

NEW HAMPSHIRE

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

Date of Approval: Jan 12, 2017

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 Department of Safety (NHDOS), as the lead agency for the Motor Carrier Safety Assistance Program in New Hampshire, authorized NH Division of State Police (NHSP) Troop G to enforce Federal Motor Carrier Safety Regulations and Federal Hazardous Material Regulations.

The Division of State Police (NHSP) Troop G's mission is to develop and implement crash prevention strategies to reduce commercial motor vehicle (CMV) involved crashes resulting in injuries or loss of human life. Identifying high risk crash corridors by analyzing data, assists us in utilizing effective inspection and enforcement activities to target dangerous driver behaviors and unsafe commercial motor vehicles. Troop G has also implemented other initiatives such as public education and awareness to augment our crash reduction efforts.

New Hampshire has 1.3 million residents, as reported by the U.S. Census Bureau, within 10 counties. The Southern tier is densely populated where the Northern tier is rural and mountainous. This region borders Quebec, Canada to the north, Vermont to the west and Maine to the east and serves as the primary location for logging and forestry operations. NH is a small state with a large transient CMV population. NH has three interstate highways: two major north-south interstate highways (I-89 and I-93) linking Vermont and the Canadian provinces to Massachusetts and the I-95 corridor, which passes through a section of New Hampshire's seacoast between Massachusetts and Maine. The interstate highways, nearly 300 miles, carry the majority of commercial traffic transporting passengers, hazardous materials and property.

By implementing the activities set forth in the 2017 CVSP, Troop G's Motor Carrier Enforcement Unit's (MCEU) primary goal is to improve CMV operation safety resulting in less fatal and non-fatal crashes and hazardous materials incidents.

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.

NH is currently expending the FFY 2015 MCSAP award and coinciding activities and goals established in that grant application. The MOE Substantiation is therefore based on the FFY 2014 grant award expenditures.

Since 1986 the Governor of New Hampshire has designated the New Hampshire Department of Safety (NHDOS) as the lead agency for the Motor Carrier Safety Assistance Program (MCSAP). NHDOS authorized NH Division of State Police (NHSP) Troop G Troopers, having the state's sole authority, to enforce Federal Motor Safety Regulations, Federal Hazardous Material Regulations and compatible State Laws and Regulations under NH RSA 266:72a.

Troop G consists of 38 NASI certified State Troopers trained to perform commercial vehicle roadside inspections and traffic enforcement of CMVs and vehicles in the vicinity of CMVs.

The Basic MCSAP Grant supports salaries and fringe benefits for five (5) of those Troop G troopers and two (2) civilians dedicated 100% to the program: inclusive of three (3) Sergeants responsible for supervising all motor carrier certified troopers and carrying out MCSAP administrative tasks; two (2) troopers that conduct roadside inspections; and a Program Specialist III and Program Assistant assigned to write, manage and administer the grant award, reports, data collection, clerical tasks, etc. Incentive funds awarded are utilized as overtime for eligible MCSAP activities.

In addition to the five (5) MCSAP funded troopers, there are 15 more troopers assigned to the Motor Carrier Enforcement Unit (MCEU) within Troop G having the primary responsibility of conducting roadside inspections and enforcing laws pertaining to commercial vehicle safety and hazardous materials. The remaining 18 troopers, while conducting inspections part time, also enforce the New Hampshire Motor Vehicle and Criminal Code, laws and regulations governing registration, state inspection, pupil transportation, Driver Education, size and weight, over-dimensional loads, dyed fuel violations, and IFTA. The time devoted to MCSAP eligible inspection activities by these full time and part time inspectors (as tracked) is either charged to the grant or used to meet the 15% match requirement or MOE.

Of the 38 troopers certified to conduct Level I inspections; the following have additional certifications:

- Twenty (20) are also certified to conduct hazardous materials inspections.
- Fifteen (15) are certified to conduct cargo tank inspections.
- Twelve (12) certified to conduct passenger carrier inspections.
- Two (2) are certified to conduct Level VI Highway route controlled radioactive material inspections.
- One (1) is certified to conduct Technical Accident Reconstruction for post-crash investigations for commercial motor vehicles.
- One (1) is certified as a Drug Recognition Expert (DRE).

New Hampshire utilizes a hard match method to fulfill the 15% matching requirement for MCSAP funding which is obtained through our state highway fund. The NH Highway fund provides the source of funding for the MCSAP Maintenance of Effort requirements such as salary and fringe benefit costs, vehicle and equipment costs, and supplies.

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:

Troop G troopers have received training in detecting impaired drivers related to alcohol, narcotics and/or prescription drugs and transportation of controlled substances. They are also certified in Field Sobriety Tests. Portable Breathalyzer Testers are available to troopers roadside when necessary and Intoxilyzer 5000 Breath Tests are available at fixed locations throughout the state.

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:

Troop G issues directives to all motor carrier certified troopers mandating them to check the operating authority status of every CMV inspected and place the vehicle out of service if applicable.

Operating Authority is a topic that is addressed and reviewed during Troop G's annual In-Service Training and multiple trainings have been provided by the FMCSA NH Division Office. Training on the Query Central system is provided to Troop G Troopers as needed.

Periodic reviews are conducted by MCSAP Field Supervisors in Troop G to ensure Troopers are complying with the directive.

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: Actual # Fatal 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	5	6	5
01/01/2014	12/31/2014	12	6	13
01/01/2013	12/31/2013	14		12
01/01/2012	12/31/2012	7	7	7
01/01/2011	12/31/2011	9	11	2

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

Data Source: A&I FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/27/2016.

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

Some of our fatality reduction goals required a measurement other than the 2015 selection.

2012 Goal: reduce the number of fatal crashes (7) in Strafford County in 2007-2011.

Actual Outcome: There were 7 total fatal crashes; however, there were 0 fatal crashes in Strafford County in 2012.

2013 Goal: reduce the large truck fatality rate per 100 million VMT to .03 in 2013 from .05 in 2010.

Actual Outcome: The fatality rate increased from .05 in 2012 to .10 in 2013 as a result of the increase in fatal crashes.

2014 Goal: Reduce the 7 fatal crashes in CY 2012 to 6 in CY 2014.

Actual Outcome: There was a reduction in fatalities from the 14 in CY 2013 to 12 in CY 2014; however, we did not meet our goal of 6. There was an 8% decrease in the passenger vehicle at fault in CY 2014 from the 66.7% in CY 2013. New Hampshire state law prohibits texting while driving for passenger vehicles and now on July 1, 2015 the use of all hand held electronic devices will also be prohibited for passenger vehicles. The new law and NHSP's continuing dedication to increase awareness of driving safely around large trucks and buses will expectantly reduce NH's fatal crashes.

2015 Goal: Reduce fatal crashes to 6. Reduce the number of CMV at fault fatal rashes to 20% of the total crashes in CY 2015 from 33.3% in CY 2013.

Actual Outcome: There were 5 fatal crashes, a reduction of 16.7% from the goal of 6. None of the crashes were deemed the fault of the CMV exceeding our goal of 20% of the total crashes.

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: N/A

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
01/01/2014	12/31/2014	0		0
01/31/2013	12/31/2013	0		0
01/01/2012	12/31/2012	1		1
01/01/2011	12/31/2011	1		1

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

A&I-MCMIS (data snapshot as of 05/27/2016, including crash records through 01/31/2016).

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

Although NH has not had a specific fatal crash reduction goal for passenger carrier transportation each year it has been included in the overall crash reduction goal. Troop G has a trooper, a Passenger Carrier Specialist (PCS), dedicated to passenger carrier enforcement who's primary responsibility is to coordinate passenger carrier inspection and strike force activities.

NH continues to be vigilant in enforcing passenger carrier regulations through destination, terminal and en route inspections as authorized to ensure passenger safety and prevent it from becoming an issue.

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: N/A

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
01/01/2014	12/31/2014	0		0
01/01/2013	12/31/2013	2		2
01/01/2012	12/31/2012	0		0
01/01/2011	12/31/2011	0		0

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

A&I-MCMIS (data snapshot as of 05/27/2016) including records through 01/31/2016.

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

New Hampshire does not have a hazardous materials fatal crash problem that warrants a specific reduction goal each year.

The State will continue to enforce the FMCSRs for commercial motor vehicles transporting hazardous materials and increase public awareness to drive safely around commercial motor vehicles.

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	1524	2497
10/01/2013	09/30/2014	1517	1761
10/01/2012	09/30/2013	1004	1173
10/01/2011	09/30/2012	2188	2661
10/01/2010	09/30/2011	2088	2431



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



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		
10/01/2014	09/30/2015	7091	7091
10/01/2013	09/30/2014	5462	5575
10/01/2012	09/30/2013	44	13
10/01/2011	09/30/2012	56	22
10/01/2010	09/30/2011		

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

Data Source: NH State Police e-Ticketing System-Traffic Activity Summation (Data snapshot 7/26/16) Note: In previous years we used NH First-Lawson tracking system affiliated with the Trooper's time cards which was difficult to query and extract data for non-CMV contacts. E-Ticketing is a comprehensive system developed to track all activity by each trooper throughout the Division. Troop G is able to manually extract all non-CMV enforcement stops; however, the 7,091 enforcement stops is inclusive of all non-CMV contacts not specifically passenger vehicles driving aggressively around CMVs. E-Ticketing does not provide the ability to extract this subset of data so NHSP is developing a modification to the e-Ticketing system to capture this specific data for analysis and reporting.

