radio talk shows to discuss the MCAP program, and passenger vehicle safety around CMVs.

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

In our continuing efforts to educate the general public regarding safety issues pertaining to CMVs and CMV driver behavior, the MCSD conducted at least nine public awareness programs in FY 2015 and FY 2016 and will conduct at least ten in FY 2017. MCSD staff also conducted outreach programs with industry during FY 2015 and FY 2016. MCSD participated in a number of functions with partners in the trucking industry and the Governor's Office of Highway Safety. Through these partnerships and public education regarding CMVs, MCSD plans to decrease the number and severity of crashes involving large trucks and buses. MCSD plans to participate in a number of public out reach opportunities during FY 2017, with at least four programs, one per quarter, but will exceed this goal as shown during the past two years.

Activity #2

Activity: Describe Outreach and Education activity conducted:

MCSD will advise local law enforcement agencies of special emphasis and offer assistance on CMV matters.

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

MCSD will track the number of public awareness programs addressing law enforcement conducted per quarter. Outreach programs conducted with outside partners will also be tracked. In total, at least four(4) programs shall be completed in FY 2017.

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

At least four (4) programs were completed during FY 2016. To date, the motor carrier unit addressed the provided inservice training for MCSD troopers and new cadets at the Training Academy on general CMV topics.

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

In continuing efforts to educate the general public regarding safety issues pertaining to CMVs and CMV driver behavior, the MCSD conducted at least 9 public education programs in 2015 and will conduct at least ten in 2016. MCSD staff also conducted outreach programs with industry during 2015 and 2016, and will continue in 2017.

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP

Instructions:

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

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

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

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

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

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

In 2014, there were 72 CMV related fatalities, with 23 unbelted drivers and passengers. There were 68 CMV related fatalities in 2013, with 21 unbelted drivers and passengers. Although the number of CMV related fatalities has increased from 55 in 2012 to 68 in 2013, and from 68 to 72 in 2014, the number of those CMV related fatalities unbelted continues to fall from 36 or 65% in 2012 to 23 or 32% in 2014. Mississippi had an increase in seatbelt usage in 2013 from 74% in 2013 to 78.3% in 2014. Results for 2016 have not been finalized at this time.

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

Increasing the seat belt usage rate statewide as well as the seat belt usage rate for CMV drivers would have a definite impact on the number of CMV fatalities. The decrease in the overall statewide usage rate is being addressed by MCSD in conjunction with the Mississippi Highway Patrol and the Governor's Office of Highway Safety. MCSD has been successful in their attempts to make CMV and non-CMV drivers more aware of the primary seatbelt law in place within the State of Mississippi through strict high visibility enforcement of the primary seat belt law and extensive paid media campaigns such as Click It or Ticket. At least one seat belt presentation was conducted each quarter as well. MCSD and the Department of Public Safety Public Affairs Officer routinely make contact with the general public and industry throughout the state. MCSD conducted quarterly safety talks and outreach programs within the motor vehicle carrier industry, the general public and civic groups in order to distribute information in regards to seat belt use and the primary seat belt laws in place within Mississippi. MCSD staff will review CMV related crash reports quarterly to evaluate the effectiveness of this strategy. CMV driver fatalities due to the improper use of safety restraints will be tracked and analyzed to determine the success of the industry outreach.

Basic & Incentive CMV Safety Objectives

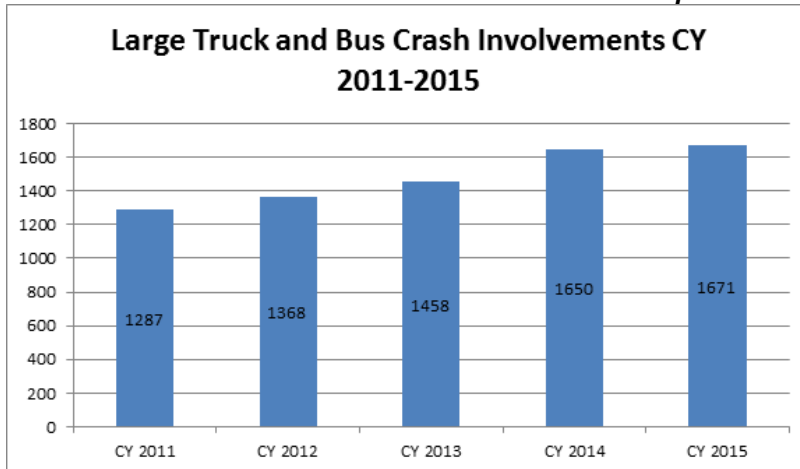
The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal

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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:



Mississippi's average annual number of CMV crashes for the past three years is 1593. This number includes large trucks and buses, as well as both fatal and non-fatal crashes (average calculated using data from CY 2013, 2014, and 2015). On average, there are 76 fatalities and 945 injuries per year as a result of CMV related crashes. In CY 2015 there were 1,671 fatal and non-fatal crashes involving a CMV. During CY 2014 Mississippi experienced 1,650 CMV related crashes. In CY 2013 Mississippi had 1,458 CMV related crashes, and 1,368 in CY 2012. For FY 2016, DeSoto, Harrison, Hinds, Jackson and Rankin Counties have been identified as high crash corridors. In CY 2015 these five counties accounted for 25% of all large truck fatal and non-fatal crashes in the state.

Enter Data Source Capture Date:

05/27/2016

Enter Data Source:

Data sources: MCMIS State Data Summary snapshot as of 5/27/2016 :A&I Online, State crash records, MCMIS and FARS data)

Enter Crash Reduction Goal

To reduce the current state CMV number of crashes by 5% from 1,671 in CY 2015 to 1,588 by December 2017.

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

During FY 2017, MCSD will conduct one or more traffic enforcement detail(s) per month in those areas that have been identified as high crash corridors, including the top five crash counties of Desoto, Harrison, Hinds, Jackson, and Rankin. These details will involve nine to ten troopers working nine hour shifts. MCSD staff will review inspection and crash data monthly to measure the effectiveness of the increase enforcement efforts. Changes will be made to the strategy if deemed necessary based upon analysis of data. Mississippi had an objective of reducing the number of state CMV crashes by 5% by the end of 2017.

