

NEVADA

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

Date of Approval: Jan 08, 2018

Final CVSP

Part 1 - MCSAP Overview

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

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

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

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

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

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

2 - Mission/Goal Statement

Instructions:

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

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

It is the Mission of the Nevada Highway Patrol (NHP) to promote safety on Nevada highways by providing law enforcement traffic services to the motoring public.

The Goal of NHP is to maintain the Nevada Large Truck and Bus Related Fatalities Rate to less than or equal to 0.16 fatalities per 100 million Vehicle Miles Traveled (VMT) as averaged over the most recent three years.

FMCSA A&I data (USDOT/FHWA, Highway Statistics Annual Series - FARS) shows Nevada's truck and bus fatality rates for the past three years, with 2015 being the most recent available:

2015 Fatality Rate = 0.14, based on 37 fatalities

2014 Fatality Rate = 0.07, based on 17 fatalities

2013 Fatality Rate = 0.10, based on 24 fatalities

The average fatality rate over the past three years = 0.10 fatalities per 100 million VMT.

3 - MCSAP Structure Explanation

Instructions:

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

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

There are approximately 5,297 miles of roadway maintained by the Nevada Department of Transportation (NDOT), 589 miles which are Interstate. The state does not have any permanent fixed inspection facilities at its entry points. NHP uses mobile, roving enforcement and temporary inspection checksite locations for its commercial vehicle inspection and enforcement program.

The Department of Public Safety (DPS), Nevada Highway Patrol (NHP) Commercial section is the designated MCSAP agency. As of July 1, 2017, NHP Commercial had 63 full time equivalent (FTE) non-MCSAP funded positions assigned to conduct commercial vehicle inspections and enforcement:

- 44 DPS Officer II
- 7 Sergeant
- 4 Lieutenant
- 8 Commercial Vehicle Safety Inspector (non-sworn)

These positions are funded from Budget Account (BA) 4713 which are state highway funds. The salary and benefit costs incurred by the Officers, Sergeants and CVSIs, when conducting MCSAP eligible activities, are used as the required 15% state share, and serve as the primary basis for the Maintenance of Effort (MOE) for the MCSAP program. Commercial personnel record their time spent on MCSAP and non-MCSAP related activities on internal NHP Form 186. This information is then used to calculate match and MOE expenditures.

Within the NHP Commercial section are 15 MCSAP funded positions:

7 non-sworn Administrative positions

- 1 Administrative Assistant IV to oversee SafetyNet and data entry (100% MCSAP)
- 3 Administrative Assistant II, one in each region to provide data entry and office support (75%MCSAP/25%BA4713)
- 1 Administrative Assistant II in Headquarters (100% MCSAP)
- 1 Information Technology Technician VI to support computers, tablets, laptops and communications (100% MCSAP)
- 1 Grants and Projects Analyst II to support grant functions (100% MCSAP)

5 non-sworn Commercial Vehicle Safety Inspectors (CVSI) (100% MCSAP)

- 1 CVSI III to direct the training program
- 2 CVSI II to support inspections and comprehensive reviews
- 2 CVSI II to conduct New Entrant audits
- 3 sworn DPS Officer II (100% MCSAP)

NHP commercial activities are supervised by a Commercial Lieutenant in at the Carson City Headquarters office, and a Commercial Lieutenant in each of the three NHP regional offices (all 4 are funded from BA 4713). The HQ Commercial Lieutenant is responsible for the statewide management of the commercial program, including implementation and compliance with MCSAP requirements, activities and goals, effectiveness of program activities, review of enforcement and inspection activities, the size and weight program, compliance with state commercial vehicle regulations, and other related programs (i.e. WIPP). All NHP commercial enforcement personnel are certified through the National Training Center to conduct Level I, II, III and hazardous materials inspections. Several officers are trained to conduct Motorcoach and Radiological inspections as well.

CMV inspections are also conducted by NHP Traffic officers certified for NAS Level II and III inspections. These officers are not part of the Commercial section, and CMV inspections are a secondary activity to be done only when not conducting general traffic enforcement. There are 83 NHP Traffic officers that are certified to conduct inspections.

Within the State of Nevada allied agencies also conduct CMV inspections and enforcement. In FFY17, the City of Sparks, the City of Reno and the City of Henderson police departments had 18 officers trained to conduct all levels of CMV inspections.

Within DPS, the Nevada Office of Traffic Safety (OTS), in coordination with NHP, the Nevada Department of Transportation (NDOT) and other state and local agencies, prepares and manages the Nevada Strategic Highway Safety Plan. The Plan's goal to reduce the number and severity of crashes on Nevada's roadways. The Plan identifies four strategy categories: Engineering, Education, Emergency Services, and Enforcement. Specific actions to improve safety are included with each category.

The Nevada Department of Motor Vehicles (DMV) is responsible for commercial vehicle registrations, commercial vehicle driver licenses, and fuel licensing for interstate trucking firms and other businesses that operate heavy equipment. The Department collects all Nevada fuel taxes and licenses fuel suppliers, dealers, transporters and exporters, and is responsible for compliance issues related to overweight vehicles, dyed fuel violations, the Interstate Registration Program (IRP), and the International Fuel Tax Agreement (IFTA). NHP is working closely with DMV Motor Carrier Division (MCD) to implement Intelligent Technology Deployment (ITD) and Performance Registration Information Systems Management (PRISM) functionality within DMV.

The Nevada Department of Transportation (NDOT) coordinates with NHP on highway engineering and design projects to improve highway geometrics aimed at reducing commercial vehicle crashes. NDOT provides and maintains pull-offs for truck inspections and supports NHP radio communications. NHP and NDOT cooperatively prepare the highway Size and Weight Enforcement Plan required by the Federal Highway Administration (FHWA). NHP is part of the Freight Planning committee established by NDOT as mandated by MAP-21 legislation.

NHP partners with the Nevada Trucking Association (NTA) in support of the Nevada Truck Driver Challenge held each year, while NTA supports NHP's Inspector Challenge. NHP regularly meets with NTA members at safety roundtable meetings and at other times regarding inspection and enforcement issues, assisting with safety programs (such as Badge On Board and Drivers Challenge), and evaluating legislative proposals.

NHP is a member of and supports the Commercial Vehicle Safety Alliance (CVSA) by attending and engaging in committee activities, attending workshops and conferences, participating in CVSA sponsored enforcement activities such as Operation Airbrake, Operation SafeDriver, Operation Roadcheck, and attending COHMED training.

4 - MCSAP Structure

Instructions:

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

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

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

	NEVADA HIGHWAY PATROL
	78
	63
	63
	5
	7
	6
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Total number of agencies:	4
Total # of MCSAP Participating Personnel:	101

Part 2 - Crash Reduction and National Program Elements

1 - Overview

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

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

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

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

2 - CMV Crash Reduction

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

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

Measurement Period Start	Measurement Period End	Fatalities	Goal	Outcome
01/01/2015	12/31/2015	37	0.16	0.10
01/01/2014	12/31/2014	17	0.16	0.06
01/01/2013	12/31/2013	24	0.16	0.10
01/01/2012	12/31/2012	21	0.16	0.09
01/01/2011	12/31/2011	37	0.16	0.15

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

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

Total Non-Fatal Bus Crashes

01/01/2016	12/31/2016	3	22	16
01/01/2015	12/31/2015	2	22	14
01/01/2014	12/31/2014	0	22	23
01/01/2013	12/31/2013	3	22	29
01/01/2012	12/31/2012	2	22	20

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Other

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

Total Fatal Hazmat Crashes

01/01/2016	12/31/2016	0	23	17
01/01/2015	12/31/2015	0	23	26
01/01/2014	12/31/2014	0	23	29
01/01/2013	12/31/2013	0	23	14
01/01/2012	12/31/2012	0	23	25

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

MCMIS Snapshot as of 9/29/17, including crash records through 5/31/17.

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

Narrative Overview for FY 2018

Instructions:

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

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

Statistical data show indicate that the highest crash corridors in Nevada are in Clark County, the greater Reno/Sparks area, and I-80 between Battle Mountain and Wendover during inclement weather. Over the past several years, approximately half of all CMV crashes in Nevada occurred in Clark County.

Number of Clark County Large Truck Fatal and Non-Fatal Crashes by CY

2010	2011	2012	2013	2014	2015	2016
188	213	234	254	209	180	254

Number of Washoe County Large Truck Fatal and Non-Fatal Crashes by CY

2010	2011	2012	2013	2014	2015	2016
66	67	88	61	58	59	79

Number of Statewide Large Truck Fatal and Non-Fatal Crashes by CY

2010	2011	2012	2013	2014	2015	2016
437	461	483	458	394	380	561

Enter the data source and capture date:

MCMIS as of September 29, 2017, including records through May 31, 2017.

Projected Goal for FY [2018]

Enter Crash Reduction Goal:

Goal 1 Maintain the number of Clark County large truck fatal and non-fatal crashes to less than 235 per year as averaged over 5 years. The Clark County five-year crash average is 226/yr for the period 2012-2016, up from 214/yr for the previous 5-year period. Goal 2 Maintain the number of Washoe County large truck fatal and non-fatal crashes to less than 75 per year as averaged over 5 years. The Washoe County five-year crash average is 69 for the period 2012-2016, up from 66.6 for the previous 5-year period. Goal 3 Maintain the number of statewide large truck fatal and non-fatal crashes to less than 475 per year as averaged over 5 years. The Statewide five-year crash average is 455/yr for the period 2012-2016, up from 431/yr for the previous 5-year period.