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:

New Hampshire is currently expending the FY 2015 MCSAP award and the coinciding activities and goals established in that grant application. 1) Conduct topical presentations, upon request, offering general information for motor carrier operations, organizations and agencies. Topics include compliance with state and federal rules and regulations to include Passenger Carrier and Hazmat FMCSRs when applicable, pre-trip inspections, safety improvement, and legislative updates. Estimated: 20 Carrier safety talks 5 CMV Safety belt education and outreach 10 State trucking association meetings 2 Local educational safety events 10 Teen safety events 2) Motor Carrier Enforcement Unit (MCEU) Sgts. will provide instruction in basic Hazardous Material Transportation to dispatchers and police recruits at NH Police Standards and Training two times in this grant performance period. 3) MCEU Troopers will provide outreach to students in 10 Driver Education classes; focusing on driver behavior, safe lane changes, proper distance between vehicles, "no zone", and inattentiveness in an effort to reduce CMV involved crashes and injuries.

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

Data collected 2009 through 2012 revealed of the 24 fatal crashes, 80% were deemed the fault of the passenger vehicle (PV) driver, often due to center line encroachment and driver distraction. Of the 20% deemed the fault of the CMV driver, the causation has been defective equipment, medical issues or driver behavior. 1. Reduce the PV "at fault" rate in fatal crashes to 75% in FY 2015 and 70% in FY 2016. 2. Conduct industry safety presentations to improve CMV driver behavior and increase awareness of the importance of pre-trip inspections.

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

1) There were 5 fatalities in CY 2015, a 61.5% reduction from the 13 in CY 2014. To date there has been 1 fatal crash in CY 2016. 2) Although there was a significant reduction in fatal crashes, the passenger vehicle driver was deemed at fault in all 5 crashes. 3) To date the MCEU Troopers have conducted the following with 2,119 total attendees: 16 Carrier Safety Talks 2 CMV Safety belt education and outreach 6 State trucking association meetings 4 Local educational safety events 10 Teen safety events 4) Motor Carrier Enforcement Unit (MCEU) Sgts. have provided instruction in basic Hazardous Material Transportation to dispatchers and police recruits at NH Police Standards and Training 3 times this year. 5) MCEU Troopers presented CMV awareness and outreach to students in 10 Driver Education classes.

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

MCEU Troopers provide information to Driver Education students in partnership with NH Motor Transport Association in an effort to reduce CMV involved crashes and injuries. NH Motor Transport Association members voluntarily provide a driver and commercial motor vehicle at each class to demonstrate actual "No Zone" areas. This program has been very well received by students, instructors and parents. Public outreach and awareness activities are proven methods of educating the public to share the road safely, contributing to the reduction of CMV fatal and non-fatal crashes. Troop G Troopers will continue the outreach to augment their efforts in reducing crashes and improving safety on NH roadways.

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.

New Hampshire is currently expending the FY 2015 MCSAP award and the coinciding activities and goals established in that grant application. 3rd PARTY INSPECTION SOFTWARE 1. Purchase 3rd party inspection software application with program maintenance and technical support. 2. Contract FMCSA IT technical services for software certification and network connectivity.

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

To purchase inspection software to replace the current ASPEN program. The State identified several limitations with ASPEN that directly affect the efficiency and effectiveness of the inspection documentation and reporting process. The new software will improve troopers' efficiency roadside by providing real time inspection data; real time Federal Out of Service notifications; provide current web based software updates; customization for NH laws and regulations. It will improve their ability to identify and remove unsafe carriers that pose a danger to the motoring public during a roadside inspection and increase NH's catch rate.

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

The RFP has been developed; however, as a result of financial and time restrictions, we are unable to complete this project within the grant performance period.

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

As a result of a Continuing Resolution of the 2015 State fiscal year budget in July 2016, the funds in the state budget were not available to move forward with this project. The start of this project was delayed until October 2015 when the NH 2016 state budget passed. The contract process in NH is lengthy. In addition to RFP development, vendor selection and obtaining required contract documents; proposed contracts must be approved by the State Attorney General and NH's Governor and Council which meet monthly. IT projects must also obtain approval from the State's Department of Information Technology (DoIT) which adds another layer to the process. After several delays it was determined in June that we would be unable to complete the project within the performance period. The RFP has been developed to meet FMCSA's and DoIT's deployment, testing and functionality requirements and will be revised to reflect necessary updates which will expedite the project timeline for the next grant performance period, once approved by FMCSA.

Activity #2

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

Enforcement of Federal Out-of-Service Orders during Roadside Activities 1. Currently, Troop G certified troopers utilize the Portal (checking in Query Central, MCMIS, ISS, Safer, and Aspen pre-screen) roadside to identify OOS carriers. If troopers are unable to establish connectivity roadside he/she will capture the carrier's information and run the carrier as soon as connectivity is reestablished. If it is determined @ that time that the carrier is under a Federal OOS order, the inspection will be amended and FMCSA will be notified.

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

Maintain a 100% catch rate.

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

Our catch rate has been 80% for the last 12 months. Troopers continue to work diligently to identify Federal Out-of-Service orders roadside.

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

Continuous Federal system outages potentially hinder our efforts.

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:

Fatal Crashes

There were 5 fatal crashes in NH in CY 2015. Our goal was to reduce fatal crashes to 6 in CY 2015 from the 12 fatal crashes in CY 2014. We exceeded this goal by conducting inspections and enforcement and providing outreach. Troop G analyzed FARS data provided by DOS Division of Motor Vehicles, 2009 through 2012 using this as our baseline. We found that 80% of the fatal crashes (24) were deemed the fault of the passenger vehicle (PV) driver. Troop G provides outreach to industry and driver education schools throughout the year to promote safe driving behaviors; however, all 5 crashes were deemed the fault of the passenger vehicle driver (100%). The driver ages ranged from 26 to 84 and the majority were the result of speed or center line encroachment. All 5 crashes occurred in two of the three high crash counties, Merrimack and Rockingham.

Non-fatal Crashes

Our reduction goal for FY 2015 was to reduce all crashes to 417. Although there was a 58% decrease in fatal crashes in CY 2015 from the 12 in CY 2014 and 12 in CY 2013, the number of non-fatal crashes increased from 388 in FY 2014 to 433 in FY 2015, an 11.6% increase. Injury crash events have also increased from 99 in FY 2013 to 136 in FY 2015 accounting for a 27% increase. Data also depicts that the highest number of crashes occurred in 4 towns: Manchester, Portsmouth, Londonderry and Concord, all within our 3 high crash counties.

Enter Data Source Capture Date:

06/24/2016

Enter Data Source:

SafetyNet and A&I- MCMIS

Enter Crash Reduction Goal

We are projecting a multi-year goal for 2017 and 2018. 1. Maintain 5 or less fatal crashes in CY 2017 and 2018. It should be noted that NH has a very small statistical cohort of fatal crashes so therefore one crash can significantly impact our outcome. 2. Reduce the 433 non-fatal crashes in FY 2015 to 425 during the performance period of this grant. 3. Reduce the number of injury crashes by 3% (4 crashes) from 136 to 132 in FY 2017 and further reduce it by 2% (3 crashes) in FY 2018.

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.

1. As specified in B&I Enforcement Activities-Inspections, Troop G will conduct 11,000 inspections during the performance period of this grant. They will present regulatory and safety information to carriers at industry outreach events throughout the year emphasizing the leading driver errors.
2. Troop G will set up 6 unannounced directed patrols throughout the performance period in the city of Manchester with the assistance of Manchester Police Department to direct CMVs to various inspection locations within city limits.
3. The MCEU will develop a Directed Patrol Operations Plan to conduct eight inspection and high visibility enforcement blitzes in identified high crash areas throughout the performance period. These "truck days" require participation by all certified troopers in Troop G and focus on CMV moving violations, safety belts, hand held electronic device usage, medical certification, CDL license violations, hours of service, etc. on high crash corridors in the towns and cities with the highest number of crashes. Troopers will be assigned to non-CMV traffic enforcement in each of the inspection locations during these "truck days" as outlined in B&I Enforcement Activities-Traffic Enforcement section.
4. Troop G will schedule 4 "Operation Sunrise" inspection details. Two troopers will participate in each quarterly detail starting at 4:00 AM to focus on early morning activity.
5. The Troop G Passenger Carrier Specialist will schedule 3 passenger carrier destination inspection events at locations such as ski resorts, water parks, etc. where troopers are allowed access.
6. Emphasize the types of behaviors of crash causation (ie. distracted driving) during the annual Troop G in-service training for troopers in 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.