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

Based on A&I data available as of May 27, 2016, state crash records, there were 1,368 CMV related crashes in 2012, 1,458 during 2013, 1,650 in 2014, and 1,671 in 2015. These data show only a 1% increase in CMV crashes from 2014 to 2015. MCSD will strive to reduce CMV crashes by 5% in CY 2016. Mississippi will monitor its crash reduction goal quarterly through FMCSA dashboard data. Data will be analyzed and discussed on a monthly basis to evaluate the effectiveness of the increased enforcement efforts. Changes will be made to the enforcement efforts based upon the analysis of monthly data. The state will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal by quarterly and annually evaluating the following data elements: total number of CMV large truck and bus crashes, fatal crashes, injury crashes and fatalities; total number of inspections; total number of traffic enforcement details, total number of traffic enforcement inspections, and total number of bus details.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State's rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: Indicate your State's SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Good	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

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

Data Source: A&I snapshot as of May 27, 2016.

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 7	Yes
SSDQ	Good	Yes

Data Sources:

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

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

All safety data quality elements are green, so no program activity plan is necessary at this time.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.

N/A

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.

N/A

3 - Passenger Carrier Enforcement

Instructions:

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

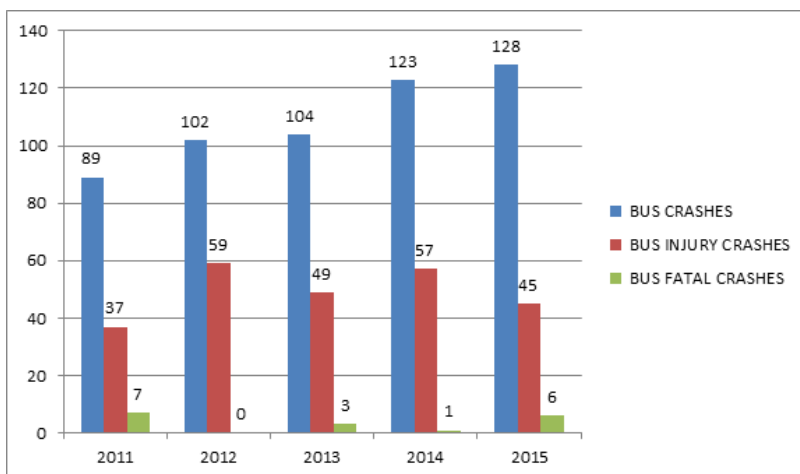
Check this box if:

☐ As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

Problem Statement Narrative: Describe problem identified by performance data.

According to MCMIS dated 5/27/2016, in 2011, there were 89 passenger transport crashes resulting in 7 fatal crashes with 9 fatalities, and 37 injury crashes with 85 injuries. In 2012, there were 102 bus crashes with 0 fatal crashes with 0 fatalities, and 59 injury crashes with 162 injuries. In 2013, there were 103 bus crashes resulting in 3 fatal crashes with 3 fatalities and 49 injury crashes with 135 injuries. In 2014, there were 121 bus crashes, resulting in one fatality and 57 injury crashes. In 2015, there were 128 bus crashes, with six fatalities and 45 injuries (Data sources: 5/27/16; A&I On-Line, MCMIS and FARS)

2011-2015 BUS CRASHES BY INJURY AND FATAL



Performance Objective: Enter performance objectives including baseline data and performance goal.

MCSD will reduce the number of passenger transport crashes by 10% from a total of 128 in CY 2015 to 115 by the end of 2017.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Additional information regarding how these activities will be implemented.

MCSD and its MCSAP partners will conduct at least one terminal inspection per year and at least four special emphasis roadside inspections to reduce passenger carrier crashes. Each detail will utilize three to four MCSD troopers working in eight hour shifts. MCSD has a goal of a projected 212 driver/vehicle inspections for passenger vehicles in FY 2017.

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.

- Number of injury crashes involving passenger carriers is reduced by 10% from 45 injury crashes in 2015 to 40 injury crashes in 2017.
- Number of fatal bus crashes will be reduced from 6 in 2015 to three for 2017.
- MCSD and its MCSAP partners will conduct at least one terminal inspection per year and four special emphasis roadside inspections per year to reduce passenger carrier crashes

4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities**Instructions:**

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

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..

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

22

Performance Objective: Enter performance objective(s).

The MCSD will increase the catch rate for carriers operating under a Federal OOS order from 22.22% in 2015 to at least 50% by the end of 2016.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

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

The MCSD will continue to run every DOT number through Query Central in both MHP and MDOT. The MCSD will maintain strict enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

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.

- To identify each missed carrier with a Federal OOS order and provide training for the officer responsible for not following the correct protocol, unless resulting from failure to comply with a New Entrant audit

5 - Hazardous Materials Transportation Safety

Instructions:

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

☐ As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

Problem Statement Narrative: Describe problem identified by performance data.

Mississippi has worked diligently to reduce the number of HM transport crashes. HM transport fatalities were reduced during 2010 and 2011 to one, with none in 2012. Of the 71,058 roadside inspections conducted during 2015, 4,236 of these inspections were of HM transport vehicles. To reduce the number of HM transport crashes, MCSD will increase the number of HM inspections by 3% in 2017 to 4,363. MCSD will monitor the progress through review of A&I Online and MICMIS. Data Source: A&I Online Safety Data Summary as of 5/27/16.



Performance Objective: Enter performance objectives including baseline data and performance goal.

MCSD will increase the number of HM roadside inspections by 3% from 4,236 in FY 2015 to a total number of 4,363 by December 2017. Through the increase of roadside inspections, MCSD plans to maintain HM related fatalities at zero.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

☒ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)

- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Provide additional information regarding how these activities will be implemented.

MCSD will institute a plan that includes an increased focus on the monitoring of HM transport vehicles. MCSD will designate a specific date each month that will focus on HM vehicles, as well as, increase focus in the identified high crash corridors within the State.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.**Performance Measure 1:**

MCSD will utilize the data available through A&I Online to monitor the number of inspections and crashes involving HM transport vehicles. MCSD will perform at least 365 HM roadside inspections each month to meet the 3% increase.

Performance Measure 2:

MCSD will verify that the appropriate number of inspections is being performed each month to meet the stated goal. For FY 2017 at least 1091 inspections per quarter are required to meet the 3% increase goal.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

CMV SAFETY IMPROVEMENT

Problem Statement Narrative: Describe problem identified by performance data.

A specific safety problem has been identified in CMV crashes regarding seat belt usage. A significant number of drivers and passengers killed in CMV related fatal crashes are not wearing seat belts. Of the 72 fatalities in 2014, 23 or 32% were unbelted. In 2015, there were 72 CMV fatalities including all vehicles involved with both drivers and passengers, with 20 or 28% unbelted. (Data Source: MS FARS July 21, 2016.) unbelted. Mississippi had an overall seatbelt usage rate of 78% statewide in 2014, and 79.3% in 2015. Increasing the seat belt usage rate statewide as well as the seat belt usage rate for CMV drivers has had a definite impact on the number of CMV fatalities. (Data Sources: A & I online, MS FARS Data, Mississippi State Social Science Research)

Performance Objective: Enter performance objectives including baseline data and goal.