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

Activity 1 - High Crash Corridors Overtime Strike Force

Nevada's known high crash corridors, specifically Las Vegas, Reno and Elko urban sections of interstate routes (I-15, I-80, I-215) will be targeted with enhanced commercial vehicle inspection and enforcement Strike Force events by each of NHP's three regional commands. Each of NHP's three regional commercial enforcement units will conduct four (4) High Crash Corridor Overtime Strike Force events*. The events will be 1-3 days (1 day RT, 1-2 days OT), and involve 3-7 Troops/Sergeants/CVSI on 8-10 hour shifts.

Activity 2 - Rural Crash Corridors Overtime Strike Force

Crashes on Nevada's rural highway often result in greater injury or death due to higher speeds, fewer highway safety features (wider shoulders, for example) and greater distance and time for treatment by emergency personnel. NHP will conduct twelve (12) Rural Area Crash Corridor Overtime Strike Force events statewide*. The events will be 1-3 days (1 day RT, 1-2 day OT), and involve 3-7 Troops/Sergeants/CVSI on 8-10 hour shifts. Southern Command (SC) will conduct 4 events, Northern Command East (NCE) will conduct 4 events, and Northern Command West (NCW) will conduct 4 events.

Activity 3 - Work/Construction Zones Overtime Strike Force

Work zones create traffic backups which are often at locations where drivers don't usually experience traffic delays, resulting in fatal and non-fatal crashes in these work zones. According to FMCSA data (Crash Reports - Work Zones) Nevada has had 6 fatal crashes in work/construction zones between 2010 and 2014. NHP will conduct six (6) Work/Construction Zone Overtime Strike Force events statewide*. The events will be 1-3 days, and involve 3-7 Troops/Sergeants/CVSI on 8-10 hour shifts. Each region will conduct 2 events.

*The timing for conducting Strike Force events depends on weather and staffing availability.

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

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

High Crash Corridors

The number of High Crash Corridors Overtime Strike Force events, including number of inspections.

Rural Crash Corridors

The number of Rural Crash Corridors Overtime Strike Force events, including number of inspections.

Work/Construction Zones

The number of Work/Construction Zone Overtime Strike Forces events, including number of inspections.

3 - Roadside Inspections

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

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

Trend Analysis for 2012 - 2016

Level 1: Full	2807	4633	4271	3725	4056
Level 2: Walk-Around	24094	20756	19839	20582	21614
Level 3: Driver-Only	7279	8055	8800	9017	7451
Level 4: Special Inspections	0	313	252	46	48
Level 5: Vehicle-Only	189	273	420	261	175
Level 6: Radioactive Materials	0	0	0	0	1

Narrative Overview for FY 2018

Overview:

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

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

Nevada does not have permanent inspection facilities used to inspect CMVs as they enter the state, instead NHP utilizes roadside enforcement and inspections activities. These activities include daily patrols, checksite operations, strike force events, Badge On Board events, and other FMCSA and CVSA events such as Operation Airbrake.

Dedicated inspection locations are located at Sloan, Apex, Elko (2), Garson, Bordertown, Ely and Wadsworth. The checksites are maintained by the Nevada Department of Transportation, and do not offer any amenities aside from signage, with lighting and overhead roof structures at just 3 locations. Rented portapotties are used for restroom facilities at six of the locations.

CMV inspections in Nevada are uploaded to SAFER by: 1) the NHP Commercial section, comprised of 44 Troopers, 7 Sergeants, 4 Lieutenants, and 8 CVSI; 2) 83 NHP Traffic Troops, certified to conduct only Level II and III inspections; and 3) 18 allied agency personnel (City of Henderson, etc) certified to conduct all levels of inspections (except Level VI).

The Commercial section sets it’s inspection goals each year, based on the previous years totals and available personnel. Consideration is always given to increasing the goals, and in fact are increased on just about an annual basis. Each year the Commercial section exceeds the goals set.

The Traffic Troops conducting inspections do so on a irregular basis. In FFY17, Traffic Troops conducted 3,180 inspections, all either Level II or III. These inspection numbers will vary based on ability to add other duties (CMV inspections) while in Traffic. These inspections are not included in the NHP commercial section inspection goals.

NHP does not have any control or influence over the number of inspections conducted by allied agencies, but regardless of the quality of those inspections (which often count against NHP's data quality rating when done improperly), they are uploaded to SAFER and accure towards Nevada's total number of inspections. Allied agencies conducted 777 inspections in FFY17. These inspections are not included in the NHP commercial section inspection goals.

NHP does not conduct 25% of its inspections as Level 1, primarily for two reasons. First of all, data show the majority

Projected Goals for FY 2018

Instructions for Projected Goals:

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

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

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

Lead Agency is: NEVADA HIGHWAY PATROL

Enter the total number of certified officers in the Lead agency: 63

Level 1: Full	2276	148	50	2474	10.42%
Level 2: Walk-Around	11832	1500	70	13402	56.43%
Level 3: Driver-Only	7785		70	7855	33.07%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			20	20	0.08%
Level 6: Radioactive Materials				0	0.00%

MCSAP subrecipient agency

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

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

Non-Funded Agencies

Total number of agencies:	4
Enter the total number of non-funded certified officers:	101
Enter the total number of inspections projected for FY 2018:	4000

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Level 1: Full	2276	148	50	2474	10.42%
Level 2: Walk-Around	11832	1500	70	13402	56.43%
Level 3: Driver-Only	7785		70	7855	33.07%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			20	20	0.08%
Level 6: Radioactive Materials				0	0.00%

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

NHP's total inspection goal of 23,731 is established for the NHP Commercial section only, and do not include inspections by NHP Traffic nor allied agencies. The total number of inspections that show up on SafetyNet, however (33,345 for 2016 for example), include inspections by NHP Traffic and NHP's allied agencies. NHP Commercial has no jurisdiction over the number or type of inspections these two groups provide.

4 - Investigations

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

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

Trend Analysis for 2012 - 2016

Compliance Investigations		0	0	0	0
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		0	0	0	0
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR	49	38	30	18	10
CSA On-Site Comprehensive		5	4	3	0
Total Security Contact Reviews		0	0	1	0
Total Terminal Investigations		1	0	0	4

Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2018

Instructions:

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

Projected Goals for FY 2018

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

Compliance Investigations	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	20	0
CSA On-Site Comprehensive	6	0
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

For FFY18, three investigator positions are available - 2 full time and 1 part time. However, only 1 of the full time positions is currently filled. NHP does not expect a new investigator to be available for investigations for at least 6-9 months from date of hire, due to the length of time it takes to hire and train investigators and then have them complete their required number of training investigations. Therefore, no projected investigations are included for the vacant position for FFY18. The other full time and the part time investigator are projected to complete 26 investigations during FFY18.

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

1 - Southern Command Reviews

One Investigator in Southern Command (Las Vegas) will be responsible to conduct a minimum of twenty (20) reviews on interstate carriers, depending on the level of intervention required and direction from FMCSA.

2 - MCSAP Office Reviews

The full time investigator position in the MCSAP office to be filled and properly trained prior to FFY19.

A third Investigator is available in the MCSAP office to assist as necessary, and will be responsible to conduct a minimum of six (6) reviews in order to maintain investigative certification.

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

1 - Southern Command Reviews

Number of reviews on interstate carriers conducted by the Southern Command investigator.

2 - MCSAP Office Reviews

Number of reviews on interstate carriers conducted by the MCSAP office investigator(s).

NHP MCSAP office will monitor monthly progress of each of the three investigators assigned reviews, reviews in progress, and completed reviews. NHP will work with the Nevada FMCSA Division Office to ensure sufficient reviews are assigned to each investigator.

5 - Traffic Enforcement

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

Trend Analysis for 2012 - 2016

Instructions:

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

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

01/01/2017	12/31/2017	2888	1180
01/01/2016	12/31/2016	3517	3859
01/01/2015	12/31/2015	4160	4792
01/01/2014	12/31/2014	5171	5784
01/01/2013	12/31/2013	4999	5721

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

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

10/01/2016	09/30/2017	349	475
10/01/2015	09/30/2016	501	806
10/01/2014	09/30/2015	2992	3856
10/01/2013	09/30/2014	1157	1588
10/01/2012	09/30/2013	1265	1928

The number of Documented CMV Traffic Enforcement Stops with an Inspection is from FMCSA's MCMIS data snapshot as of 9/29/17. The number of Documented Non-CMV Traffic Enforcement Stops is from NHP internal records tracking Badge On Board activity. Badge On Board is designed to stop non-CMVs committing unsafe driving behaviors in the vicinity of a large truck or bus.