MCEU Sgts. will monitor the number of fatal and non-fatal crashes quarterly and compare it to inspection and enforcement activity, to identify trends and crash locations and modified as necessary. The causation of fatal and non-fatal crashes will be tracked to determine commonalities such as at fault CMV or passenger vehicle driver, road conditions, speed, distracted driving, etc. Quarterly meetings will be held with the Grant Program Specialist and the MCEU Supervisors to monitor progress in reaching our FY 2017 and FY 2018 crash reduction goals. Progress will be reported quarterly to FMCSA in the SF-PPRs.

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 Data Quality (Data Snapshot July 1, 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	Deploying Core CVISN	No
PRISM	step 8	Yes
SSDQ	Good	Yes

Data Sources:

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

NH's PP-TLD full implementation by March 2017.

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.

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.

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.

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.

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%:

80

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

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

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

Performance Objective: Enter performance objective(s).

To maintain a 100% catch rate. As of May, NH's catch rate is 80% for the last 12 month period.

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.

1. Troop G certified troopers will utilize the Portal (checking in Query Central, MCMIS, ISS, Safer, and ASPEN pre-screen) roadside to identify OOS carriers. If the trooper is unable to establish connectivity roadside he/she will capture the carrier's information and run the carrier as soon as connectivity is reestablished. If it is determined at that time that the carrier is under a Federal OOS order, the inspection will be amended and FMCSA will be notified. A certified copy of the inspection report will be sent to the carrier.

2. In addition, Troop G will continue to work in concert with the FMCSA NH Division on the Inappropriate Activity List published by the Prism Program office.

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.

Troop G will review data provided by FMCSA to monitor our catch rate monthly. Future incidents, if any, will be addressed with the trooper and the FMCSA NH Division office if deemed necessary. MCEU Sergeants will monitor our progress quarterly in meeting our goal of 100% catch rate.

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.

6 - State-Identified Objective (Optional)**Instructions:**

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Problem Statement Narrative: Describe problem identified by performance data.

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

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).

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.

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.

NHSP Troop G tailors its inspection activities depending on the location, which includes the availability of two fixed facilities on I-93 in the southern tier of the state, off-road locations, pullout areas, and at terminal locations. The Motor Carrier Enforcement (MCEU) troopers are assigned to a regular patrol/inspection area; however, they are frequently assigned to high crash corridors for enforcement blitzes or directed patrols. New Hampshire State Police Troop G MCEU supervisors have directed certified troopers to conduct a requisite number of inspections throughout the certification period and their activity levels are reviewed by supervisors quarterly, at a minimum. However, it is important to note that the intended Level III often becomes a Level II inspection as a result of equipment violations discovered. Sergeants will emphasize the importance of quality and consistent roadside inspection data and identifying carriers under a Federal OOS order at Troop G's annual in-service training.

Troop G will also participate in special inspection activities like the Passenger Carrier Strike Force and Road Check; unannounced inspection blitzes; destination inspections; and cross border details with neighboring states. Quantitative progress of each inspection goal will be measured to the projected inspections quarterly in SafetyNet. The MCEU Sergeants will evaluate the type of violations identifying trends and high risk locations; strategies and resources will be reallocated as deemed necessary. In addition, the State will monitor RDRs as part of a quality review to address any training deficiencies. Troop G troopers upload their inspections within the required time period as exemplified by our continuous Good/Green data rating. Quarterly meetings will be held with the Grant Program Specialist and the MCEU Supervisors to monitor progress and ensure accountability. They will modify strategies and reallocate resources when deemed necessary. Activities and results will be evaluated annually for program effectiveness.

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: NEW HAMPSHIRE STATE POLICE

Enter the total number of certified officers in the Lead agency: 38

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	1910	200	10	2120	19.27%
Level 2	4450	550	10	5010	45.55%
Level 3	3710		5	3715	33.77%
Level 4			0	0	0.00%
Level 5	40	40	75	155	1.41%
Level 6			0	0	0.00%
Sub-Total Lead Agency	10110	790	100	11000	

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.

Enter the name of the Funded Agency:

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

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:	0
Enter the total number of non-funded certified officers:	

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: NEW HAMPSHIRE STATE POLICE					
# certified officers: 38					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 0					
# certified officers:					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	1910	200	10	2120	19.27%
Level 2	4450	550	10	5010	45.55%
Level 3	3710		5	3715	33.77%
Level 4			0	0	0.00%
Level 5	40	40	75	155	1.41%
Level 6			0	0	0.00%
Total ALL Agencies	10110	790	100	11000	

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.

NH State Police Troop G dedicates 20 full time troopers to the Motor Carrier Enforcement Unit (MCEU). The remaining 19 certified troopers conduct traffic enforcement 1% to 25% of their time when not assigned to other duties. NH State Police requires a level I, II or III inspection be completed on any commercial vehicle where traffic enforcement action is taken. This requirement assures that all traffic enforcement violations are recorded in SafetyNet. Based on data analysis, high-risk locations and corridors are identified and enforcement patrols are assigned to those areas where inspections can be conducted in safe locations. Historically, the majority of CMV crashes occur Monday through Friday 6AM to 7PM so troopers are scheduled accordingly to optimize coverage and visibility.

Troop G also targets non-commercial motor vehicle drivers that operate erratically or aggressively around CMVs. NHSP e-Ticketing is a comprehensive system developed to track all activity by each trooper throughout the Division; however, the system is not able to capture specific non-CMV enforcement stops for passenger vehicles driving aggressively around CMVs. This requires manual extraction of data. Troop G is working with FMCSA to obtain language to define specific parameters for "around a CMV" to clarify for all NHSP Troopers. NHSP will modify the e-Ticketing system to capture the subset of data for analysis and report to FMCSA.

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	1000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<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)	20

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.

State Police conducts a monthly "Safe Commute" directed patrol between the hours of 6AM and 10AM and again between the hours of 3PM and 7PM to target unsafe driving by both CMVs and non-CMV during heavy commuting hours. In addition, Troop G has implemented an unannounced monthly "Truck Day", April through December, in which all 38 certified troopers in Troop G must participate. The primary focus is inspections; however, two troopers will be assigned to alternating inspection sites on each of the 8 "Truck Days" to conduct high visibility enforcement for non-CMV as staffing levels allow. The sites are located on major CMV corridors: I89 in Lebanon; I93 in Windham and Canterbury; I95 in Hampton; and Rte 101 in Epping. Troopers will target unlawful driving behaviors such as improper passing, unlawful speed, aggressive driving, and distracted driving around CMVs. Additional directed patrols in high traffic corridors are scheduled as public complaints or data deems necessary. Troop G will utilize an unmarked cruiser for traffic enforcement of passenger vehicles driving erratically around CMVs throughout the state; focusing on distracted driving and other causation factors such as center line encroachment, speed, failure to yield, etc. All traffic enforcement activities will be conducted in accordance with FMCSA policies.

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

NH did conduct carrier investigations in FY 2014; however, a reduction in certified troopers due to promotions and retirement have caused Troop G to discontinue this program.

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.**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).**

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		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	0	0
Passenger CSA On-Site Focused	0	
HM CSA On-Site Focused	0	
CSA On-Site Focused Investigations Sub-total	0	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	0	0
Passenger CSA On-Site Comprehensive	0	
HM CSA On-Site Comprehensive	0	0
CSA On-Site Comprehensive Sub-total	0	0
CSA Investigations (all Types) Total	0	0
HM-Related Review Types		
Security Contact Reviews (SCRs)		
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	0	0

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

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-CMVV 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 safely 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.:

Data collected CY 2009 through 2012 revealed of the 24 fatal crashes, 80%, were deemed the fault of the passenger vehicle (PV) driver, often due to center line encroachment and driver distraction. This baseline data is used to develop goals and strategies for reducing crashes and educating the drivers on NH roadways. In CY 2015, there were 5 fatal crashes. This is a 58% reduction from the 12 fatal crashes in CY 2014; however, the non-fatal crashes increased by 11.6% in FY 2015 from FY 2014. 49% were deemed the fault of the CMV driver.

Approximately 10 troopers provide essential educational outreach at events throughout the state. Troop G's goal is to:

1. Increase awareness and safety practices for CMV drivers and carriers through roadside contact and industry outreach presentations in an effort to reduce crashes and injuries.
2. Conduct outreach to new drivers to increase awareness of driving safely around large trucks.

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	20
<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	4
<input type="radio"/>	<input checked="" type="radio"/>	State-sponsored outreach events	
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	1
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	10

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

1. Troop G Troopers, upon request, will conduct a variety of presentations offering general information for motor carrier operations, organizations and agencies. The presentations include information on compliance with state and federal rules and regulations to include Passenger Carrier and HAZMAT FMCSRs when applicable, pre-trip inspections, CDL requirements, safety improvement and federal policy and legislative updates. We only entered one Safety Belt Education activity because although troopers do not present this topic as a stand alone presentation it is a topic covered in every one of our carrier safety talk presentations.
2. MCEU Supervisors will provide instruction in basic Hazardous Material Transportation to dispatchers and police recruits at NH Police Standards and Training three to four times a year upon request. They also provide CMV awareness to local police departments upon request.
3. MCEU Troopers will conduct 10 Teens and Trucks presentations at Driver Education programs throughout the state focusing on driver behavior, safe lane changes, proper distance between vehicles, "no zone", and driver distraction in an effort to reduce CMV involved crashes and injuries.