To reduce the total number of CMV related fatalities not wearing seat belts by 5%, based on 72 CMV related fatalities with 20 unrestrained drivers and passengers in 2015, to 68 CMV related fatalities and 18 not restrained in 2017.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- ☒ Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- ☒ Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- ☒ Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- ☒ Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

MCSD has been successful in their attempts to make CMV and non-CMV drivers more aware of the primary seatbelt law in place within the State of Mississippi through strict high visibility enforcement of the primary seat belt law and extensive paid media campaigns such as Click It or Ticket. At least one seat belt presentation is conducted each quarter as well. MCSD and the Department of Public Safety Public Affairs Office routinely makes contact with the general public and industry throughout the state. Contact will also be made through the use of the Public Awareness Education Lab (PAEL), which is a web based site dedicated to educating the public with safety programs, data, videos and literature. MCSD will also participate in national initiatives such as the Click-it-or-Ticket program. MCSD will conduct quarterly safety talks and outreach programs within the motor vehicle carrier industry, the general public and civic groups in order to distribute information in regards to safety restraint use and the primary seat belt laws in place within Mississippi. MCSD staff will review CMV related crash reports quarterly to evaluate the effectiveness of this strategy. CMV driver fatalities due to the improper use of safety restraints will be tracked and analyzed to determine the success of the industry outreach.

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.

During 2017, to decrease the number of CMV unrestrained truck and bus drivers killed by 100%, based upon two (2) unrestrained CMV driver fatalities in 2015 to zero in 2016. (The number of two includes unbelted CMV drivers only, and not passengers or drivers of other vehicles). MCSD will measure the

number of CMV drivers properly utilizing safety restraints by analyzing crash and traffic enforcement data. In 2015, there were 12 CMV drivers killed, with 10 belted and 2 unbelted. (Data Source: MS FARS data July 21, 2016.)

State Objective #2

Enter the title of your State-Identified Objective.

Oil Field Operations

Problem Statement Narrative: Describe problem identified by performance data.

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

Performance Objective: Enter performance objectives including baseline data and goal.

MCSD will reduce the number of large truck CMV crashes within Amite, Wilkinson, and Pike Counties by 10% from 42 CMV crashes in 2015 to 38 large truck CMV crashes by the end of 2017. Data Source: A&I Snapshot as of June 24, 2016.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

MCSD will conduct one special detail per quarter in the southwestern portion of the state, focusing on enforcement of HM regulations, and conducting HM inspections. MCSD will ensure that carriers are transporting hazardous materials in the appropriate vehicles, and that HM are properly classified and marked in accordance with HM regulations.

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.

MCSD will conduct one special detail per quarter in the southwestern portion of the state, focusing on HM regulations through Level I, II, and III inspections.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** 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> (user id and password required).*

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.

For FY 2017, MCDS will continue its agreement with the Mississippi Department of Transportation (MDOT) to help complete driver/vehicle inspections statewide. MCSD roadside inspectors will continue to use ISS and Query Central with CSA improvements to highlight carriers and drivers who are deficient in the BASICS and target those areas during inspections. All OOS carriers will be run through the Query and will not be allowed to proceed. MCSD has been performing, on average, 5,900 roadside inspections per month during 2015. MCSD is on track to complete over 60,000 inspections for FY 2016. MCSD plans to conduct at least 60,000 inspections for FY 2017. MCSD will also plan to meet the 33% Level III inspection requirement while increasing the total number of annual inspections. During FY 2017, Level 5 inspections will be restricted to requests by FMCSA during a motor carrier strike force or during a compliance review. MCSD inspectors may conduct Level 5 inspections during May and June in order to meet the minimum CVSA requirement of eight per inspector per year. Performance Measure: To conduct at least 15,000 inspections per quarter, 5000 of which are Level III inspections, utilizing the **30 MHP troopers and 2 compliance review officers (TOTAL 32)** dedicated to the MCSAP program and the assistance of MDOT officers. MDOT is classified as a non-funded agency.

Instructions for Performance Goals:

*Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.***

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency**Lead Agency is:** MISSISSIPPI HIGHWAY PATROL**Enter the total number of certified officers in the Lead agency:** 32

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	15232	2217	134	17583	29.31%
Level 2	19950	1923	34	21907	36.51%
Level 3	19790	159	25	19974	33.29%
Level 4	258	21	1	280	0.47%
Level 5	195	43	18	256	0.43%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	55425	4363	212	60000	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click 'Save' after each table entry.

DEPARTMENT OF PUBLIC

Enter the name of the Funded Agency: SAFETY MS HIGHWAY PATROL

Enter the total number of certified officers in this funded agency: 30

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	1
Enter the total number of non-funded certified officers:	166

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: MISSISSIPPI HIGHWAY PATROL					
# certified officers: 32					
Funded Agencies: DEPARTMENT OF PUBLIC SAFETY MS HIGHWAY PATROL					
# certified officers: 30					
Number of Non-Funded Agencies: 1					
# certified officers: 166					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	15232	2217	134	17583	29.31%
Level 2	19950	1923	34	21907	36.51%
Level 3	19790	159	25	19974	33.29%
Level 4	258	21	1	280	0.47%
Level 5	195	43	18	256	0.43%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	55425	4363	212	60000	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

The MCSD traffic enforcement program focuses on inspections of CMVs that have been stopped due to traffic violations. The program also focuses on non-CMV vehicles that have committed traffic violations within close proximity of a CMV. Performance Objective: Increase the total number of inspections derived from traffic enforcement activities. During FY 2012 MCSD conducted 1200 inspections in conjunction with traffic enforcement activities. There were 1,087 traffic enforcement inspections in FY 2013, 1,085 for FY 2014, and 1313 for FY 15. For FY 2017, MCSD proposes to increase the total number of inspections derived from traffic enforcement by 3% from 1,313 in FY 2015 to 1,353 for FY 2017. (Data Source: A&I 6/24/2016)

Performance Measure: MCSD will track the number of inspections using data available through A&I. Using this data, MCSD will monitor their progress in reaching the annual inspection goal of 60,000 for FY 2017.