Narrative Overview for FY 2018

Instructions:

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

A CMV Traffic Enforcement (TE) stop/contact occurs when NHP law enforcement (LE) personnel stop a CMV roadside due to a moving violation (speeding, improper lane change, etc.). NHP LE personnel typically conduct an inspection during these TE stops/contacts, although it is not a requirement. LE personnel are trained to indicate on their inspection reports that an inspection was initiated due to a TE moving violation. The number of TE inspections conducted by NHP personnel is based on this inspection notation and the total number is tabulated through SafetyNet. The goal for FFY18 is 4,500 TE stop with inspections and will be reported quarterly. NHP conducted 4,892 TE with inspections in FFY16.

NHP Commercial enforcement personnel are required to conduct an inspection during TE stops. Non-inspection TE stops/contacts may occasionally be conducted by NHP LE personnel on MCSAP funded events based on individual circumstances. These stops/contacts are recorded on the Special Event Report form. Due to the relatively low number of non-inspection stops due to the emphasis on conducting inspections, the goal for FFY18 is 75.

A TE stop/contact of a non-CMV in the vicinity of a CMV occurs when NHP LE personnel stop a non-CMV roadside due to a moving violation (speeding, improper lane change, distracted driving, etc.) in the vicinity of a CMV. NHP LE personnel typically issue a citation or a written warning to the non-CMV driver and provide information regarding safe driving around CMVs.

Safety related TE citations, written warnings, or verbal warnings, are typically issued to non-CMV drivers by NHP LE personnel during MCSAP funded events. That number is recorded on the Special Event Report form and will be reported quarterly. The goal for FFY18 is 1,500 TE stops/contacts on non-CMV drivers for hazardous driving around CMVs. MCSAP funded special enforcement events include strike force events targeting high crash corridors, rural areas, work/construction zones, as well as Badge On Board events designed specifically to enforce safe driving geared toward that event objective (work zones, etc). Strike force and Badge On Board events typically involve 3-7 LE and CVSI personnel and last 2-3 days. The goal for FFY18 is to conduct 30 strike force and 10 Badge On Board events statewide.

Projected Goals for FY 2018

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

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2018
		CMV with Inspection	4500
		CMV without Inspection	75
		Non-CMV	1500
		Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1900

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

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

27751	26	200	27977	24180

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

NHP MCSAP office will monitor the monthly activities of all enforcement personnel and provide training throughout the state, emphasizing the importance of enforcement around CMVs. Training also includes knowing the criteria for a traffic enforcement stop, including having the proper documentation. NHP does not monitor the traffic enforcement efforts of NHP Traffic nor of allied agencies.

6 - Safety Technology

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

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

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

Safety Technology Compliance Status

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

ITD	Deploying Core CVISN	Yes
PRISM	Step 0	Yes

Available data sources:

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

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

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

Narrative Overview for FY 2018

Problem Statement Narrative and Projected Goal:

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

Nevada is at Step 0 in the PRISM heirarchy by virtue of receiving a FFY15 PRISM grant award in September, 2015.

The award is allowing NHP to coordinate with the Nevada Dept of Motor Vehicles, Motor Carrier Division (MCD) to acheive PRISM compliance.

In June, 2017, the 2017 Nevada Legislature passed S.B. 31, "an Act relating to motor vehicles; revising the requirements for registering certain commercial motor vehicles; revising procedures for registration, renewal of registration and revocation of registration by the Department of Motor Vehicles relating to certain commercial motor vehicles and motor carriers who are subject to certain out-of-service orders; authorizing a peace officer to impound or seize the license plates from certain commercial motor vehicles operated by a motor carrier who is subject to certain out-of-service orders; providing a penalty; and providing other matters properly relating thereto." Regulations to enact this new law are currently being drafted. This new law will allow Nevada to achieve PRISM Steps 3, 4, 5, 6 and 8.

Steps 2 and 7 will be achieved as part of the NV Department of Motor Vehicles \$75M information systems modernization project, tentatively scheduled for implementation in mid-2018.

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

NV DMV has drafted and is currently enacting the regulations to effect S.B. 31. These regulations should be in place by the fall of 2017.

NV DMV will continue its technology systems modernization project, and as part of that project will implement the functionality necessary to implement Steps 2 and 7. last updated on: 1/8/2018 10:33:02 AM

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.

NHP will assist DMV Motor Carrier Division with development of the regulations necessary to implement S.B 31, and will report on the status each quarter.

NHP will monitor the progress of the DMV system modernization project and report on the status of the PRISM component each quarter.

NHP and DMV Motor Carrier staff will continue to hold twice monthly ITD/PRISM coordination meetings.

7 - Public Education and Outreach

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

Trend Analysis for 2012 - 2016

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

Carrier Safety Talks					
CMV Safety Belt Education and Outreach	3	3	3	3	3
State Trucking Association Meetings	4	4	4	4	4
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events					
Teen Safety Events					

Narrative Overview for FY 2018

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

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

Activity 1 - Media Campaigns

NHP will continue with media campaigns

A Trucker Seat Belt safety campaign will be developed to educate truckers about the safety benefits of wearing a seat belt while driving. Messages about truck drivers wearing seat belts for safety will be used in outdoor highway billboards around Nevada, as well as radio and social media sites.

A drowsy/distracted driving campaign will be developed to educate CMV drivers about the need to drive without distractions and well rested. Messages will be developed and used in outdoor highway billboards around Nevada, as well as radio and social media sites.

A work/construction zone safety campaign will be developed to educate CMV drivers about safe driving in work or construction zones. Messages will be developed and used in outdoor highway billboards around Nevada, as well as radio and social media.

A Badge On Board media campaign may also be developed. The BOB campaign targets non-CMV drivers to drive safety around large trucks and buses.

Activity 2 - Carrier Safety Talks

NHP provides classes to interstate carriers by request on subjects such as Hours of Service (HOS), vehicle maintenance, driver fitness and fatigue, changes to regulations, and safe operating practices generally. NHP participates at meetings and conferences providing talks to groups on FMCSR's and industry safety.

Activity 3 - NTA Meetings

The Nevada Trucking Association (NTA) is a key stakeholder in Nevada's efforts to improve commercial vehicle safety. NHP cooperates with NTA in a variety of ways, including attending regular meetings open to NHP, coordinating on controversial issues, and feedback on regulatory practices.

Activity 4 - Local Safety Education Events

NHP participates in a variety of events in order to promote commercial vehicle safety. NHP Troops and civilians will

continue to volunteer at local events in order to provide direct contact with the general public.

Activity 5 - Teen Safety Events

NHP Troops attend a number of school and community events geared toward the teen driver.

Projected Goals for FY 2018

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

		Carrier Safety Talks	36
		CMV Safety Belt Education and Outreach	3
		State Trucking Association Meetings	4
		State-Sponsored Outreach Events	2
		Local Educational Safety Events	4
		Teen Safety Events	3

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

Activity 1

Each of the 3 NHP commands will provide at least one carrier safety talk each month, for a total of 36 safety talks statewide. NHP will report the number for each quarter.

Activity 2

NHP will develop a 2018 media plan to address trucker seat belt safety. In addition, NHP commercial will attend one Click It Or Ticket event in each region.

Activity 3

NHP will attend the NTA quarterly meetings, and other meetings as necessary. NHP will report on these meetings quarterly.

Activity 4

NHP, in coordinatio with NTA, hosts the Nevada annual Truck Drivers Championship. In addition, NHP and CHP coordinate the national Truck Driver Appreciation Day.

Activity 5

NHP officers will attend local safety events as they are scheduled and as appropriate. NHP will report on these activities quarterly.

Activity 6

NHP will attend National Night Out in each command.

8 - State Safety Data Quality (SSDQ)

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

SSDQ Compliance Status

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

SSDQ	Good	No
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Available data sources:

- [FMCSA website SSDQ information](#)

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

Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

June 7, 2017

Narrative Overview for FY 2018

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

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

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

9 - New Entrant Safety Audits

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

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

		Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
		Does your State conduct Group safety audits at non principal place of business locations?
		Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2012 - 2016

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

Interstate	209	159	65	77	167
Intrastate	0	0	0	0	0

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

Narrative Overview for FY 2018

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

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

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

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

Projected Goals for FY 2018

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carriers basic safety management

controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.

- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

# of Safety Audits (Onsite)	100	0
# of Safety Audits (Offsite)	100	0
# Group Audits	0	0
# of Non-Audit Resolutions	0	0

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

NHP Commercial Vehicle Safety Inspectors serve as New Entrant Safety Auditors. They audit the records of new interstate motor carriers to ensure they have effective safety management programs in place in order to comply with federal regulations designed to reduce the number and severity of crashes, injuries and fatalities involving commercial motor carriers.

NHP personnel assist new motor carriers with a review of FMCSA statutes, regulations and requirements for interstate operations, as well as State laws governing motor carrier operations in Nevada.

Under the FAST Act provisions, personnel assigned to New Entrant may also do MCSAP related activities, assuming all New Entrant activities are up to date. For FFY18, the 2 CVSIs assigned to the New Entrant program will spend 80% of their time on New Entrant activities, and 20% of their time on MCSAP, non-New Entrant activities, assuming New Entrant activities are current.

Narrative added November 2017

The trend in safety audits declined from 159 in 2013 to 65 in 2014 and 77 in 2015. The decline was the result of personnel change-over and the time required for recruitment and training. The number of safety audits increased in 2016 to 167, more reflective of two New Entrant auditors that now have training and experience. These two NE auditors and their supervisors are fully aware of and managing for attaining the goal of 200 safety audits in FFY18.