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 MCSAP Program Assistant will track the number of presentations, location, duration and number of attendees to meet the program goals and report quarterly to FMCSA Division Office. Fatal crashes will be monitored for causation and at fault drivers and compared to total fatal crashes to evaluate the effectiveness of our education forum.

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:

NH State Police

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 New Entrant program provides the first opportunity for the State and FMCSA to assess the posture of the carrier and its knowledge to ensure it has effective safety management tools in place. Every year new commercial vehicle operations apply for USDOT numbers in New Hampshire which has continuously increased since 2012. There was a 40.5% increase in FY 2015 from FY 2012.

New carrier operations:

- 331 FY2015
- 281 FY2014
- 258 FY2013
- 197 FY2012

NH is challenged with reductions in personnel to conduct safety audits as a result of promotions and retirements. At this time Troop G has a full time civilian Program Assistant, a supervising Sergeant and two troopers that conduct part time audits; a 50% reduction in certified personnel. However, in April 2016, the certified troopers completed training in the new offsite audit initiative. We anticipate this will streamline the safety audit process and increase our program efficiency in meeting our safety audit goals.

The New Entrant Unit (NEU) will conduct on-site and off-site safety audits and provide education and technical assistance to new interstate commercial motor vehicle carriers and drivers to ensure compliance with Federal and State regulations. NH also anticipates certifying another trooper to conduct part time safety audits.

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.

1. The Troop G NEU will conduct 180 off-site and 20 on-site safety audits.
2. The NEU will provide education and technical assistance to new interstate commercial motor vehicle carriers and drivers. They will host one free class each month, during the evening hours, for twelve months targeting the motor carrier industry to promote regulatory awareness and compliance regarding adequate safety management controls. This is done in the context of a mock safety audit and held at NH State Police headquarters, centrally located in the state.
3. The NE supervising Sgt. will hold bi-monthly unit meetings to review open assignments, federal regulation changes, computer updates; sometimes partnering with FMCSA NH Division to ensure consistent programmatic practices between State and Federal agencies.

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.

1. The FMCSA NH Division will ensure the NEU troopers' audit reports are reviewed for quality and accuracy in accordance with EFOTM guidelines.
2. The NE supervising Sergeant will hold unit meetings to monitor progress of program goals. The Sgt. will monitor assignments and use FMCSA reports to monitor time line requirements to prevent overdue carriers appearing in the inventory.
3. The program assistant will track the number of monthly classes to ensure the goal of 12 is met. The class attendance and presentation evaluations will determine program effectiveness. Modifications in content, if necessary, will be driven by the evaluations.
4. Performance reports will be submitted to the FMCSA NH Division as required in the grant terms and conditions.

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)	20	0
# of Safety Audits (Offsite)	180	0
TOTAL Safety Audits	200	0
# of Non-Audit Resolutions	60	0

Border Enforcement

1 - Border Enforcement Focus Area

Instructions:

The FAST Act consolidated several FMCSA grant programs. Border related activities, which previously were a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act states that in the case of a State that shares a land border with another country, the State will conduct a border commercial motor vehicle safety program focusing on international commerce that includes enforcement and related projects. If a State sharing a land border with another country declines to participate in border related activities, it will forfeit all border enforcement funds the State may be eligible to receive.

Objectives: In addition to the primary goal of the program as stated below, a State must identify at least one of the following priority objectives as a focus within their border enforcement program in order to be considered for full participation within this focus area.

Goal: For States to conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects, to ensure that motor carriers and drivers operating CMVs primarily those entering the United States from a foreign country are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, registration requirements, and that the drivers of those vehicles are qualified and properly licensed to operate a CMV in the United States.

☐ Your State is assumed to be participating in border related activities in Fiscal Year 2017. If your State is not participating, please check the box.

Enter Border Enforcement Agency:

NH State Police

Check all objectives that apply (minimum of 1):

☐ **Objective 1: International Motorcoach Inspections** - Facilitate the conduct of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations or other locations where a motor carrier may make a planned stop (excluding a weigh station). For FY 2017, FMCSA encourages States to examine their data on international motorcoach activity and to use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

☐ **Objective 2: High Crash Corridor Enforcement Focused on International Commerce** - Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.

☒ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings** - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no official border crossing facility. Site(s) must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.

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.

New Hampshire is rather unique in that it has one port of entry on the Canadian border which is minimally used by commercial vehicles. Therefore, the number of border crossings does not accurately reflect the foreign domiciled carriers entering NH everyday as the majority of our international traffic enter on roadways after crossing at several ports of entry in our neighboring states of Maine and Vermont. Documenting the foreign domiciled carriers entering NH everyday remains a statistical challenge; but necessitates a need for remote site and roadside inspections on major international corridors serving as a primary conduit for commercial vehicle traffic to

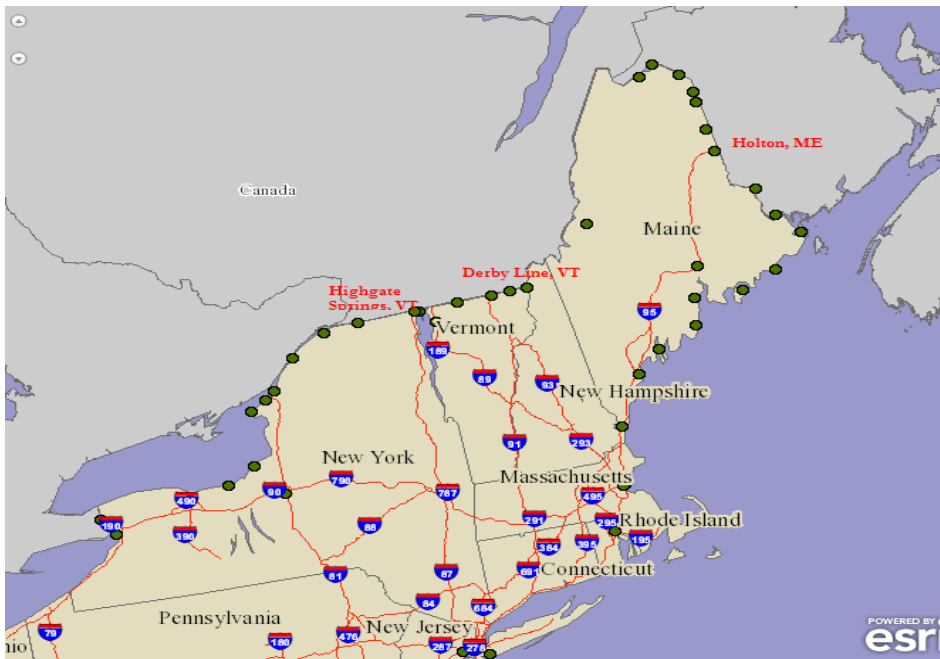
the United States eastern seaboard.

The primary corridors originating in Maine and Vermont include Interstates 89, 93, 95, and US 1, US 2, US 3 and US 26. Interstate 95 begins at the Holton, ME port of entry; Interstate 89 begins at the Highgate Springs, VT crossing; the Derby Line, VT crossing is the beginning of Interstate 93. In addition, Canadian carriers enter NH from the Beecher Falls, VT border crossing which is the closest crossing to NH. Over 250,000 trucks and buses enter and leave the Canadian Provinces through these four ports of entry every year. The Border Enforcement program will augment the NH State Police's continuing efforts to ensure compliance of foreign-domiciled carriers and drivers.

Troop G will conduct 420 inspections roadside and at remote sites on major international corridors originating from the Vermont and Maine border crossings. These sites include but are not limited to:

- Hampton and Portsmouth, NH on I95 which are approximately 300 miles from the Holton, ME crossing.
- Lebanon and Warner, NH on I89 which are 130 and 180 miles respectively from the Highgate Springs, VT crossing.
- Littleton, NH on I93 approximately 70 miles from the Derby Line, VT crossing and 60 miles from the Beecher Falls crossing.

As a result of Troop G's efforts, NH has very few crashes involving Canadian carriers each year; only 8 crashes in FY 2015 and we haven't had any Canadian domiciled bus crashes in over 5 years. We are unable to conduct motor coach inspections at border crossings in neighboring states and en-route restrictions limit us to destination inspections. NH has very few venues where there is a Canadian charter transportation presence. Although we do not have a specific international carrier crash reduction goal, Troop G remains diligent in its efforts to ensure that all foreign domiciled carriers comply with regulations and operate in a safe manner.



Data Source: BTS/Research and Innovative Technology Administration, 2015 Annual Summary snapshot.

Activity Plan: A description of the activities the applicant believes will help mitigate the problem. Include an estimate of the number of group audits planned.