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

MCSD will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. Additional details will be conducted in areas that receive complaints or public notification. These details will operate 2 to 3 days per month utilizing 3 to 4 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSD troopers working nine hour shifts. MCSD shall schedule quarterly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV. MCSD troopers will be scheduled to saturations details in high crash corridors identified through analysis of data available through A&I Online and State crash records focusing efforts on traffic enforcement and inspections. MCSD will perform quarterly traffic enforcement details focusing on non-CMV driver behaviors in identified high crash corridors. Based on the monthly inspection tracking numbers, MCSD will make needed adjustments to enforcement detail locations and/or the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violations types to watch for and/or to focus efforts on. MCSD will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1353
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	100
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1100

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

MCSD will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. MCSD units spend approximately 15% of their time on traffic enforcement without inspection, 80% traffic enforcement with inspection, and 5% public outreach in their respective counties. Additional details will be conducted in areas that receive complaints or public notification. These details will operate 2 to 3 days per month utilizing 3 to 4 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSD troopers working nine hour shifts. MCSD shall schedule quarterly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV. MCSD troopers will be scheduled to saturations details in high crash corridors identified through analysis of data available through A&I Online and State crash records focusing efforts on traffic enforcement and inspections. MCSD will perform quarterly traffic enforcement details focusing on non-CMV driver behaviors in identified high crash corridors. Based on the monthly inspection tracking numbers, MCSD will make needed adjustments to enforcement detail locations and/or the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violations types to watch for and/or to focus efforts on. MCSD will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary.

3 - Carrier Investigations

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 and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

In FY 2013, there were 170 reviews conducted by the MCSD, 137 reviews for FY 2014, and 114 reviews in FY 15. In FY 2017, MCSD will maintain the 122 review projection in order to ensure quality compliance reviews, including at least seven (7) HM reviews.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

In order to increase the number of compliance reviews being performed, MCSD has trained two (2) compliance review investigators, who are 100% dedicated. These two FTE compliance review officers work with the other 30 MCSD troopers who comprise the enforcement/inspection unit (TOTAL 32). MCSD has implemented FMCSA's interventions model for interstate carriers. The two compliance review investigators receive assignments from the FMCSA Mississippi Division Office. When assignments are given, full compliance reviews or interventions are scheduled within one week. The MCSD staff will monitor the training progress through contact with FMCSA staff assisting with compliance review training. Investigators will be trained on a on-going basis to ensure knowledge of the most up to date intervention practices, and will use the most recent version of eFOTM. MCSD shall monitor the number and quality of the compliance reviews being performed. A&I Online data will be used to monitor the progress of the compliance review efforts. Based upon the analysis of the completed reviews, adjustments will be made to this strategy as deemed necessary. MCSD will follow the CSA intervention protocol for communicating with carriers early, investigate safety problems and follow up for compliance. The current data gathered for traffic enforcement stops and crash statistics will be used to determine if carriers require a warning letter. Follow up investigations, either offsite or onsite focused, will be conducted for carriers who continue to have safety problems after the warning letter, and corrective action plans will be developed when necessary. The number of warning letters issued to carriers will be tracked as will the number of inspections performed through the SMS system. The MCSD staff will monitor the evaluation and intervention process through contact with FMCSA staff assisting with compliance review. MCSD shall make use of measurement results to identify carriers for Compliance, Safety, Accountability (CSA) interventions. Utilizing the measurement results, MCSD will evaluate why safety problems are occurring, recommend remedies, encourage corrective action(s), and where corrective action is inadequate, invoke strong penalties. The On-Road Safety Performance (BASICS) will be used to determine the number of roadside inspections incurred and number of state-reported crashes. Work products will be reviewed for errors, and interventions will be conducted in a manner consistent with standard procedures. MCSD and its MCSAP partners will conduct at least one terminal inspection per year and one special emphasis roadside inspection per quarter for a total of four to reduce passenger carrier crashes. MCSD along with our MCSAP partners will conduct on site and road side inspections on passenger carriers and drivers.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of

its carrier investigation program (not just outputs).

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

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

☐ **Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		0
Passenger		0
HM		0
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site	0	0
Passenger CSA Off-Site	0	0
HM CSA Off-Site	0	0
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	82	0
Passenger CSA On-Site Focused	0	0
HM CSA On-Site Focused	3	0
CSA On-Site Focused Investigations Sub-total	85	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	33	0
Passenger CSA On-Site Comprehensive	0	0
HM CSA On-Site Comprehensive	2	0
CSA On-Site Comprehensive Sub-total	35	0
CSA Investigations (all Types) Total	120	0
HM-Related Review Types		
Security Contact Reviews (SCRs)	2	0
Cargo Tank Facility Reviews	0	0
Shipper Reviews	0	0
HM-Related Review Types Total	2	0
ALL REVIEW TYPES GRAND TOTAL	122	0

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

Mississippi has two compliance review officers who are responsible for the entire state of Mississippi. In order to ensure that compliance reviews are accurate and thorough, the MCSD projects 122 compliance reviews for FY 2017.

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. 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 FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

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.:

MCSD shall perform one public awareness/educational program per quarter. MCSD will research public awareness and outreach opportunities through the Governor's Office of Highway Safety and create a schedule for fiscal year 2017.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	1
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	1

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.

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

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

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 Performance Progress Report (SF-PPR):

The number of programs conducted in FY 2017 will be measured against the goal of one public awareness/educational program per quarter. MCSD will review state data that reflects the number of contacts made and programs presented and review quarterly to ensure that goals are met. A&I Online reports will be used to measure the overall effectiveness of the outreach programs in reducing CMV related crashes.

Spending Plan

B&I Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel**What different types of costs do I need to put in my Spending Plan?**

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: ☒ Cash ☐ Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$662,578.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Trooper Inspectors	30	100	2080	\$29.71	\$1,853,904.00	\$1,575,818.40	\$278,085.60	\$0.00
Support civilians	8	100	2080	\$18.20	\$302,848.00	\$257,420.80	\$45,427.20	\$0.00
Compliance review Officers	2	100	2080	\$18.90	\$78,624.00	\$66,830.40	\$11,793.60	\$0.00
Sub-Total Salary					\$2,235,376.00	\$1,900,069.60	\$335,306.40	\$0.00
Overtime Information								
Overtime		100	2080		\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Overtime					\$0.00	\$0.00	\$0.00	\$0.00
TOTAL PERSONNEL					\$2,235,376.00	\$1,900,069.60	\$335,306.40	\$0.00

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

The MCSD has a total of 30 FTE Troopers (30 Certified Inspectors) working full time on MCSAP eligible enforcement activities and equate to 62,400 hours at an average rate of \$29.71 per hour for \$1,853,904. The Federal share for troopers/inspectors is \$1,575,818.40, match is \$278,085.60.