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

1 - Safety Audits

NHP CVSIs assigned to the New Entrant program will conduct safety audits of interstate motor carriers assigned by FMCSA. Audits will be completed and uploaded in a timely manner based upon carrier entry date.

2 - Inspections

Each NHP New Entrant auditor will conduct a minimum of 32 Level I or V driver/vehicle inspections in order to maintain certifications, including Hazmat, Cargo Tank and Motorcoach.

3 - MCSAP Eligible Activity

NHP CVSIs assigned as New Entrant staff may also be assigned MCSAP related activities, based on having an up-to-date status of the New Entrant program at the time.

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

1 - Safety Audits

The number of Safety Audits completed and uploaded by NHP personnel, and the percentage of Safety Audits conducted within the statutory timeframe.

2 - Inspections

The number of Level I and/or V inspections conducted by each New Entrant personnel.

3 - MCSAP

The number of inspections conducted as MCSAP eligible.

The MCSAP Office will be responsible for monitoring the New Entrant activities to ensure inspectors complete the necessary New Entrant activities prior to any MCSAP related activities.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018

Enter your State's OOS Catch Rate percentage if below 85 percent: 33%

Achieve an 85% catch rate for OOS carriers.

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

Activity 1 - Training

The NHP Commercial Commander, in cooperation with the 3 commercial Lieutenants and 7 Sergeants will emphasize the need to check OOS status while in monthly staff meetings, The Training Coordinator will include a discussion of OOS, what it means, why its important, and how to check it during each NAS Part A and B class, Bulk Cargo, Hazmat and other training sessions.

Activity 2 - Directives

NHP may issue a directive to NHP sworn personnel certified to conduct Level 1, 2 or 3 inspections that they are required to confirm the operating status of each motor carrier stopped for inspection.

Activity 3 - Supervision

Commercial Sergeants will review sworn personnel inspection reports, specifically to ensure documentation of OOS confirmation on the inspection report. The NHP MCSAP Office provides the monthly out of service report to each command LT, who in turn forwards the report to their regional commercial Sergeant. The Sergent reviews the report and determines if any of the missed carriers ocured in that respective region. If one has occurred, the Sergeant is required to obtain justification from the inspector as to why the OOS was missed. NHP has implemented disciplinary procedures for inspectors who miss OOS carriers without sufficient justification.

Activity 4 - Document Non-Connectivity

Any sworn personnel that does not utilize Query Central, or call Dispatch for assistance is required to make a note on the inspection report the reason why confirmation of OOS status could not be obtained.

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.

Activity 1 - Training

Include in NAS Parts A & B training conducted by NHP a presentation on OOS policies and procedures, as well as techniques and resources for identifying OOS carriers.

Activity 2 - Directives

Adoption of an OOS Confirmation Directive.

Activity 3 - Supervision

Monthly review with commercial Sergeants regarding the OOS catch rate.

Activity 4 - Connectivity

Document the number of times sworn personnel cannot access OOS information in the field over the internet.

2 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018

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

Nevada's tourist economy is supported by a large number of passenger carriers and vehicles (buses, motor coaches, passenger vans, etc) bound for and returning from Nevada's gaming resorts and other recreational destinations. Large employers in the Las Vegas and throughout the remote Nevada area also use passenger vehicles to provide commuter options for their employees, either directly by the company or through a contracted passenger carrier. NHP's challenge is reducing the number of passenger vehicle crashes by increasing inspections while having significant restrictions placed by FMCSA and federal legislation on where roadside passenger carrier inspections can occur. NHP commercial enforcement personnel target unsafe driving behaviors of both the passenger vehicle drivers themselves and passenger cars operating unsafely around them.

The number of passenger carrier crashes in Nevada, including both fatal and non-fatal, has fluctuated between a high of 37 in CY 2011 to a low of 6 in CY 2009. There were 18 fatal and non-fatal crashes in CY 2016, 18 crashes in CY 2015, and 23 in CY 2014. There were 2 fatalities in CY16 and 9 fatalities in CY15.

Nevada has averaged 24 fatal and non-fatal passenger carrier crashes over the 4-year period from CY 2013 through 2016, and has averaged 5 fatalities/year over that same time period.

Projected Goals for FY 2018: Enter performance goals.

Objective - Maintain the number of fatal and non-fatal passenger carrier crashes to less than 22 per year, as averaged over 4 years.

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

Activity 1 - Conduct Inspections

NHP will conduct Level I,II, III and/or V passenger vehicle inspections during FMCSA's Motor Coach Safety Week as directed by FMCSA. No goal has been set for the number of these inspections.

As a result of any NHP Passenger Vehicle Inspections (PVI) Strike Force events and/or inspections conducted on empty vehicles at destinations or checksites, NHP will conduct at least 210 passenger vehicle inspections, as follows:

- Level 1 - 50 inspections
 - Level 2 - 70 inspections
 - Level 3 - 70 inspections
 - Level 5 - 20 inspections
- 210

Southern Command (Las Vegas) will conduct 40% of the number of passenger vehicle inspections. Northern Command West (Reno) will conduct 35%, and Northern Command East (Elko) will conduct 25%.

conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

1 - Motor Coach Inspections

The number of Level I, II, III and V passenger vehicle inspections conducted by NHP.

The MCSAP Office will monitor the number of inspections and coordinate with the regions regarding these activities.

3 - State Specific Objectives – Past

Instructions:

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

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

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

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

At times federal commercial motor carrier safety regulations and state commercial motor vehicle laws can be very confusing, even to some of the more informed. Commercial vehicle moving or equipment violations are often reduced or dismissed at the local level for this reason. By doing so, local judges and city attorney's may be allowing an unqualified driver to continue to drive behind the wheel of a CMV. NHP recognizes the need for general and/or specific CMV education and guidance with local jurisdictions, and attempts to provide this by visiting local constituencies on a regular basis, or contacting them by phone or email. NHP Troops trained as Judicial Outreach Program (JOP) Coordinators meet with judges, city attorneys, hearings officers and others, and provide direct assistance with CMV issues. In prior years, NHP JOP Coordinators make presentations at the National Judicial College's Commercial Driver's Licensing: Judicial Education Workshop in Reno. The workshop provides judges, hearings officers and others training on the federal requirements for adjudicating cases involving CDL holders, including what constitutes a commercial motor vehicle and study the Code of Federal Regulations.

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

Activity 1 - Internal Coordination and Training. The Training Coordinator will track regulatory and statutory changes, and provide updated information and materials to the JOP Coordinators. The Training Coordinator and JOP Coordinators will meet annually to review issues and review program activities. Activity 2 - Outreach. JOP Coordinators will contact (emails, phone calls, on-site visits, etc) judges, hearings officers, local attorneys or other local officials involved in the adjudication of commercial motor vehicle or driver issues up to 3 times per month. Activity 3 - Judicial Workshop If invited, attend and participate in the National Judicial College Commercial Driver's License Judicial Education Workshop.

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

1. Training Coordinator conducted 7 JOP meetings to review regulations and outreach needs 2. JOP personnel had 187 contacts with local justice or county attorney personnel 3. NHP participated in the April 2017 workshop, as well as a September 2017 webinar hosted by the College.

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

4 - State Specific Objectives – Future

Instructions:

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

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

Enter the title of your State-Identified Objective.

Judicial Outreach Program (JOP)

Narrative Overview for FY 2018

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

At times federal commercial motor carrier safety regulations and state commercial motor vehicle laws can be very confusing, even to some of the more informed. Commercial vehicle moving or equipment violations are often reduced or dismissed at the local level for this reason. By doing so, local judges and city attorney's may be allowing an unqualified driver to continue to drive behind the wheel of a CMV. NHP recognizes the need for general and/or specific CMV education and guidance with local jurisdictions, and attempts to provide this by visiting local constituencies on a regular basis, or contacting them by phone or email. NHP Troops trained as Judicial Outreach Program (JOP) Coordinators meet with judges, city attorneys, hearings officers and others, and provide direct assistance with CMV issues. In prior years, NHP JOP Coordinators make presentations at the National Judicial College's Commercial Driver's Licensing: Judicial Education Workshop in Reno. The workshop provides judges, hearings officers and others training on the federal requirements for adjudicating cases involving CDL holders, including what constitutes a commercial motor vehicle and study the Code of Federal Regulations.

Projected Goals for FY 2018:

Enter performance goal.

1. Training Coordinator will conduct 4 JOP training events during the year. 2. JOPs will have 150 contacts throughout the state. 3. Attend the National Judicial College commercial vehicles workshop, if invited.

Program Activities: Describe the activities that will be implemented including level of effort.

Activity 1 - Internal Coordination and Training. The Training Coordinator will track regulatory and statutory changes, and provide updated information and materials to the JOP Coordinators. The Training Coordinator and JOP Coordinators will meet annually to review issues and review program activities. Activity 2 - Outreach. JOP Coordinators will contact (emails, phone calls, on-site visits, etc) judges, hearings officers, local attorneys or other local officials involved in the adjudication of commercial motor vehicle or driver issues up to 3 times per month. Activity 3 - Judicial Workshop If invited, attend and participate in the National Judicial College Commercial Driver's License Judicial Education Workshop.