1. Troop G troopers will conduct 120 overtime directed patrols/details to achieve a targeted response to the void in the international commercial vehicle inspection and enforcement activity during peak and off peak hours. Motor Carrier Enforcement Unit (MCEU) supervising sergeants will schedule approximately 30 BEG patrols per quarter, as weather permits, primarily at non-fixed sites on the major international corridors originating from the Vermont and Maine border crossings as noted in the diagram above. The corridors include, but are not limited to: Interstate 93 in the center of the state, Interstate 95 on the eastern side and Interstate 89 on the western side of the state. The overtime used to conduct these BE directed patrols will be assigned in five hour increments.

2. MCEU supervising Sgts. will continuously provide regulatory and reporting updates to all Troop G troopers, participating in Border Enforcement, related to foreign commerce transporters and emphasize the importance of commercial driver license (CDL)/operating authority/financial responsibility checks for all international traffic and reporting requirements in ASPEN.

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

1. NHSP requires Special Detail Vouchers be completed by Troopers conducting directed patrols/details. The vouchers will be reviewed for hours, mileage (for fuel consumption), and inspection activity at the end of each quarter to track patrol benchmarks set by supervisors.

2. MCEU supervisors will review SafetyNet inspection and crash data quarterly to monitor progress in achieving our goals and modify strategies and reallocate resources when deemed necessary. MCEU supervisors will report performance progress quarterly to FMCSA. Activities and results will be evaluated for program effectiveness upon completion of the performance period.

Critical Information Table: The following Critical Information Table is provided below for your use to summarize the anticipated border enforcement activities. All non-international commerce inspections conducted should be included in the Basic and Incentive focus area of the CVSP and should not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN.

Anticipated Summary of Activities	
Number of International Commerce Regular CMV	369
Number of International Commerce HM	50
Number of International Commerce Passenger	1
Total International Commerce Inspections	420
Number of Fixed Facility International Inspections	0
Number of non-Fixed Facility International Inspections	0

Spending Plan

Border Enforcement 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): \$216,567.00

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
Sub-Total Salary					\$0.00	\$0.00	\$0.00	\$0.00
Overtime Information								
Overtime	20	100	30	\$53.00	\$31,800.00	\$27,030.00	\$4,770.00	\$0.00
Sub-Total Overtime					\$31,800.00	\$27,030.00	\$4,770.00	\$0.00
TOTAL PERSONNEL					\$31,800.00	\$27,030.00	\$4,770.00	\$0.00

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

We have estimated that twenty (20) certified Troopers in Troop G will each conduct 6 Border Enforcement directed patrols/details totaling 120 patrols. Each patrol/detail consists of a 5 hour increment totaling 30 hours per Trooper for a total of 600 hours. The negotiated detail rate is \$53.00 per hour as mandated by the State's Collective Bargaining Agreement for the New Hampshire Troopers Association for a total of \$31,800.00.

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
Overtime	27.83	\$31,800.00	\$8,849.94	\$7,522.00	\$1,328.00	\$0.00
Sub-Total Fringe Benefits			\$8,849.94	\$7,522.00	\$1,328.00	\$0.00

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

NH does not have a fringe benefit rate from our cognizant agency; therefore, our benefits are dictated by the New Hampshire Retirement System per NH Statute and the State Collective Bargaining Agreements.

The employer contribution rate for sworn personnel's overtime is: Medicare 1.45% and retirement 26.38% totaling 27.83%. There is no employer contribution for FICA for sworn personnel. The fringe benefits are calculated using the base amount of overtime costs, \$31,800.00.

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
Sub-Total Travel			\$0.00	\$0.00	\$0.00	\$0.00

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

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
Sub-Total Equipment			\$0.00	\$0.00	\$0.00	\$0.00

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

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
Sub-Total Supplies				\$0.00	\$0.00	\$0.00	\$0.00

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

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	\$4,870.00	\$4,139.00	\$731.00	\$0.00

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
Audit Fee	1	Year	\$47.00	\$47.00	\$40.00	\$7.00	\$0.00
In State Travel/ Cruiser Fuel	450	gallons	\$2.80	\$1,260.00	\$1,071.00	\$189.00	\$0.00
Sub-Total Other Costs				\$1,307.00	\$1,111.00	\$196.00	\$0.00

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

Indirect Costs:

New Hampshire's cognizant agency is U.S. Department of Justice. The approved indirect cost rate (ICR) for state fiscal year 2017, effective July 1, 2016 through June 30, 2017, is 11.62%. The ICR is applied to all direct costs except capitalized equipment, contracts exceeding \$25,000.00 and the audit fee. The indirect cost rate for this program was calculated on the base amount of \$41,910.00. We frequently use two different rates during the grant performance period as our ICR is approved annually for our state fiscal year. Expenditures after June 30, 2017 will be adjusted in line with the current approved rate.

Audit Fee:

NH State Law, RSA 124:16, requires state agencies that receive federal funds to set aside .1% of the amount received to pay for financial and compliance audits. The justification for this expense is in an e-mail (dated Nov. 4, 2016), which has been uploaded in the state documents. FMCSA has accepted this cost as submitted.

In State Travel/Cruiser Fuel:

The NH Department of Safety (NHDOS) purchases fuel annually at a fixed price from NH Department of Transportation. The projection for fuel consumption has been calculated on an average of 60 miles to and from inspection sites based on this year's mileage associated with BEG inspections; 60 miles per 120 details totals 7,200 miles. This is divided by an average of 16 miles per gallon totaling 450 gallons. It was then multiplied at the estimated cost of 2.80 per gallon.

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	\$1,227,213.00	\$216,567.00	\$1,443,780.00

Allowable amount for Overtime (15% of total award amount without justification): \$216,567.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$95,285.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$27,030.00	\$4,770.00	\$31,800.00	\$0.00
Subtotal for Personnel	\$27,030.00	\$4,770.00	\$31,800.00	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$7,522.00	\$1,328.00	\$8,850.00	\$0.00
Subtotal for Fringe Benefits	\$7,522.00	\$1,328.00	\$8,850.00	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Program Travel	\$0.00	\$0.00	\$0.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Supplies	\$0.00	\$0.00	\$0.00	\$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
Audit Fee	\$40.00	\$7.00	\$47.00	\$0.00
In State Travel/ Cruiser Fuel	\$1,071.00	\$189.00	\$1,260.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$1,111.00	\$196.00	\$1,307.00	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$35,663.00	\$6,294.00	\$41,957.00	\$0.00
Indirect Cost	\$4,139.00	\$731.00	\$4,870.00	\$0.00
Total Costs Budgeted	\$39,802.00	\$7,025.00	\$46,827.00	\$0.00

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	\$1,227,213.00	\$216,567.00	\$1,443,780.00

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$656,005.00	\$115,765.00	\$771,770.00	\$188,000.00
Fringe Benefit Total	\$227,231.00	\$40,100.00	\$267,331.00	\$51,000.00
Program Travel Total	\$17,000.00	\$3,000.00	\$20,000.00	\$0.00
Equipment Total	\$100,555.00	\$17,745.00	\$118,300.00	\$0.00
Supplies Total	\$17,068.00	\$3,012.00	\$20,080.00	\$2,600.00
Contractual Total	\$425.00	\$75.00	\$500.00	\$0.00
Other Expenses Total	\$91,660.00	\$16,175.00	\$107,835.00	\$18,500.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$1,109,944.00	\$195,872.00	\$1,305,816.00	\$260,100.00
Indirect Costs	\$117,269.00	\$20,695.00	\$137,964.00	\$0.00
Total Costs Budgeted	\$1,227,213	\$216,567	\$1,443,780	\$260,100

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, *John J. Barthelmes, Commissioner of the Department of Safety*, on behalf of the State of New Hampshire, 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 the *Department of Safety* as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the *Division of State Police* 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.¹
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.

¹ *The New Hampshire Department of Safety continues to evaluate the possibility of adding the Declaration to the Division of Motor Vehicle's registration form.*

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 *John J. Barthelmes*.
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 willfully participates in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
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 7/12/16

Signature J. Bartelme

**MCSAP MAINTENANCE OF EFFORT (MOE) SUBSTANTIATION TEMPLATE
FEDERAL FISCAL YEAR (FFY) 2014
NEW HAMPSHIRE STATE POLICE**

	FFY 2014 TOTAL MCSAP ELIGIBLE EXPENDITURES¹
MCSAP-ELIGIBLE EXPENDITURES (DIRECT COSTS)	
Personnel (Payroll Costs)	
Salary	\$635,262.52
Overtime (Allowed Basic and Incentive Funded)	\$40,232.29
Other Payroll Costs <i>(describe)</i>	\$29,680.78
(Specify)	
Subtotal for Personnel	\$705,175.59
Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)	
Approved Fringe Benefits Rate <i>(Insert approved rate here, if applicable %)</i>	\$260,137.19
(Specify)	
Subtotal for Fringe Benefits	\$260,137.19
Program Travel	
Routine MCSAP-related Travel (Lodging/Meal Allowance)	\$2,618.28
Conference Travel	\$6,444.90
Training Travel	\$1,040.98
(Specify)	
Subtotal for Program Travel	\$10,104.16
Equipment	
Vehicles and Related Vehicle Equipment	
Vehicles	\$32,073.00
Other Inspection Vehicle Equipment (Radios, etc.)	\$19,493.00
(Specify)	
Subtotal for Vehicles and Related Vehicle Equipment	\$51,566.00
Non-Vehicle Equipment	
Other Equipment (Not included above)	\$25,555.24
(Specify)	
Subtotal for Non-Vehicle Equipment	\$25,555.24
Subtotal for Equipment	\$77,121.24
Supplies	
Office Supplies	\$7,094.74
Uniforms and Other Related Supplies	\$204.11
Computers	\$0.00
Printers	\$0.00
(Specify)	
Subtotal for Supplies	\$7,298.85
Contractual (Sub Grantees, Consultant Services, etc.)	
Lease Cost of MCSAP Vehicles	\$0.00
(Specify)	
Subtotal for Contractual	\$0.00
Other Expenses	
Training Costs (Tuition, materials, etc.)	\$0.00
Audit Fees, Dues	\$6,224.07
CVSA Decals	\$1,092.00