There are 8 civilian staff in the areas of administration services, data entry and information technology who act as support to the Motor Carrier Unit. The Federal share for civilian staff is \$257,420.80 and match is \$45,427.20.

There are 2 compliance review officers working 100% of their time on compliance review at a rate of \$18.9 per hour for a total of \$78,624.00.

The Total for salaries is \$2,235,376.00 (Federal=\$1,900,069.60; Match=\$335,306.40)

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Trooper Inspectors	45.30	\$1,853,904.00	\$839,818.51	\$713,845.73	\$125,972.78	\$0.00
Compliance review Officers	34.70	\$78,624.00	\$27,282.53	\$23,190.15	\$4,092.38	\$0.00
8 support civilians	34.70	\$302,816.80	\$105,077.43	\$89,315.82	\$15,761.61	\$0.00
Sub-Total Fringe Benefits			\$972,178.47	\$826,351.70	\$145,826.77	\$0.00

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

Fringe benefits are a summation of the actual fringe benefits per employee and include; Health Insurance, FICA/Social Security and Retirement.

Fringe benefits for Troopers = 45.3% (Health/Life @ .65%, FICA/ SS @ 7.65%, Retirement @ 37%). The budgeted amount of fringe will be \$839,818.51 for 30 troopers. The Federal share for trooper fringe amount is \$713,845.73 and Match = \$125,972.78.

For 8 civilian staff and 2 compliance officers, the fringe rate is 34.7%. (Health/life 11.3%; FICA & SS 7.65%; Retirement 15.75%) The total share budgeted for civilian fringe benefits will be \$132,359.96, Federal- 112,505.97 match \$19,853.99 .

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Registration	5	0	\$9,000.00	\$7,650.00	\$1,350.00	\$0.00
Lodging Accommodations	30	5	\$16,500.00	\$14,025.00	\$2,475.00	\$0.00
Program Travel Per Diem	30	5	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Misc. tips/ cabs etc.	5	0	\$250.00	\$212.50	\$37.50	\$0.00
Travel for Training	30	25	\$123,750.00	\$105,187.50	\$18,562.50	\$0.00
Sub-Total Travel			\$155,500.00	\$132,175.00	\$23,325.00	\$0.00

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

MCSAP personnel will attend in-service training and program in-state and out-of-state travel throughout the program year. Costs were calculated as follows:

Per Diem for 30 personnel @ \$40.00 per day for 5 days = \$6,000.00,

Accommodations for 30 personnel @ \$110.00 per night for 5 nights \$16,500.00

Registration for 5 personnel to attend three CVSA conferences and other events @ \$600.00 x 3 x 5 = \$9,000.00.

Miscellaneous costs include meal and baggage tips and taxis @ \$50 X 5 staff for a total of \$250.00, \$212.50 federal; 37.50 match

The total budgeted amount for program travel is \$31,750 . The Federal share for these travel cost is \$26,987.50, and match is \$4762.50.

Travel for Training related costs are to train 30 MCSAP Inspectors in various levels of certification as MCSD inspectors. Each course has a daily cost of \$165.00 per day. The daily cost includes \$99 for lodging; \$40 for meals, and \$26 for incidentals such as meal and baggage tips, parking, etc. Level 1 A & B is 10 days for a cost of \$49,500, General Hazmat for 5 days @ \$24,750; Cargo Tank for 5 days @ 24,750, for a total of 30 Troopers x \$165 per day x 25 days = \$123,750.00

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: ☒ Yes ☐ No

If threshold is below \$5,000, enter threshold level: \$1,000

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Laptop Computers	10	\$1,550.00	\$15,500.00	\$13,175.00	\$2,325.00	\$0.00
Vehicles	10	\$29,430.00	\$294,300.00	\$250,155.00	\$44,145.00	\$0.00
Desktop Computers	3	\$1,300.00	\$3,900.00	\$3,315.00	\$585.00	\$0.00
Sub-Total Equipment			\$313,700.00	\$266,645.00	\$47,055.00	\$0.00

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

The MCSAP Unit has a fleet of 37 enforcement vehicles that are dedicated to the MCSAP program. Each of the enforcement vehicles are equipped with computer laptops for the immediate uploading of safety inspections. Ten of the enforcement vehicles have reached high mileage (75,000 miles or three years) and have outlived the useful life of a patrol vehicle. These ten vehicles will be replaced at a cost of \$29,430.00 each for a total of \$294,300. (Federal=250,155; Match = \$44,145)

Due to the demands placed on vehicle based computers and equipment 10 laptops will be replaced. Laptop cost \$1,550.00 for a total of \$15,500.00. (Federal = \$13,175; Match = \$2,325)

Three desktop computers for administrative and IT personnel are requested to replace outdated equipment. The price of the computers is \$1300 each for a total of \$3900.00

The total budgeted cost for equipment is \$313,700. The Federal share of these cost is \$266,645.00 and match is \$47,055.00.

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Printers (Mobile)	10	each	\$250.00	\$2,500.00	\$2,125.00	\$375.00	\$0.00
General Office Supplies	12	month	\$260.00	\$3,120.00	\$2,652.00	\$468.00	\$0.00
Printers	3	each	\$300.00	\$900.00	\$765.00	\$135.00	\$0.00
Uniforms & Related Supplies	30	Inspectors	\$600.00	\$18,000.00	\$15,300.00	\$2,700.00	\$0.00
Sub-Total Supplies				\$24,520.00	\$20,842.00	\$3,678.00	\$0.00

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

Ten mobile printers are requested to replace outdated laptops in MCSD patrol vehicles @ \$250 each for a total of \$2500. (Federal \$2125; Match \$375).

Three desktop printers are requested at 300 each for a total of \$900.00 (\$765 federal, 135 match)

General office supplies (paper clips, paper, toner, ect) for the MCSAP program cost on average \$260 per month for a yearly total of \$3,120.00. (Federal =\$2652, Match = \$468.

Uniforms and related supplies for 30 MCSAP officers cost on average \$600.00 per officer for a total of \$18,000.00. (Federal = \$15,300; Match = \$2700)

The total budgeted cost for supplies will be \$24,520. (Federal share is \$20,842; Match \$3,678).

These items are annual reoccurring cost that are needed to support and maintain the MCSAP program and personnel.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Operations/Maintenance	\$102,321.00	\$86,972.85	\$15,348.15	\$0.00
Sub-Total Contractual	\$102,321.00	\$86,972.85	\$15,348.15	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

Operations and maintenance costs for CVISN/PRISM have been included for unforeseen issues such as equipment repairs or replacement that may arise during the FY 2017 grant period. These funds will be utilized to repair or replace items necessary to continue operation of CVISN programs located at the Mississippi Department of Transportation (MDOT), a nonfunded FMSCA Motor Carrier enforcement partner.