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

1 - Two (2) semi-annual JOP meetings and training involving the Commercial Commander, Commercial Training Coordinator and the three Judicial Outreach Coordinators. 2 - Number of judicial contacts. 3 - When invited, attendance and participation in the annual Nevada Judicial College Commercial Driver's Licensing: Judicial

Education Workshop.

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - Example: A Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions:

The spending plan data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

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

New for FY 2018

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

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

- **Calculation of Federal and State Shares**

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

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

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

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

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

- Expansion of On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

The system will confirm that:

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
Total	\$2,462,105.00	\$434,490.00	\$2,896,595.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$434,490.00
MOE Baseline:	\$2,203,048.95

2 - Personnel

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

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

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

Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all of your personnel costs.

The percent of each person’s time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. For example, a MCSAP officer spent approximately 35 percent of his time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer’s salary to this project. For more information on this item see [2 CFR §200.430](#).

In the annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	\$434,490.00
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Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
4721 GPA II	1	100.0000	\$62,994.00	\$62,994.00	\$62,994.00	\$0.00
4721 CVSI III/Training Coordinator	1	100.0000	\$62,994.00	\$62,994.00	\$62,994.00	\$0.00
4721 IT Tech VI	1	100.0000	\$57,505.00	\$57,505.00	\$57,505.00	\$0.00
4721 AA IV	1	100.0000	\$39,003.00	\$39,003.00	\$39,003.00	\$0.00
4721 Admin Assist II (PP01)	3	100.0000	\$41,585.00	\$124,755.00	\$124,755.00	\$0.00
4721 Admin Assist II (PP02)	1	100.0000	\$40,633.00	\$40,633.00	\$40,633.00	\$0.00
4721 CVSI II (PP01)	3	100.0000	\$54,048.00	\$162,144.00	\$162,144.00	\$0.00
4721 CVSI II (PP02)	1	100.0000	\$57,671.00	\$57,671.00	\$57,671.00	\$0.00
4721 DPS Officer II	3	100.0000	\$75,544.00	\$226,632.00	\$226,632.00	\$0.00
4713 DPS Officer II (Match/MOE)	1	100.0000	\$434,490.00	\$434,490.00	\$0.00	\$434,490.00
Subtotal: Salary				\$1,268,821.00	\$834,331.00	\$434,490.00
Overtime Project Costs						
MCSAP eligible activities	78	100.0000	\$2,564.00	\$199,992.00	\$199,992.00	\$0.00
Subtotal: Overtime				\$199,992.00	\$199,992.00	\$0.00
TOTAL: Personnel				\$1,468,813.00	\$1,034,323.00	\$434,490.00
Accounting Method:	Modified Accrual					
Planned MOE: Personnel	\$2,231,118.00					

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

The Nevada Executive Budget System (NEBS) established Budget Account 4721 as the accounting for FMCSA grants. BA 4721 includes only FMCSA grant funds, except that state highway funds are used for the 25% portion of the three Administrative Assistant II positions used for state activities (i.e. school buses)..

The 2018 CVSP proposes the following 15 MCSAP funded staff positions:

- 1 Grants & Projects Analyst II
- 4 Administrative Assistant II
- 1 Administrative Assistant IV
- 4 Commercial Vehicle Safety Inspector II
- 1 Commercial Vehicle Safety Inspector III
- 1 Information Technology Technician VI
- 3 DPS Officer II

BA 4713 is the primary state source of funding for NHP. BA 4713 funds are used to pay salary and benefits of 44 Officers, 7 Sergeants and 8 CVSI personnel certified to conduct commercial vehicle inspections. The MCSAP eligible activities of these personnel, in addition to a portion of their vehicles, fuel and equipment, are the source of Maintenance of Effort for the FFY18 CVSP.

The state match share is provided from BA 4713 salary expenses for the NHP Officer II engaged in MCSAP eligible commercial enforcement and safety activities.

Overtime

MCSAP funded overtime is accrued by both BA 4713 and BA 4721 personnel on MCSAP related activities. BA 4721 personnel accrue overtime directly, while BA 4713 overtime expenses are transferred between accounts by way of a journal voucher. All OT transferred between accounts is documented by date, event type, number of inspections conducted, if applicable, and the overtime salary cost for for each participant (benefits are not reimbursed). The supervising Lieutenant, the Commercial Commander and the Grants & Projects Analyst must approve any transfer of Overtime between accounts.

Overtime is accrued on Strike Force events, special enforcement events (i.e. 72 hour checksite), Badge On Board events and other MCSAP eligible enforcement, inspection or public outreach related activities. The budget of \$199,992.

3 - Fringe Benefits

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

Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that have an accrual basis of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).

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

The cost of fringe benefits are allowable if:

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

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

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

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

The **Fringe Benefit Rate** is:

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

The **Base Amount** is:

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

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

Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
GPA II	100.0000	\$30,611.00	\$30,611.00	\$30,611.00	\$0.00
4721 CVSI III/Training Coor	100.0000	\$30,611.00	\$30,611.00	\$30,611.00	\$0.00
4721 IT Tech VI	100.0000	\$21,094.00	\$21,094.00	\$21,094.00	\$0.00
4721 AA IV	100.0000	\$22,946.00	\$22,946.00	\$22,946.00	\$0.00
4721 AA II (PPO1)	100.0000	\$54,379.00	\$54,379.00	\$54,379.00	\$0.00
4721 AA II (PPO2)	100.0000	\$23,466.00	\$23,466.00	\$23,466.00	\$0.00
4721 CVSI II (PPO1)	100.0000	\$61,370.00	\$61,370.00	\$61,370.00	\$0.00
4721 CVSI II (PPO2)	100.0000	\$28,910.00	\$28,910.00	\$28,910.00	\$0.00
4721 DPS Officer II	100.0000	\$87,432.00	\$87,432.00	\$87,432.00	\$0.00
TOTAL: Fringe Benefits			\$360,819.00	\$360,819.00	\$0.00
Planned MOE: Fringe Benefits	\$882,695.00				

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

See the attached FFY18 State of Nevada Benefit Rates memo for a description of how benefit rates are applied.

4 - Travel

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

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

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

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

OOS Training - NAIC	2	4	\$4,000.00	\$4,000.00	\$0.00	
OOS Training - Investigative Safety Analysis	2	5	\$4,000.00	\$4,000.00	\$0.00	
OOS Training - COHMED	3	5	\$6,000.00	\$6,000.00	\$0.00	
OOS Training - NAS, Cargo, E-logs, etc	4	5	\$8,000.00	\$8,000.00	\$0.00	
OOS Training - SafetyNet	3	5	\$6,000.00	\$6,000.00	\$0.00	
OOS Conference - FMCSA Planning Meeting	3	3	\$6,000.00	\$6,000.00	\$0.00	
OOS Conference - CVSA Fall	5	5	\$10,000.00	\$10,000.00	\$0.00	
OOS Conference - CVSA Spring	5	5	\$10,000.00	\$10,000.00	\$0.00	
OOS Training - DIAP	2	3	\$4,000.00	\$4,000.00	\$0.00	
IS Training - NAS, Cargo, HM, etc	40	5	\$50,000.00	\$50,000.00	\$0.00	
IS - Routine Enforcement, Inspections, Meetings	75	1	\$110,000.00	\$110,000.00	\$0.00	
IS/OOS Unplanned but FMCSA approved	2	2	\$4,000.00	\$4,000.00	\$0.00	
TOTAL: Travel			\$222,000.00	\$222,000.00	\$0.00	

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

In-State Training

In-State training supports Officer/Sergeant/CVSI attendance at NAS, Hazmat, Cargo Tank, OBP, Passenger Carrier and other CMV related training classes conducted in Nevada. The estimate includes Per Diem, Lodging and Transportation. The \$50,000 budget is based on up to 14 training sessions, at an average cost of \$650/person /event (derived from SFY17 expenses).

In-State Routine Travel

In-State routine travel supports Officer/Sergeant/CVSI/Civilian travel to conduct CMV enforcement, CMV inspections, Strike Force events, attendance at MCSAP or industry meetings, public outreach events, JOP activities and/or other in-state CMV related events not involving training. The estimate includes Per Diem, Lodging and Transportation. The \$110,000 budget is based on SFY17 in-state routine travel expenses.

Out-of-State Conferences

Out-of-State conference travel supports Officer/Sergeant/CVSI/Civilian travel to the Commercial Vehicle Safety Alliance (CVSA) spring and fall meetings, and the FMCSA annual MCSAP planning meeting. The estimate includes Per Diem, Lodging and Transportation. The budget is based on SFY17 out-of-state conference travel expenses.

Out-of-State Training

Out-of-State training supports Officer/Sergeant/CVSI/Civilian travel to attend NAS (et al), Enhanced Investigative Techniques (EIT), DIAP, COHMED, North American Inspector Challenge (NAIC), Post Crash Inspections, information Technology (IT), CR, and other CMV related training conducted outside of the State of Nevada. The estimate includes Per Diem, Lodging and Transportation. The budget is based on SFY17out-of-state training expenses.