Conferences Costs (Registration fees, etc.)	\$0.00
Fuel Costs	\$68,959.84
Repair and Maintenance of Vehicles Not Under Contract	\$16,871.38
Fleet Cost (Mileage/Repairs)	\$0.00
Communications (air cards, mobile phones, etc.)	\$7,081.20
Dry Cleaning	\$258.52
Utilities	\$2,543.56
Postage	\$5.11
Rent - Building	\$7,688.78
Vehicle Insurance	\$718.98
(Specify)	
Subtotal for Other Expenses including Training & Conferences	\$111,443.44
SUBTOTAL FOR DIRECT COSTS	\$1,171,280.47
TOTAL INDIRECT COSTS (11.09 %)	\$83,392.59
TOTAL MCSAP ELIGIBLE COSTS EXPENDED IN FFY 2014	\$1,254,673.06
Federal Grant Funds Expended in FFY 2014	\$739,994.57
Associated State Matching Funds Expended in FFY 2014	\$184,998.62
Total Grant Funds Expended	\$924,993.19
MOE Funds Expended	\$329,679.87
CERTIFICATION AND VALIDATION OF FFY 2013 MOE EXPENDITURES	
MOE BASELINE FOR FFY 2014 (2004 and 2005)	\$206,191.94
TOTAL FFY 2014 MOE EXPENDITURES	\$329,679.87
<p>I hereby certify as follows that the information included in this template is true, accurate and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable federal law:</p> <p>(1) The State lead MCSAP agency has validated and met the minimum MOE baseline expenditure amount for FFY 2014.</p> <p>(2) All expenditures included in the template are MCSAP-eligible.</p> <p>(3) Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.</p>	
NAME AND TITLE OF STATE OFFICIAL : Tammy Holso, Administrator III	DATE: July 27, 2016
EMAIL ADDRESS FOR CERTIFYING OFFICIAL: Tammy.Holso@dos.nh.gov	PHONE NUMBER: 603-223-8355

FY 2017 Annual Certification of Compatibility

In accordance with 49 C.F.R. § 350.331, as Commissioner for the New Hampshire Department of Safety, I do hereby certify the State of New Hampshire's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR) and the Federal Hazardous Materials Regulations (FHMR) with the following exceptions as noted:

49 CFR 350.201(j): The State does not require CMV registrants to declare, at the time of registration (only registration renewal), their knowledge of applicable FMCSRs, HMRs, or compatible State laws or regulations.

The NH Department of Safety continues to evaluate the possibility of adding the Declaration to the Division of Motor Vehicle's registration form.

49 CFR 393.42: Brakes Required On All Wheels

NH RSA 266:30 and Administrative Rule Saf-C 905.01 exempt certain motor vehicle trailers or semi-trailers in intrastate commerce from the requirements of 393.42.

Pursuant to 49 CFR 350.341(c), FMCSA granted a waiver exempting NH from this regulatory incompatibility as the statute was in effect prior to 1988 and applies to specific industries operating in intrastate commerce. (A copy is attached)

In accordance with 49 C.F.R. § 350.213(m), a CVSP must include a copy of any new law or regulation affecting CMV safety enforcement that was enacted by the State since the last CVSP was submitted. The following laws, related to commercial motor vehicles, have been amended:

House Bill 1154 repealed and reenacted NH RSA 261:75-b to authorize and regulate the use of license plate scanning devices; effective July 18, 2016.

House Bill 1271 amends NH RSA 266:11 establishing additional length and width exemptions for commercial motor vehicles; effective August 8, 2016.

Senate Bill 356 amends NH RSA 261:82 to authorize agricultural plates for qualifying vehicles of commercial fishing operations; effective January 1, 2017.

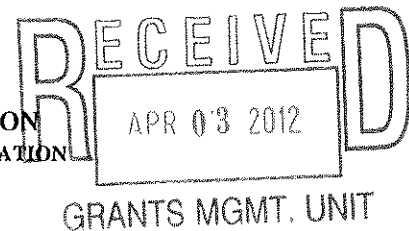
Signature:

J. B. Williams

Date: 7/25/16



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
70 Commercial Street, Suite 102
Concord, NH 03301



IN REPLY REFER TO:
MC-EFE-NH

March 29, 2012

Earl M. Sweeney
Assistant Commissioner
State of New Hampshire, Department of Safety
33 Hazen Drive
Concord, NH 03305

Dear Assistant Commissioner Sweeney:

This letter is in response to your letter, dated December 30, 2011, pertaining to 49 CFR 393.42, *Brakes on All Wheels*.

Following is the response from FMCSA Headquarters (Kristin Wertman, Attorney) which I believe addresses your concerns:

In the 2009 State of New Hampshire MCSAP Review, there was a regulatory finding regarding NH RSA 266:30 and its implementing regulations. The State statute provides an exception from its trailer brakes laws for the transportation in intrastate commerce of "wood-sawing machines, log splitters, cement mixers, compressors, tar kettles, conveyors, devices of 2 wheels used by public utilities for the transportation of cables or poles not exceeding 6 in number, road rollers and sweepers, thawing devices, or refreshment booths on wheels towed not more than 2 miles at any one time." The review team found this statute inconsistent with 49 C.F.R. § 393.42, which requires that every CMV be equipped with brakes acting on all wheels. Subsections 393.42(b)(3) and (4) provides exceptions for trailers with gross weights of 3,000 pounds or less subject to certain conditions. The New Hampshire exceptions apply regardless of weight, and on that basis, the review team found the NH statute incompatible.

Our tolerance guidelines allow a State to "retain those exemptions from its motor carrier safety laws and regulations that were in effect before April, 1988, are still in effect, and apply to specific industries operating in intrastate commerce." 49 C.F.R. § 350.341(c). This is commonly known as a "grandfathering" provision. New Hampshire is claiming that RSA 266:30 meets the requirements of § 350.341(c) and that the exceptions contained therein are thereby grandfathered.

As I understand it, there has been no formal mechanism for approving or validating State statutes as properly grandfathered. I have reviewed the 1981 New Hampshire legislation. The enumerated exceptions appear to have become effective on January 1, 1982. The exceptions in place today are unchanged from the original legislation. I believe this satisfies the requirements of 49 C.F.R. § 350.341(c).

I hope the above adequately addresses your concerns but feel free to contact me if you have additional questions on this matter or any other FMCSA related matter moving forward.
Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Carter", with a long horizontal flourish extending to the right.

Kevin P. Carter
Division Administrator

Cc: Terri Hartley, Program Specialist III, Grants Management, NH DOS

CHAPTER 78
HB 1154-FN - FINAL VERSION

10Mar2016... 0418h

2016 SESSION

16-2350
03/05

HOUSE BILL ***1154-FN***

AN ACT authorizing and regulating the use of license plate scanning devices.

SPONSORS: Rep. Peterson, Hills. 7

COMMITTEE: Transportation

ANALYSIS

This bill authorizes and regulates the use of license plate scanning devices.

Explanation: Matter added to current law appears in ***bold italics***.
Matter removed from current law appears ~~[in brackets and struck through]~~
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.
10Mar2016... 0418h 16-2350
03/05

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Sixteen

AN ACT authorizing and regulating the use of license plate scanning devices.

Be it Enacted by the Senate and House of Representatives in General Court convened:

78:1 New Section; Words and Phrases Defined; Number Plate Scanning Device. Amend RSA 259 by inserting after section 68 the following new section:

259:68-a “Number plate scanning device” or “LPR” means a license plate reading device that is mounted to a vehicle, that is attended to and operated by a law enforcement officer, and that uses automated high speed camera and optical character recognition technology to passively read, instantaneously identify against a list or lists, check, send an audible or visual alarm to the operator, and store for a prescribed period of time, a record of each number plate read.

78:2 Use of Number Plate Scanning Devices Regulated. RSA 261:75-b is repealed and reenacted to read as follows:

261:75-b Use of Number Plate Scanning Devices Regulated. The use of automated number plate scanning devices, also known as automated license plate readers (LPRs) is restricted to local, county, and state law enforcement officers who shall only use the devices subject to the following conditions and limitations:

I. An LPR shall be installed for the sole purpose of recording and checking license plates and shall not be capable of photographing or recording or producing images of the occupants of a motor vehicle.