As explained at 2016 FMCSA Grants Management meeting, with the new NOFA for High Priority funding for FY 2017, the Mississippi Department of Transportation will be able to apply for operation and maintenance funding for CVISN. The \$102,321 shown here has to be included as an estimate in case MDOT does not receive the high priority grant operations costs in FY 2017. These funds would insure the continuation of the CVISN/PRISM operation and maintenance, allowing the program to function.

This amount was calculated after all MCSD and New Entrant expenses were documented and accounted for within the FY 2017 spending plan.

A total of \$102,321 has been budgeted with \$86,972.85 Federal and \$15,348.15 match. The 15% match cost will be included in the subcontract to MDOT for operations and maintenance.

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: ☐ Yes ☒ No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Utilities	12	month	\$2,500.00	\$30,000.00	\$0.00	\$0.00	\$30,000.00
Communications (Cell Phones, Air Cards)	45	each	\$100.00	\$4,500.00	\$3,825.00	\$675.00	\$0.00
Non Vehicle Equipment (Copiers, Fax, ect)	12	month	\$233.00	\$2,796.00	\$2,376.60	\$419.40	\$0.00
Fleet Cost - Maintenance	37	annual amount	\$2,362.87	\$87,426.19	\$0.00	\$0.00	\$87,426.19
Fuel Cost	12	month	\$15,000.00	\$180,000.00	\$153,000.00	\$27,000.00	\$0.00
CVSA Decals	38000	each	\$0.28	\$10,640.00	\$9,044.00	\$1,596.00	\$0.00
Sub-Total Other Costs				\$315,362.19	\$168,245.60	\$29,690.40	\$117,426.19

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

CVSA Decals \$10,640.00

38,000 decals at .28 cents each total cost \$10,640.00.

Fuel Cost \$180,000.00

The MCSAP program averages \$15,000.00 per month for fuel costs for an annual total of \$180,000.00. (Federal = \$153,000; Match = \$27,000)

Fleet General Maintenance \$87,426.19 MOE

Mileage and repairs include items such as tires, brakes and other maintenance cost not already identified for 37 MCSAP enforcement vehicles. These costs cover vehicle expenses for 50,000 miles per year. Maintenance includes:

10 oil changes @ \$581.80; 1 transmission service @ \$1034.16; 2 sets of tires @ \$1034.16; and 2 brake services @ \$664.48 for a total of \$2,362.87 x 37 vehicles = \$87,426.19. These costs are included in the MOE for FY 2017.

Non Vehicle Equipment \$2,796.00

Leases for copiers and fax machine cost \$233.00 per month for a total cost of \$2,796.00

Communications \$4,500.00

Cell phones and computer air cards for 40 personnel at a cost of \$112.50 per month for a total cost of \$4,500.00

Utilities \$30,000.00 MOE

The MCSAP program is utilizing \$2,500.00 per month as MOE for an annual ownership utility cost of \$30,000.00. This expense covers office utilities for MCSD administration and support staff and storage areas for equipment and supplies provided by DPS. This cost is an ownership operating expense for the utilities for 3,125 sq. ft. of space, which is approximately one sixth of the DPS Headquarters Building Square footage.

Utility costs may include but are not limited to electricity, phone service, and network access. On average, utilities run in excess of \$17,000 per month for the Department of Public Safety Main Building, where the MCSD Administration and Support staff are housed.

The Federal cost for Other is \$168,245.60 and Match is \$29,690.40, with \$117,426.19 MOE. The other expense cost are necessary for vehicle maintenance and fuel expenses, CVSA decals, rent, utilities and leased office equipment (copier, fax, etc.)

8 - Spending Plan**Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,754,607.00	\$662,578.00	\$4,417,185.00

Allowable amount for Overtime (15% of total award amount without justification): \$662,578.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$320,449.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Trooper Inspectors	\$1,575,818.40	\$278,085.60	\$1,853,904.00	\$0.00
Support civilians	\$257,420.80	\$45,427.20	\$302,848.00	\$0.00
Compliance review Officers	\$66,830.40	\$11,793.60	\$78,624.00	\$0.00
Subtotal for Personnel	\$1,900,069.60	\$335,306.40	\$2,235,376.00	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Trooper Inspectors	\$713,845.73	\$125,972.78	\$839,818.51	\$0.00
8 support civilians	\$89,315.82	\$15,761.61	\$105,077.43	\$0.00
Compliance review Officers	\$23,190.15	\$4,092.38	\$27,282.53	\$0.00
Subtotal for Fringe Benefits	\$826,351.70	\$145,826.77	\$972,178.47	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Registration	\$7,650.00	\$1,350.00	\$9,000.00	\$0.00
Lodging Accommodations	\$14,025.00	\$2,475.00	\$16,500.00	\$0.00
Program Travel Per Diem	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Misc. tips/ cabs etc.	\$212.50	\$37.50	\$250.00	\$0.00
Travel for Training	\$105,187.50	\$18,562.50	\$123,750.00	\$0.00
Subtotal for Program Travel	\$132,175.00	\$23,325.00	\$155,500.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Laptop Computers	\$13,175.00	\$2,325.00	\$15,500.00	\$0.00
Vehicles	\$250,155.00	\$44,145.00	\$294,300.00	\$0.00
Desktop Computers	\$3,315.00	\$585.00	\$3,900.00	\$0.00
Subtotal for Equipment	\$266,645.00	\$47,055.00	\$313,700.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Printers (Mobile)	\$2,125.00	\$375.00	\$2,500.00	\$0.00
General Office Supplies	\$2,652.00	\$468.00	\$3,120.00	\$0.00
Printers	\$765.00	\$135.00	\$900.00	\$0.00
Uniforms & Related Supplies	\$15,300.00	\$2,700.00	\$18,000.00	\$0.00
Subtotal for Supplies	\$20,842.00	\$3,678.00	\$24,520.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Operations/Maintenance	\$86,972.85	\$15,348.15	\$102,321.00	\$0.00
Subtotal for Contractual	\$86,972.85	\$15,348.15	\$102,321.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Utilities	\$0.00	\$0.00	\$0.00	\$30,000.00
Communications (Cell Phones, Air Cards)	\$3,825.00	\$675.00	\$4,500.00	\$0.00
Non Vehicle Equipment (Copiers, Fax, ect)	\$2,376.60	\$419.40	\$2,796.00	\$0.00
Fleet Cost - Maintenance	\$0.00	\$0.00	\$0.00	\$87,426.19
Fuel Cost	\$153,000.00	\$27,000.00	\$180,000.00	\$0.00
CVSA Decals	\$9,044.00	\$1,596.00	\$10,640.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$168,245.60	\$29,690.40	\$197,936.00	\$117,426.19

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$3,401,301.75	\$600,229.72	\$4,001,531.47	\$117,426.19
Total Costs Budgeted	\$3,401,301.75	\$600,229.72	\$4,001,531.47	\$117,426.19

MISSISSIPPI

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

New Entrant

1 - New Entrant Focus Area

Instructions:

The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct 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. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Complete the following areas to describe your plan for this MCSAP focus area.