5 - Equipment

Equipment is tangible property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

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

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

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

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

TOTAL: Equipment				\$0.00	\$0.00	\$0.00

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

6 - Supplies

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

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

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

Supplies Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Laptop Software - Windows	8	per unit	\$200.00	\$1,600.00	\$1,600.00	\$0.00
Laptop Software - Office	8	per unit	\$300.00	\$2,400.00	\$2,400.00	\$0.00
Tablet Stands	21	per unit	\$1,045.00	\$21,945.00	\$21,945.00	\$0.00
Tablet Software - 3yr Pro Premium	21	per unit	\$225.00	\$4,725.00	\$4,725.00	\$0.00
Tablet Software - 3yr Device Mgr	21	per unit	\$75.00	\$1,575.00	\$1,575.00	\$0.00
Tablet Software - Windows	21	per unit	\$200.00	\$4,200.00	\$4,200.00	\$0.00
Tablets Software - Office	21	per unit	\$300.00	\$6,300.00	\$6,300.00	\$0.00
Tablet Software - NetMotion	21	per unit	\$205.00	\$4,305.00	\$4,305.00	\$0.00
Tablet Software - Mobility Premium	21	per unit	\$140.00	\$2,940.00	\$2,940.00	\$0.00
Tablet - Diagnostics	21	per unit	\$115.00	\$2,415.00	\$2,415.00	\$0.00
Desktop Software - Windows	6	per unit	\$200.00	\$1,200.00	\$1,200.00	\$0.00
Desktop Software - Office	6	per unit	\$300.00	\$1,800.00	\$1,800.00	\$0.00
Desktop Software - Adobe	6	per unit	\$325.00	\$1,950.00	\$1,950.00	\$0.00
Duo Gatekeeper	1	20 tokens	\$410.00	\$410.00	\$410.00	\$0.00
General Office Supplies	1		\$39,753.00	\$39,753.00	\$39,753.00	\$0.00
General Office Furnishings	1		\$5,000.00	\$5,000.00	\$5,000.00	\$0.00
Reference Books/Materials	1		\$9,388.00	\$9,388.00	\$9,388.00	\$0.00
Printers	64		\$100.00	\$6,400.00	\$6,400.00	\$0.00
Laptops - Dell Latitude	8	unit	\$1,800.00	\$14,400.00	\$14,400.00	\$0.00
Tablets - 3yr Protect, keyboards	21	unit	\$3,575.00	\$75,075.00	\$75,075.00	\$0.00
Tablets - Modem, antennae	21	unit	\$1,260.00	\$26,460.00	\$26,460.00	\$0.00
Desktop w/ monitors	6	unit	\$1,205.00	\$7,230.00	\$7,230.00	\$0.00
DPS hand help radio	3	unit	\$4,000.00	\$12,000.00	\$12,000.00	\$0.00
TOTAL: Supplies				\$253,471.00	\$253,471.00	\$0.00
Planned MOE: Supplies	\$305,385.00					

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

Software

Laptops, tablets and desktop computers each need an operating system (Windows) and MS Office. In addition, desktops need Adobe. Other software/licensing/maintenance includes NetMotion, Mobility Premium, Pro Premium, Device Manager and Diagnostics for the tablets. Budget estimates are based on quotes from a vendor.

Office supplies include but are not limited to ink cartridges, toner, paper, flashlights, inspection hand tools, batteries, cameras, binders, flash drives, cleaners, etc. The budget is based on SFY17 expenditures of approximately \$42,000.

Reference Books and Materials

Reference books and materials include Out of Service Criteria manuals, FMCSR manuals, HOS manuals, Hazmat manuals, etc. The budget is based on previous years expenditures of approximately \$9,000.

Printers

Printers are provided to personnel certified to conduct CMV inspections. The printers are approximately \$100 each, and have a useful life of about one year to due being used in the field. The budget is based on acquisition of 64 printers and are 100% for MCSAP use.

Laptop Computers

8 laptop computers are budgeted as part of a 2-year replacement cycle. Estimate is based on quote by vendor.

Tablet Computers and Keyboards

21 tablets, keyboards and a 3-year protection plan are budgeted. Estimate is based on quote by vendor.

Tablet Modems and Antenna

21 modems, keyboards and antenna necessary for tablet connectivity are budgeted. Estimate is based on quote by vendor.

Desktop Computers

6 desktop computers and 22 inch monitors are budgeted as part of a 5-year replacement cycle. Estimate is based on quote by vendor.

DPS Handheld Radios

With the addition of 3 DPS Officer II positions within the MCSAP budget account, radios for these 3 will now be purchased by MCSAP. Units have a useful life of approximately 5 years. Estimate is provided by NHP staff.

Additional State Comments December 2017

NHP is purchasing Panasonic ruggedized tablets instead of the usual Dell non-ruggedized laptops for the following reasons:

As part of NHP's *Mobile Data Computing for NHP Patrol Vehicles Project*, NHP set a standard that required the device to withstand/survive a fall from about 5 feet. Non-ruggedized laptops cannot meet this standard.

NHP set a standard for touchscreens, providing for roadside signature capabilities. Non-ruggedized laptops do not provide touchscreens.

The tablets are replacing not just laptops, but also the handheld citation writer called Motorola Symbol. In order to replace the citation writer, devices must have a built-in barcode scanner. Laptops cannot meet this standard.

Tablets are to be replaced every 3-4 years instead of the 2 years that was scheduled for the laptops.

A separate liquid resistant keyboard with integrated mouse touchpad is included with Tablets, reducing risk of damage.

NHP has a standard that Tablet mounting equipment be crash rated. Mounting equipment for these tablets consists of:

- Tablet docking station
- Lund power supply
- Adjustable head unit with variable locking positions
- Keyboard mounting tray
- Upper pole
- Lower base pole, and in some cases a base floor plate, depending on vehicle make/model.
- Overall mounting equipment costs vary based on vehicle make/model.

Due to the nature of Nevada's topography, connectivity is critical. Air cards cannot be relied on in remote locations. To improve connectivity, NHP switched to an in-car modem (currently Inseego Skyus-X, possibly Axon Cradlepoint in the future). While more expensive than air cards/jet packs/hot spots, modems provide more reliable connectivity.

Air cards/jetpacks/hot spots may be lost or stolen, while the modems are bolted to the vehicle.

The in-car modem uses the vehicle battery power, and with the increase in power comes an increase in antenna transmitting power. A jetpack runs on lower power due to its small size and to maintain battery life.

Modems include a GPS tracking system that ties into Spillman CAD. This improves Officer safety as NHP Dispatch can locate exactly where an Officer is located.

Modems allow for connection to an Officer's body-worn camera. By connecting the body worn cameras to the in-car modems with their higher power output, NHP improves the tracking of law enforcement when on foot pursuit outside of the vehicle.

In-car modems are capable of running on different service providers (AT&T, T-Mobile, etc). Furthermore, modems are capable of load sharing, allowing for faster speeds over the cell network.

The higher overall cost of outfitting NHP with Tablets versus Laptops is offset by the longer life cycle of many of the Tablet components.

Life expectancy of Laptop – 2 years

Life expectancy of Tablet – 3 years

Life expectancy of Modem – 4 years

Life expectancy of Antenna – 5 years

· Cost of Stands for Tablets and Laptops – Comparable

7 - Contractual and Subaward

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

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

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

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

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

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

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

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

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

If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
Penna Powers	DUNS	174976290	Contract	\$204,398.00	\$204,398.00	\$0.00
Description of Services: Media services						
United Site Services	DUNS	829115612	Contract	\$4,750.00	\$4,750.00	\$0.00
Description of Services: Portapotties						
A-Company	DUNS	69995483	Contract	\$2,750.00	\$2,750.00	\$0.00
Description of Services: Portapotties						
Terry's Pumpin' & Potties	DUNS	166355925	Contract	\$4,750.00	\$4,750.00	\$0.00
Description of Services: Portapotties						
Merchants Automotive Group	DUNS	46318887	Contract	\$27,750.00	\$27,750.00	\$0.00
Description of Services: Vehicle Leases						
Ricoh	DUNS	43964519	Contract	\$11,000.00	\$11,000.00	\$0.00
Description of Services:						
Ample Self Storage	DUNS		Contract	\$1,325.00	\$1,325.00	\$0.00
Description of Services: Self storage unit - Reno						
Rennell Barney	DUNS		Contract	\$19,250.00	\$19,250.00	\$0.00
Description of Services: Office lease - Elko						
Shanendoah, Inc.	DUNS		Contract	\$40,000.00	\$40,000.00	\$0.00
Description of Services: Office lease - Carson City						
ALSCO	DUNS	35331933	Contract	\$5,000.00	\$5,000.00	\$0.00
Description of Services: Cleaning and uniform services						
Vogue, Inc	DUNS	34923656	Contract	\$1,600.00	\$1,600.00	\$0.00
Description of Services: Cleaning and uniform services						
Iteris, Inc	DUNS	48765937	Contract	\$45,000.00	\$45,000.00	\$0.00
Description of Services: NVCVIEW O&M						
Iteris, Inc.	DUNS	48765937	Contract	\$15,000.00	\$15,000.00	\$0.00
Description of Services: INSPECT software configuration and deployment						
Iteris, Inc	DUNS	48765937	Contract	\$28,000.00	\$28,000.00	\$0.00
Description of Services: INSPECT Software Year One Maintenance and Hosting						
TOTAL: Contractual and Subaward				\$410,573.00	\$410,573.00	\$0.00
Planned MOE: Contractual and Subaward	\$0.00					

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

All contractual estimates are based on actual expenditures from SFY17.