II. Authority to obtain and issue LPR devices and to administer a documented training process for acquiring proficiency in their operation and compliance with federal and state regulations and other appropriate legal mandates shall be vested in the head of the state police or the chief of police, director, county sheriff, or other head of a law enforcement agency or his or her designee. Only devices authorized by the head of the law enforcement agency shall be approved for its use by its officers and the devices shall be maintained in accordance with the manufacturer's recommendations. Such policy or policies shall conform to the requirements of this chapter.

III. Prior to using an LPR, the law enforcement agency intending to use the device shall register it with the department of safety on forms approved by the commissioner for that purpose. The head of the law enforcement agency shall certify that the device meets all the requirements of this section and that the agency has a policy or policies in effect governing its use and a documented training process for the officers that will use it.

IV. The law enforcement agency shall ensure that data entered into the LPR through a hard link or wireless upload on a daily basis for the purpose of making deletions and additions to keep current the lists against which the device is scanning. Officers shall make manual changes to the list during their shifts when they become aware that new bulletins are issued or bulletins are canceled. Partial plate numbers or characters reported as a result of serious crimes may be entered into the LPR in an attempt to identify suspected vehicles used in connection with the crime.

V. LPR operation and access to LPR collected data shall be for official law enforcement purposes only. LPR devices shall only be used to scan, detect, and identify license plate numbers for the purpose of identifying:

- (a) Stolen vehicles.
- (b) Vehicles associated with wanted, missing, or endangered persons.
- (c) Vehicles registered to a person against whom there is an outstanding warrant.
- (d) Vehicles registered to persons whose drivers' licenses, driving privileges, or vehicle registrations are under suspension or revocation.
- (e) Vehicles registered to persons suspected of criminal or terrorist acts, transportation of stolen items or contraband, or motor vehicle violations.
- (f) Vehicles in violation of commercial trucking requirements.
- (g) Vehicles involved in case-specific criminal investigative surveillance.
- (h) Vehicles involved in homicides, shootings, and other major crimes or incidents.
- (i) Vehicles in the vicinity of a recent crime that may be connected to the crime.

VI. A positive match by an LPR device alone shall not constitute reasonable suspicion as grounds for a law enforcement officer to stop the vehicle. The officer shall develop independent reasonable suspicion for the stop or immediately confirm visually that the license plate on the vehicle matches the image of the license plate displayed on the LPR and confirm by other means that the license plate number is on one of the lists specified in paragraph V.

VII. Prior to stopping a vehicle based on an LPR alarm, the officer shall attempt to visually verify that the number plate on the list matches the digital image displayed on the LPR. If it matches the alarm it shall be accepted and the officer shall initiate a query of the National Crime Information Center (NCIC) database.

VIII. Records of number plates read by each LPR shall not be recorded or transmitted anywhere and shall be purged from the system within 3 minutes of their capture in such a manner that they are destroyed and are not recoverable, unless an alarm resulted in an arrest, a citation, or protective custody, or identified a vehicle that was the subject of a missing person or wanted broadcast, in which case the data on the particular number plate may be retained until final court disposition of the case. Captured license plate data obtained for the purposes described in paragraph V shall not be used or shared for any

other purpose.

IX. Access to LPR records shall only be allowed on a case-by-case basis, for legitimate law enforcement investigative, prosecution, or audit verification purposes. All inquiries of LPR records shall be recorded for purposes of an audit trail and maintained by the law enforcement agency in the same manner as criminal history logs.

X. To ensure compliance with the provisions of this section or to investigate complaints of misuse of LPR devices, the attorney general or a designee of the department of justice including county attorneys and law enforcement officers acting at the request of the attorney general may examine and audit any LPR device, a server used to store LPR data, and records pertaining to the use of LPR devices maintained by any state, county, or local law enforcement agency and the department of justice may seek an injunction banning the use of LPR devices by an agency found to have used an LPR device or devices in repeated violation of this section and requiring the confiscation of LPR devices if the attorney general deems it necessary to prevent ongoing violations or deter future violations of this subdivision.

XI. A law enforcement agency using an LPR device shall report to the commissioner annually, beginning one year from the date equipment is deployed, the following information compiled for the previous year:

- (a) The number of devices in use.
- (b) The number of matches made by the LPR devices.
- (c) The number of matches that identified vehicles and individuals sought by law enforcement and that resulted in stops of vehicles or individuals.
- (d) The number of matches that resulted in searches of vehicles and individuals, releases, arrests, or other outcomes.
- (e) Other information requested by the commissioner.

78:3 Repeal. The following are repealed:

- I. RSA 259:68-a, relative to number plate scanning devices.
- II. RSA 261:75-b, relative to use of number plate scanning devices regulated.

78:4 Effective Date.

- I. Section 3 of this act shall take effect January 1, 2027.
- II. The remainder of this act shall take effect 60 days after its passage.

Approved: May 19, 2016

Effective Date: I. Section 3 shall take effect January 1, 2027.

II. Remainder shall take effect July 18, 2016

CHAPTER 223
HB 1271 - FINAL VERSION

05/12/2016 1933s

2016 SESSION

16-2263

03/04

HOUSE BILL 1271

AN ACT making certain length and width exemptions concerning commercial vehicles and relative to signs advising motorists approaching emergency vehicles in the breakdown lane.

SPONSORS: Rep. Gagne, Hills. 13; Rep. Chirichiello, Rock. 6; Rep. Packard, Rock. 5

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill establishes additional length and width exemptions for commercial motor vehicles. This bill also continually appropriates funds in the emergency vehicle warning sign fund to the department of transportation.

Explanation: Matter added to current law appears in ***bold italics***.

Matter removed from current law appears ~~[in brackets and struck through.]~~

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

05/12/2016 1933s 16-2263

03/04

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Sixteen

AN ACT making certain length and width exemptions concerning commercial vehicles and relative to signs advising motorists approaching emergency vehicles in the breakdown lane.

Be it Enacted by the Senate and House of Representatives in General Court convened:

223:1 Length Exceptions. Amend RSA 266:11-a to read as follows:

266:11-a Length Exceptions.

I. Notwithstanding the provisions of RSA 266:11, it shall be lawful to drive on the ways of this state:

~~[I.]~~ ***(a)*** A vehicle or a combination of vehicles that exceeds the length limits in RSA 266:11 if such vehicle or combination is transporting poles, logs, timbers, or metal in a case in which the load is not readily divisible and such overhang does not interfere with steering the vehicle.

~~[II.]~~ ***(b)*** A conventional automobile transporter combination not in excess of 65 feet exclusive of a 3-foot front overhang and a 4-foot rear overhang.

~~[III.]~~ ***(c)*** Saddlemount plus fullmount combinations not in excess of 65 feet.

~~[IV.]~~ ***(d)*** A stinger-steered automobile transporter combination not in excess of 75 feet exclusive of a 3-foot front and 4-foot rear overhang.

[V-](e) An emergency fire fighting vehicle.

II.(a) The following shall be excluded from the measured length of commercial motor vehicles, as applicable:

(1) All non-property-carrying devices, or components thereof:

(A) At the front of a semi-trailer or trailer; or

(B) That do not extend more than 3 inches beyond the rear of the vehicle; or

(C) That do not extend more than 24 inches beyond the rear of the vehicle and are needed for loading or unloading.

(2) Resilient bumpers that do not extend more than 6 inches beyond the front or rear of the vehicle.

(3) Aerodynamic devices that extend a maximum of 5 feet beyond the rear of the vehicle, provided such devices have neither the strength, rigidity, nor mass to damage a vehicle, or injure a passenger in a vehicle, that strikes a trailer so equipped from the rear, and provided also that they do not obscure tail lamps, turn signals, marker lamps, identification lamps, or other required safety devices, such as hazardous materials placards or conspicuity markings.

(b) Measurements shall be made from a point on one end of a commercial motor vehicle to the same point on the opposite end of the vehicle. Non-property-carrying devices or aerodynamic devices shall not be mounted or configured in a manner that obscures the registration plate or other evidence of applicable certifications or permits required by law or regulation.

223:2 Overall Width Defined. Amend RSA 266:14 to read as follows:

266:14 Overall Width Defined. Overall width shall be exclusive of rubrails, so-called, as currently used in the transportation of raw forest products, safety and energy conservation devices such as rear view mirrors, turn signal lamps, marker lamps, steps and handholds for entry and egress, flexible fender extensions, approved mud flaps, ~~and~~ spray and splash suppressant devices, **and non-property-carrying devices or components thereof that do not extend more than 3 inches beyond each side of the vehicle**, and other devices as defined by the director, and load-induced tire bulge. In determining width, there shall be excluded 6 inches of any increase in width due to changing to low pressure tire equipment from other tire equipment. **Measurements of a commercial motor vehicle shall be made from a point on one side of the vehicle to the same point on the opposite side of the vehicle.**

223:3 Signs Advising Motorists Approaching Emergency Vehicles in the Breakdown Lane; Fund Established. Amend the introductory paragraph of RSA 265:37-c, I to read as follows:

I. There is established a nonlapsing ~~revolving~~ fund to be known as the emergency vehicle warning sign fund ~~in~~ **which shall be continually appropriated to the department of transportation and** which shall be funded by moneys paid through public-private agreements to post signs on the following highways, advising motorists to give one lane of clearance to emergency vehicles in the breakdown lane:

223:4 Effective Date. This act shall take effect 60 days after its passage.