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

Objective: Processing and Completing Safety Audits within the Statutory Time Limits

- 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.
- 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.

Enter New Entrant Agency:

MS Department of Public Safety MCSD

Strategies: Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.

The MCSD New Entrant Audit section will assist in accomplishing the FMCSA goal of reducing the number of crashes and fatalities involving large trucks and commercial buses by conducting at least 400 New Entrant Safety Audits with the regulated time frames. Over the past three years (2013-2015) Mississippi has shown an overall increase of 27% in new carriers entry into interstate operation. Using A & I data, Mississippi could see a 10% increase during FY 17 in the number of new commercial carriers entering the industry in the next 12 months. Analysis report shows from June 2013 to May 2014, a 15% increase in NE inventory from 635 to 753. From June 2014 to May 2015, there was a 9% increase from 736 to 810 and from June 2015 to May 2016, carriers remained almost steady from 810 to 805. These data show an average increase of 10% to 12%. (Source: FMCSA A&I New Entrant Monthly Trends, June 24, 2016.)

Activity Plan: A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Based on an average of 100 safety audits conducted by each of the four auditors during FY 16, the

New Entrant Program will conduct 400 New Entrant Safety Audits in the required time based on entry dates into the program. Safety Auditors will conduct approximately 320 (80%) at the carrier's place of business, and 80 audits (20%) will be completed at a central location conducive for the auditor.

Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.

To complete 400 New Entrant Safety audits within 3 to 12 months of new carrier entry into the program, ensuring that all Participants are in full compliance with FMCSRs and Hazardous Materials regulations. The supervisor of the New Entrant section will review audit reports on a monthly basis for completeness and accuracy. Monthly meetings will be held to monitor progress in completing audits and monitoring the timeline to prevent overdue carriers in the inventory.

Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	320	0
# of Safety Audits (Offsite)	80	0
TOTAL Safety Audits	400	0
# of Non-Audit Resolutions	420	0

Spending Plan

New Entrant Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel**What different types of costs do I need to put in my Spending Plan?**

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Allowable amount for Overtime (15% of total award amount without justification): \$662,578.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
NE supervisor	1	50	2080	\$20.55	\$21,372.00	\$18,166.20	\$3,205.80	\$0.00
NE Safety Auditors	4	100	2080	\$19.84	\$165,068.80	\$140,308.48	\$24,760.32	\$0.00
Support Staff	1	100	2080	\$16.05	\$33,384.00	\$28,376.40	\$5,007.60	\$0.00
Sub-Total Salary					\$219,824.80	\$186,851.08	\$32,973.72	\$0.00
Overtime Information								
Overtime	1	100	1000	\$20.55	\$20,550.00	\$17,467.50	\$3,082.50	\$0.00
Sub-Total Overtime					\$20,550.00	\$17,467.50	\$3,082.50	\$0.00
TOTAL PERSONNEL					\$240,374.80	\$204,318.58	\$36,056.22	\$0.00

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

There are five personnel who dedicate 100% of their time and one at 50% of his time performing duties of the NE Program. Four Safety Auditors who perform audits and site visits at 19.84 per hour for 2080 hours for a total of \$165,068.88, one support staff who received and reviews the new entrant list monthly and schedule carriers for audits at \$16.05 per hour for 2080 hours for a total of \$33,384.00. One supervisor who reviews audit reports weekly for accuracy and completeness at 20.55 per hour at 50% for 2080 hours \$21,372.00. The total amount for personnel is \$219,824.80 (\$186,851.08 Federal; \$32,973.72 Match)

Overtime for the four auditors and the assistant is being requested at straight time pay for 1000 hours at approximately \$20.55 per hour for the auditors. The support staff will be paid at the current hourly rate for that position. Total \$20,550.00 (\$17,467.50 Federal; \$3082.50 match)

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
NE supervisor	34.50	\$21,372.00	\$7,373.34	\$6,267.34	\$1,106.00	\$0.00
NE Safety Auditors	34.50	\$165,068.80	\$56,948.74	\$48,406.43	\$8,542.31	\$0.00
Support Staff	34.50	\$33,384.00	\$11,517.48	\$9,789.86	\$1,727.62	\$0.00
Overtime	23.40	\$20,550.00	\$4,808.70	\$4,087.40	\$721.30	\$0.00
Sub-Total Fringe Benefits			\$80,648.26	\$68,551.03	\$12,097.23	\$0.00

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

Fringe benefits are a summation of the actual fringe benefit per employee and include; FICA, Health Insurance, and Retirement. Based on the personnel proposed and the estimated percentage of fringe benefits that will be applied (approximately 34.5%) the budgeted amount for fringe benefits in this proposal is \$80,648.26.

For overtime, fringes include retirement and FICA only @ 23.4% of \$20,550 = \$4808.70 (\$4087.40 Federal; \$721.30 Match)

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
NE Program Travel	5	60	\$9,000.00	\$7,650.00	\$1,350.00	\$0.00
NE Safety Workshop	6	18	\$2,970.00	\$2,524.50	\$445.50	\$0.00
Sub-Total Travel			\$11,970.00	\$10,174.50	\$1,795.50	\$0.00

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

For NEP related travel each auditor and supervisor will travel overnight one time per month at a cost of \$70.00 per night \$4,200.00 and per diem for two days per month at a cost of \$40.00 per day \$4,800.00 for a total budgeted amount of \$9,000.00.

Training Cost: (Tuition & Material, etc) \$2,970.00

Six NEP personnel to attend NE Safety Audit Workshop for three days at a cost of \$165.00 per day for \$2,970.00.