The \$45,000 budget estimate for the Iteris, Inc., NVCVIEW Operations & Maintenance was provided by the vendor.

Description of Services (Note: the e-CVSP does not allow for editing of the description once it has been entered. To add a description, NHP would have had to delete each line and reenter. Rather than doing that, the descriptions are included below. Allowing edits in the description lines would be a great improvement for the 2019 e-CVSP!)

Penna Powers: Vendor will provide CMV safety campaigns targeting both CMVs and passenger cars.

United Site Services: Vendor will provide porta-potties at CMV checksite locations used by NHP.

A-Company: Vendor will provide porta-potties at CMV checksite locations used by NHP.

Terry's Pumpin' & Potties: Vendor will provide porta-potties at CMV checksite locations used by NHP.

Merchants Auto Group: Vendor will provide leased passenger vehicles used by MCSAP staff in the course of their work.

Ricoh: Vendor will provide office machines in each of the three regions and the MCSAP office to be used for MCSAP related copying, faxing, scanning.

Ample Self Storage: Vendor will provide a single self storage unit for the Reno MCSAP office due to limited storage space at their offices.

Rennell Barney: Vendor will provide MCSAP office space in Ely.

Shanendoah, Inc. Vendor will provide MCSAP office space in Carson City.

ALSCO: Vendor will provide uniform services for MCSAP personnel that conduct inspections.

Vogue: Vendor will provide uniform services for MCSAP personnel that conduct inspections.

Iteris: Vendor will provide professional services required for the Operation & Maintenance of Nevada's CVIEW program.

Iteris: Vendor will provide professional services in support of acquisition, configuration and deployment of the INSPECT software inspection program.

8 - Other Costs

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

If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Enter a description of each requested Other Cost.

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

Total Project Costs equal Number of Units x Cost per Item.

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
CVSA Membership Dues	1		\$7,800.00	\$7,800.00	\$7,800.00	\$0.00
CVSA Decals	7000		\$0.28	\$1,960.00	\$1,960.00	\$0.00
CVSA Conference Registration Fees	15		\$550.00	\$8,250.00	\$8,250.00	\$0.00
RV Rental for enforcement events	3		\$500.00	\$1,500.00	\$1,500.00	\$0.00
Vehicles - Maintenance, Repairs	5		\$200.00	\$1,000.00	\$1,000.00	\$0.00
Fuel - Gas, Diesel, Propane	1		\$11,000.00	\$11,000.00	\$11,000.00	\$0.00
Communications - Cell, landlines, email, postage, etc	1		\$80,000.00	\$80,000.00	\$80,000.00	\$0.00
DPS Officer Uniform Allowance	3		\$650.00	\$1,950.00	\$1,950.00	\$0.00
SWCAP Section II	1		\$17,430.00	\$17,430.00	\$17,430.00	\$0.00
Intra-agency IDC	1		\$41,029.00	\$41,029.00	\$41,029.00	\$0.00
State Printing Office	1		\$2,000.00	\$2,000.00	\$2,000.00	\$0.00
Scale Calibration and Repair	1		\$5,000.00	\$5,000.00	\$5,000.00	\$0.00
Non-State Meeting/Training Rooms	4		\$500.00	\$2,000.00	\$2,000.00	\$0.00
TOTAL: Other Costs				\$180,919.00	\$180,919.00	\$0.00
Planned MOE: Other Costs	\$0.00					

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

CVSA Member Dues

Membership in the Commercial Vehicle Safety Alliance is now \$7,800 for state members.

CVSA Decals

CVSA decals are used to indicate a commercial vehicle has been inspected. NHP budgets for 7,000 decals.

CVSA Conference Registrations

CVSA conferences are attended to learn and share ideas regarding commercial enforcement. Registration at these events is \$550 per person.

Recreational Vehicle Rental

RVs are used during extended checksite inspection operations such as 72 Hour Roadcheck. It serves as a temporary mobile command/office for supervisors and as a place out of the elements for the inspectors. Budget is based on 2-3 events where the RV could be used.

Vehicle Maintenance and Repairs

Vehicle maintenance is primarily car washes and windshield repair, as most regular maintenance is provided under the lease terms. \$200 per vehicle has been budgeted. This line item only applies to the six 100% MCSAP leased vehicles.

Fuel

This item includes gas, diesel and propane used for roving inspections, New Entrant on-site safety visits, IT support statewide and any RV rentals. This line item only applies to the 3 DPS Officers 100% MCSAP funded and the six 100% MCSAP vehicles used by MCSAP staff. NHP has estimated that on average a CVSI will drive 12,700 miles/year, with an estimated 15 miles/gallon, at an average cost of \$2.28/gallon, or approximately \$2,000/year.

Communications

Communications include MCSAP office phone service (AT&T, Frontier), cell phone service and air cards (Verizon) , Nevada Enterprise Information Technology Services (EITS) services (phone lines, long distance, voice mail, e-mail, etc), and postage for mailings. The budget supports 12 cell phones at approximately \$40/month, 101 air cards at approximately \$40/month for laptop connectivity (65 commercial and 36 for traffic Troops certified to conduct CMV inspections) and 24 tablet devices connectivity at approximately \$40/month. All communication expenses are used 100% for MCSAP eligible activities only.

DPS Officer Uniform Allowance

With the addition of 3 DPS Officer II positions to the 4721 budget account, some costs associated with their service will now be borne by MCSAP, rather than NHP. One such cost is a uniform allowance of \$600/year.

SWCAP II and Intra-Agency Costs

Due to the nature of how these indirect assessments are developed, these costs are included as Other Direct Costs. The estimate for FFY18 is based on the SFY 18 budget approved by the Nevada Legislature. Once a Cost Allocation Plan is submitted by NHP and approved by FMCSA, these budgeted amounts will be updated.

State Printing Office

For business cards and report forms used in MCSAP eligible activities.

Scale Calibration and Repair

Scale calibration and certifications for each scale used for CMV weight measurements must be certified every two years. The budget is based on certification of 10 scales and repair of two.

Non-State Meeting/Training Rooms

Meeting rooms may be necessary for large groups such as for the Nevada Commercial Commanders meeting held throughout the state, or for off-site training purposes.

9 - Comprehensive Spending Plan

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

Total	\$2,462,105.00	\$434,490.00	\$2,896,595.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$434,490.00
MOE Baseline:	\$2,203,048.95

Estimated Expenditures			
4721 GPA II	\$62,994.00	\$0.00	\$62,994.00
4721 CVSI III/Training Coordinator	\$62,994.00	\$0.00	\$62,994.00
4721 IT Tech VI	\$57,505.00	\$0.00	\$57,505.00
4721 AA IV	\$39,003.00	\$0.00	\$39,003.00
4721 Admin Assist II (PP01)	\$124,755.00	\$0.00	\$124,755.00
4721 Admin Assist II (PP02)	\$40,633.00	\$0.00	\$40,633.00
4721 CVSI II (PP01)	\$162,144.00	\$0.00	\$162,144.00
4721 CVSI II (PP02)	\$57,671.00	\$0.00	\$57,671.00
4721 DPS Officer II	\$226,632.00	\$0.00	\$226,632.00
4713 DPS Officer II (Match/MOE)	\$0.00	\$434,490.00	\$434,490.00
MCSAP eligible activities	\$199,992.00	\$0.00	\$199,992.00
Planned MOE	\$2,231,118.00		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
GPA II	\$30,611.00	\$0.00	\$30,611.00
4721 CVSI III/Training Coor	\$30,611.00	\$0.00	\$30,611.00
4721 IT Tech VI	\$21,094.00	\$0.00	\$21,094.00
4721 AA IV	\$22,946.00	\$0.00	\$22,946.00
4721 AA II (PPO1)	\$54,379.00	\$0.00	\$54,379.00
4721 AA II (PPO2)	\$23,466.00	\$0.00	\$23,466.00
4721 CVSI II (PPO1)	\$61,370.00	\$0.00	\$61,370.00
4721 CVSI II (PPO2)	\$28,910.00	\$0.00	\$28,910.00
4721 DPS Officer II	\$87,432.00	\$0.00	\$87,432.00
Fringe Benefits total	\$360,819.00	\$0.00	\$360,819.00
Planned MOE	\$882,695.00		

Travel			
	Federal Share	State Share	Total Project Costs
OOS Training - NAIC	\$4,000.00	\$0.00	\$4,000.00
OOS Training - Investigative Safety Analysis	\$4,000.00	\$0.00	\$4,000.00
OOS Training - COHMED	\$6,000.00	\$0.00	\$6,000.00
OOS Training - NAS, Cargo, E-logs, etc	\$8,000.00	\$0.00	\$8,000.00
OOS Training - SafetyNet	\$6,000.00	\$0.00	\$6,000.00
OOS Conference - FMCSA Planning Meeting	\$6,000.00	\$0.00	\$6,000.00
OOS Conference - CVSA Fall	\$10,000.00	\$0.00	\$10,000.00
OOS Conference - CVSA Spring	\$10,000.00	\$0.00	\$10,000.00
OOS Training - DIAP	\$4,000.00	\$0.00	\$4,000.00
IS Training - NAS, Cargo, HM, etc	\$50,000.00	\$0.00	\$50,000.00
IS - Routine Enforcement, Inspections, Meetings	\$110,000.00	\$0.00	\$110,000.00
IS/OOS Unplanned but FMCSA approved	\$4,000.00	\$0.00	\$4,000.00
Travel total	\$222,000.00	\$0.00	\$222,000.00
Planned MOE	\$0.00		