Approved: June 9, 2016

Effective Date: August 8, 2016

CHAPTER 97
SB 356-FN - FINAL VERSION

02/04/2016 0207s

2016 SESSION

16-2698
03/05

SENATE BILL **356-FN**

AN ACT relative to agricultural plates for vehicles of commercial fishing operations.

SPONSORS: Sen. Stiles, Dist 24; Sen. Watters, Dist 4; Sen. Fuller Clark, Dist 21; Rep. A. Christie, Rock. 37; Rep. Cushing, Rock. 21; Rep. Abramson, Rock. 20; Rep. Borden, Rock. 24; Rep. Sherman, Rock. 24

COMMITTEE: Transportation

ANALYSIS

This bill authorizes agricultural plates for qualifying vehicles of commercial fishing operations.

Explanation: Matter added to current law appears in ***bold italics***.

Matter removed from current law appears ~~[in brackets and struckthrough.]~~

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

02/04/2016 0207s 16-2698

03/05

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Sixteen

AN ACT relative to agricultural plates for vehicles of commercial fishing operations.

Be it Enacted by the Senate and House of Representatives in General Court convened:

97:1 Agricultural Plates; Commercial Fishing Operations. Amend RSA 261:82, V to read as follows:

V.(a) To be eligible for the issuance of an agricultural vehicle registration ***for agricultural and farming purposes***, the applicant shall sign the following form which the treasurer of a city or such other official as the city government may designate or the town clerk shall provide. This form shall be provided to the applicant upon request without further evidence from the applicant that the plate shall be used for purposes of this section.

I, the undersigned, fully understand the limitations concerning the use of trucks, tractor-trucks, tractors, or cargo vans registered under RSA 261:82, and hereby certify that my vehicle will be used only for agricultural and farming purposes and uses incidental thereto, within a 20 mile radius of the main entrance of the farm upon which the vehicle is to be driven.

Signed:

Date: _____

Copies to:

Town or City Clerk

Applicant

(b) To be eligible for the issuance of an agricultural vehicle registration in support of commercial fishing operations, the applicant shall sign the following form which the treasurer of a city or such other official as the city government may designate or the town clerk shall provide. This form shall be provided to the applicant upon request without further evidence from the applicant that the plate shall be used for purposes of this section.

I, the undersigned, fully understand the limitations concerning the use of trucks, tractor-trucks, tractors, or cargo vans registered under RSA 261:82, and hereby certify that my vehicle will be used only in support of commercial fishing operations, within a 10 mile radius of the main entrance to the docking area of the commercial fishing boats it is supporting.

Signed: _____

Date: _____

Copies to:

Town or City Clerk

Applicant

VI. A truck, truck-tractor, tractor, or cargo van shall qualify for agricultural registration rates and number plates and shall be driven with such registration if:

(a) It is used exclusively in support of commercial fishing operations; and

(b) It is driven within a 10 mile radius from the main entrance to the docking area of the commercial fishing boats it is supporting; and

(c) It is used only for the transportation of commercial fishing products for delivery to storage or to market or to carriers for transportation to market or in support of maintenance or operations of the fishing boat and transportation of the crew.

97:2 Effective Date. This act shall take effect January 1, 2017.

Approved: May 19, 2016

Effective Date: January 1, 2017

Hartley, Terri

From: White, Tim (FMCSA) <tim.white@dot.gov>
Sent: Friday, November 04, 2016 1:09 PM
To: Lavoie, Steven; Hartley, Terri
Cc: Urban-Morin, Pamela; Holso, Tammy
Subject: FW: FMCSA Audit Fund Set-Aside

Good Afternoon,

Please see a response from Patricia Dickerson in our GMO office. FMCSA will accept the audit costs as submitted by the applicant.

Tim

From: Dickerson, Patricia (FMCSA)
Sent: Friday, November 04, 2016 7:16 AM
To: Sechrist, Randy (FMCSA)
Cc: White, Tim (FMCSA)
Subject: RE: FMCSA Audit Fund Set-Aside

Good Morning Randy,

Based on the info provided by HHS, FMCSA will accept the audit costs as submitted by the applicant based upon the following:

- HHS (Federal cognizant for SWCAP) attests that the costs are reviewed and approved under SWCAP Section II
- HHS asserts that any surplus Federal funds resulting from adjustment from projected costs to actual costs are returned to Treasury (even though excess funding from FMCSA should be returned to the Highway Trust Fund and not the general fund).
- FMCSA can't ask the applicant/grantee to return any surplus funds resulting from audit activity, because HHS says they're collecting the overages on behalf of all Federal agencies; to do so would constitute double-billing by the Federal gov't.

Please include the email from HHS as a response to the eCVSP. Thanks.

patricia

From: White, Tim (FMCSA)
Sent: Thursday, November 03, 2016 7:33 AM
To: Sechrist, Randy (FMCSA)
Subject: FW: FMCSA Audit Fund Set-Aside

Additional information from DHHS via NH.
Tim

From: White, Tim (FMCSA)
Sent: Thursday, November 03, 2016 7:33 AM
To: 'Lavoie, Steven'
Cc: Hartley, Terri
Subject: RE: FMCSA Audit Fund Set-Aside

Good Morning Steve,

I will forward this email string to our Service Center State Programs Manager for his further review.

Tim

From: Lavoie, Steven [<mailto:Steven.Lavoie@dos.nh.gov>]
Sent: Wednesday, November 02, 2016 3:01 PM
To: White, Tim (FMCSA)
Cc: Hartley, Terri
Subject: FW: FMCSA Audit Fund Set-Aside

Hi Tim,

Received the FMCSA response on 10/25/16 and shared with our Statewide Federal Grant and Cost Allocation Administrator. The email below from US DHHS, our cognizant federal agency for all indirect costs, confirms that the Audit Fund Set Aside is an allowable cost and in compliance with 2 CFR 200. Please share this information as appropriate at FMCSA as it supports our position that these costs are allowable in the manner in which they are currently billed.

If there is still concern, I encourage FMCSA to contact DHHS directly. We continue to assert that the Audit Fund Set Aside is an allowable cost as approved by our cognizant federal agency and should be accepted as such by FMCSA.

Thanks,
Steve

Steven R. Lavoie, CPA, CGMA
Director of Administration
NH Department of Safety
33 Hazen Drive
Concord, NH 03305
603-223-8020
steven.lavoie@dos.nh.gov

From: Giovinelli, Steven [<mailto:Steven.Giovinelli@nh.gov>]
Sent: Wednesday, November 02, 2016 2:26 PM
To: Lavoie, Steven
Subject: FW: FMCSA Audit Fund Set-Aside

Here is the response from the HHS Cost Allocation folks.

From: DiGennaro, Regina (PSC/FMP/CAS) [<mailto:Regina.DiGennaro@psc.hhs.gov>]
Sent: Wednesday, November 02, 2016 1:33 PM
To: Giovinelli, Steven
Cc: Stack, Michael (PSC/FMP/CAS)
Subject: FW: FMCSA Audit Fund Set-Aside

Hi Steve,

Below is our response to your concerns regarding Single Audit costs.

If you have any questions, please do not hesitate to contact us.

Best Regards,

Regina DiGennaro
Cost Negotiator, Grants Finance and Administration Services

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U.S. Department of Health and Human Services
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From: Stack, Michael (PSC/FMP/CAS)
Sent: Wednesday, November 02, 2016 1:21 PM
To: DiGennaro, Regina (PSC/FMP/CAS)
Subject: RE: FMCSA Audit Fund Set-Aside

Hi Steve,

In accordance with 2 CFR 220.19, the Department of Health and Human Services is the designated cognizant federal agency for indirect costs who is responsible for the review and negotiation of all State-Wide Central Services Cost Allocation Plans (SWCAP). Under the cognizant agency concept, the review and negotiation of the SWCAP is performed on behalf of all Federal agencies.

The Cost Allocation Agreement between the State of New Hampshire and the Department of Health and Human Services includes under Section II: Billed Costs, the Audit of Federal Assistance Programs. The billing rate and reconciliation process has been reviewed and accepted by the Department of Health and Human Services (HHS) on behalf of all federal agencies. The difference between the actual costs and revenue generated through application of the billing rate is reviewed and the excess balance is remitted to the Federal government. HHS collects this amount on behalf of all Federal agencies and remits it to the Department of Treasury. This is an agreed upon procedure between the State and the HHS that has been in place for a long time. Any Federal agency not recognizing its allocated share, i.e., billed costs, of the costs of the Single Audit would result in the costs being shifted to other Federal programs. HHS has determined that the costs of the Audit of Federal Assistance Programs to be in compliance with the Basic Considerations in 2 CFR 200.

Please let us know if you have any additional questions.

Thank you for bringing this matter to our attention.

Sincerely,

Michael Stack
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