TOTAL Travel costs are \$11,970 (Federal \$10,174.50; State \$1,795.50)

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
NE Program Vehicles	2	\$29,430.00	\$58,860.00	\$50,031.00	\$8,829.00	\$0.00
Sub-Total Equipment			\$58,860.00	\$50,031.00	\$8,829.00	\$0.00

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

The state requests 2 new vehicles for the New Entrant Auditors to replace vehicles confirmed to have reached their useful life expectancy by the state's vehicle replacement policy. The useful life expectance of a Mississippi Highway Patrol vehicle is 75,000 miles (policy change from 100,000) or three years. The NE auditors are currently in pool cars due to vehicles being out of service for mechanical issues and repairs. One vehicle has transmission failure and the expense to repair the vehicle exceeds the amount of the vehicle's worth. Unreliable transportation is an obstacle to meeting productivity objectives for the grant.

These vehicles will only be used for NE grant eligible purposes and are needed to fulfill activities proposed in the application. The cost for purchasing a vehicle is based on the State's current procurement contract, which is currently \$29,430.00 each for a total of \$58,860.

(\$77,917.80 Federal; \$13,750.20 Match)

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
General Office Supplies	12	month	\$300.00	\$3,600.00	\$3,060.00	\$540.00	\$0.00
Auditor Uniforms/supplies	5	year	\$500.00	\$2,500.00	\$2,125.00	\$375.00	\$0.00
Staff Uniforms/supplies	1	year	\$300.00	\$300.00	\$255.00	\$45.00	\$0.00
Sub-Total Supplies				\$6,400.00	\$5,440.00	\$960.00	\$0.00

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

General office supplies (paper clips, ink & toner, staples, etc) for the NEP cost on average \$300.00 per month for an annual cost of 3600.00. Uniforms and related supplies for four auditors cost on average \$500.00 per person for a total of \$2,500.00 and for one support staff cost average \$300.00 for a total of \$300.00. The total budgeted amount is \$6400.00.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: ☐ Yes ☒ No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Fuel Cost	12	month	\$1,000.00	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
Fleet Cost General Maintenance Auditors	4	per year	\$2,362.87	\$9,451.48	\$0.00	\$0.00	\$9,451.48
Cell phone and air cards supervisor	6	month	\$100.00	\$600.00	\$510.00	\$90.00	\$0.00
Cell phones 7& air cards auditors	12	month	\$400.00	\$4,800.00	\$4,080.00	\$720.00	\$0.00
Sub-Total Other Costs				\$26,851.48	\$14,790.00	\$2,610.00	\$9,451.48

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

Fuel Cost: \$18,000.00

Four NEP vehicles average approximately \$1,000.00 per month for a annual total of \$12,000.00.

Fleet Cost General Maintenance:\$9541.48

Mileage and repairs include items such as tires, brakes, and other maintenance cost not already identified for four New Entrant vehicles. Maintenance includes \$2,362.87 per vehicle for oil changes, transmission service, tires, and brakes for a total of \$9,451.48.

Communications \$5,400.00

Cell phones and air cards for 4 NEP personnel at a cost of \$100.00 per month for 12 months and one NEP supervisor at a cost of \$100.00 per month for six months \$600.00 for a total of \$5,400.00.

8 - Spending Plan**Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,754,607.00	\$662,578.00	\$4,417,185.00

Allowable amount for Overtime (15% of total award amount without justification): \$662,578.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$320,449.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
NE supervisor	\$18,166.20	\$3,205.80	\$21,372.00	\$0.00
NE Safety Auditors	\$140,308.48	\$24,760.32	\$165,068.80	\$0.00
Support Staff	\$28,376.40	\$5,007.60	\$33,384.00	\$0.00
Overtime	\$17,467.50	\$3,082.50	\$20,550.00	\$0.00
Subtotal for Personnel	\$204,318.58	\$36,056.22	\$240,374.80	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
NE supervisor	\$6,267.34	\$1,106.00	\$7,373.34	\$0.00
NE Safety Auditors	\$48,406.43	\$8,542.31	\$56,948.74	\$0.00
Support Staff	\$9,789.86	\$1,727.62	\$11,517.48	\$0.00
Overtime	\$4,087.40	\$721.30	\$4,808.70	\$0.00
Subtotal for Fringe Benefits	\$68,551.03	\$12,097.23	\$80,648.26	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
NE Program Travel	\$7,650.00	\$1,350.00	\$9,000.00	\$0.00
NE Safety Workshop	\$2,524.50	\$445.50	\$2,970.00	\$0.00
Subtotal for Program Travel	\$10,174.50	\$1,795.50	\$11,970.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
NE Program Vehicles	\$50,031.00	\$8,829.00	\$58,860.00	\$0.00
Subtotal for Equipment	\$50,031.00	\$8,829.00	\$58,860.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
General Office Supplies	\$3,060.00	\$540.00	\$3,600.00	\$0.00
Auditor Uniforms/supplies	\$2,125.00	\$375.00	\$2,500.00	\$0.00
Staff Uniforms/supplies	\$255.00	\$45.00	\$300.00	\$0.00
Subtotal for Supplies	\$5,440.00	\$960.00	\$6,400.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Fuel Cost	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
Fleet Cost General Maintenance Auditors	\$0.00	\$0.00	\$0.00	\$9,451.48
Cell phone and air cards supervisor	\$510.00	\$90.00	\$600.00	\$0.00
Cell phones 7& air cards auditors	\$4,080.00	\$720.00	\$4,800.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$14,790.00	\$2,610.00	\$17,400.00	\$9,451.48

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$353,305.11	\$62,347.95	\$415,653.06	\$9,451.48
Total Costs Budgeted	\$353,305.11	\$62,347.95	\$415,653.06	\$9,451.48

MISSISSIPPI

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Comprehensive Budget

This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,754,607.00	\$662,578.00	\$4,417,185.00

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$2,104,388.18	\$371,362.62	\$2,475,750.80	\$0.00
Fringe Benefit Total	\$894,902.73	\$157,924.00	\$1,052,826.73	\$0.00
Program Travel Total	\$142,349.50	\$25,120.50	\$167,470.00	\$0.00
Equipment Total	\$316,676.00	\$55,884.00	\$372,560.00	\$0.00
Supplies Total	\$26,282.00	\$4,638.00	\$30,920.00	\$0.00
Contractual Total	\$86,972.85	\$15,348.15	\$102,321.00	\$0.00
Other Expenses Total	\$183,035.60	\$32,300.40	\$215,336.00	\$126,877.67
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$3,754,606.86	\$662,577.67	\$4,417,184.53	\$126,877.67
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$3,754,606	\$662,578	\$4,417,184	\$126,878

NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.