Planned MOE	\$505,400.00		

Supplies			
	Federal Share	State Share	Total Project Costs
Laptop Software - Windows	\$1,600.00	\$0.00	\$1,600.00
Laptop Software - Office	\$2,400.00	\$0.00	\$2,400.00
Tablet Stands	\$21,945.00	\$0.00	\$21,945.00
Tablet Software - 3yr Pro Premium	\$4,725.00	\$0.00	\$4,725.00
Tablet Software - 3yr Device Mgr	\$1,575.00	\$0.00	\$1,575.00
Tablet Software - Windows	\$4,200.00	\$0.00	\$4,200.00
Tablets Software - Office	\$6,300.00	\$0.00	\$6,300.00
Tablet Software - NetMotion	\$4,305.00	\$0.00	\$4,305.00
Tablet Software - Mobility Premium	\$2,940.00	\$0.00	\$2,940.00
Tablet - Diagnostics	\$2,415.00	\$0.00	\$2,415.00
Desktop Software - Windows	\$1,200.00	\$0.00	\$1,200.00
Desktop Software - Office	\$1,800.00	\$0.00	\$1,800.00
Desktop Software - Adobe	\$1,950.00	\$0.00	\$1,950.00
Duo Gatekeeper	\$410.00	\$0.00	\$410.00
General Office Supplies	\$39,753.00	\$0.00	\$39,753.00
General Office Furnishings	\$5,000.00	\$0.00	\$5,000.00
Reference Books/Materials	\$9,388.00	\$0.00	\$9,388.00
Printers	\$6,400.00	\$0.00	\$6,400.00
Laptops - Dell Latitude	\$14,400.00	\$0.00	\$14,400.00
Tablets - 3yr Protect, keyboards	\$75,075.00	\$0.00	\$75,075.00
Tablets - Modem, antennae	\$26,460.00	\$0.00	\$26,460.00
Desktop w/ monitors	\$7,230.00	\$0.00	\$7,230.00
DPS hand help radio	\$12,000.00	\$0.00	\$12,000.00
Supplies total	\$253,471.00	\$0.00	\$253,471.00
Planned MOE	\$305,385.00		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Penna Powers	\$204,398.00	\$0.00	\$204,398.00
United Site Services	\$4,750.00	\$0.00	\$4,750.00
A-Company	\$2,750.00	\$0.00	\$2,750.00
Terry's Pumpin' & Potties	\$4,750.00	\$0.00	\$4,750.00
Merchants Automotive Group	\$27,750.00	\$0.00	\$27,750.00
Ricoh	\$11,000.00	\$0.00	\$11,000.00
Ample Self Storage	\$1,325.00	\$0.00	\$1,325.00
Rennell Barney	\$19,250.00	\$0.00	\$19,250.00
Shanendoah, Inc.	\$40,000.00	\$0.00	\$40,000.00
ALSCO	\$5,000.00	\$0.00	\$5,000.00
Vogue, Inc	\$1,600.00	\$0.00	\$1,600.00
Iteris, Inc	\$45,000.00	\$0.00	\$45,000.00
Iteris, Inc.	\$15,000.00	\$0.00	\$15,000.00
Iteris, Inc	\$28,000.00	\$0.00	\$28,000.00
Contractual and Subaward total	\$410,573.00	\$0.00	\$410,573.00
Planned MOE	\$0.00		

CVSA Membership Dues	\$7,800.00	\$0.00	\$7,800.00
CVSA Decals	\$1,960.00	\$0.00	\$1,960.00
CVSA Conference Registration Fees	\$8,250.00	\$0.00	\$8,250.00
RV Rental for enforcement events	\$1,500.00	\$0.00	\$1,500.00
Vehicles - Maintenance, Repairs	\$1,000.00	\$0.00	\$1,000.00
Fuel - Gas, Diesel, Propane	\$11,000.00	\$0.00	\$11,000.00
Communications - Cell, landlines, email, postage, etc	\$80,000.00	\$0.00	\$80,000.00
DPS Officer Uniform Allowance	\$1,950.00	\$0.00	\$1,950.00
SWCAP Section II	\$17,430.00	\$0.00	\$17,430.00
Intra-agency IDC	\$41,029.00	\$0.00	\$41,029.00
State Printing Office	\$2,000.00	\$0.00	\$2,000.00
Scale Calibration and Repair	\$5,000.00	\$0.00	\$5,000.00
Non-State Meeting/Training Rooms	\$2,000.00	\$0.00	\$2,000.00
Planned MOE	\$0.00		

Total Planned MOE	\$3,924,598.00		
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10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov.

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
Total	\$2,462,105.00	\$434,490.00	\$2,896,595.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$434,490.00
MOE Baseline:	\$2,203,048.95

Estimated Expenditures				
Salary Subtotal	\$834,331.00	\$434,490.00	\$1,268,821.00	NA
Overtime Subtotal	\$199,992.00	\$0.00	\$199,992.00	NA
Personnel Total	\$1,034,323.00	\$434,490.00	\$1,468,813.00	\$2,231,118.00
Fringe Benefits Total	\$360,819.00	\$0.00	\$360,819.00	\$882,695.00
Travel Total	\$222,000.00	\$0.00	\$222,000.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$505,400.00
Supplies Total	\$253,471.00	\$0.00	\$253,471.00	\$305,385.00
Contractual and Subaward Total	\$410,573.00	\$0.00	\$410,573.00	\$0.00
Other Costs Total	\$180,919.00	\$0.00	\$180,919.00	\$0.00
Subtotal for Direct Costs	\$2,462,105.00	\$434,490.00	\$2,896,595.00	\$3,924,598.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA

Part 5 - Certifications and Documents

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

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

1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. If any of these items are not done, this part cannot be marked complete on the Dashboard. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? James M. Wright
2. What is this person's title? Director, Nevada Dept. of Public Safety
3. Who is your Governor's highway safety representative? Amy Davey
4. What is this person's title? Office of Traffic Safety Division Administrator

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

Yes No

State Certification declaration:

I, James M. Wright, Director, Nevada Dept. of Public Safety, on behalf of the State of NEVADA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

You must answer all three questions and indicate your acceptance of the certification declaration in order to check this part complete on the Dashboard. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Roy Baughman
2. What is the title of your certifying State official? Lieutenant, NHP Commercial Commander
3. What are the phone # and email address of your State official? 775-687-8346 rbaughman@dps.state.nv.us

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

Yes No

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

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

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

Yes No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
S.B. 31	07/01/2020	Chapter 482 NRS	Revises the requirements for registration of certain commercial motor vehicles, including the ability to deny renewal, revoke, impound or seize license plates from Out-of-Service carriers.

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

Yes No

Brian Sandoval
Governor

James R. Wells, CPA
Director



Janet Murphy
Deputy Director

**STATE OF NEVADA
GOVERNOR'S FINANCE OFFICE
Budget Division**

209 E. Musser Street, Room 200 | Carson City, NV 89701-4298
Phone: (775) 684-0222 | www.budget.nv.gov | Fax: (775) 684-0260

ALL AGENCY MEMO-2017-07

June 22, 2017

TO: All Agencies
FROM: Janet Murphy, Deputy Director *JM*
SUBJECT: Fringe Benefit/Assessment Rates for the 2017-19 Biennium

The following fringe benefit/assessment rates will be used for the 2017-19 Biennium:

Description	Fiscal Year 2018	Fiscal Year 2019	Based On:
Group Insurance	743.00	740.92	Per employee per month
Retired Employees Group Insurance	.0235	.0234	Of gross salaries
Payroll Assessment	79.69	83.04	Per employee per year
Personnel Assessment	242.22	265.69	Per employee per year
Medicare	.0145	.0145	Of gross salaries on all positions hired after 04/01/86
Retirement – 1 Regular Employee/Employer Paid	.1450	.1450	Of gross salaries
Retirement – 2 Police/Fire Employee/Employer Paid	.2075	.2075	Of gross salaries
Retirement – 8 Regular Employer Paid	.2800	.2800	Of gross salaries (Pay Factor .877190)
Retirement – 9 Police/Fire Employer Paid	.4050	.4050	Of gross salaries (Pay Factor .827443)
Employee Bond Insurance	1.50	1.50	Per Employee per year
Tort	98.57	97.07	Per Employee per year
EITS Infrastructure Assessment	195.86	211.57	Per Employee per year
EITS Security Assessment	94.48	128.66	Per Employee per year
Description	Calendar Year 2016	Calendar Year 2017	Based On:
Unemployment Compensation	.0015	.0014	Of gross salaries
Worker's Compensation	.0237	.0237	Of gross salaries to a maximum of \$36,000
Social Security	.0620	.0620	Of gross salaries to a maximum of \$127,200 for calendar year 2017