



NEVADA

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

**Fiscal Years 2020 - 2022
Annual Update FY 2021**

Date of Approval: June 16, 2021

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date 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 or annual update 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 (FY 2020 - 2022)
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- Part 4: Financial Information (FY 2021)
- Part 5: Certifications and Documents (FY 2021)

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 a 3-year plan or an Annual Update to 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.

REMINDERS FOR FY 2021:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2020 plans. States must carefully review and update this information to reflect FY 2021 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2021 update). Include descriptions of the changes to your program, including how data tables were modified.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized

individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

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



The 2021 Update to Nevada's Commercial Vehicle Safety Plan is dedicated to the life and service of Sgt. Ben Jenkins, NHP Northern Command East (Elko) Commercial Sergeant killed in the line of duty March 27, 2020 while selflessly serving the citizens of Nevada. We are going to miss you Ben.

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 2018 being the most recent available:

2018 Fatality Rate = 0.095, based on 27 fatalities

2017 Fatality Rate = 0.152, based on 42 fatalities

2016 Fatality Rate = 0.119, based on 32 fatalities

The average fatality rate over the past three years (2016-2018) = 0.122 fatalities per 100 million VMT, down from 0.138 from the last 3-year period.

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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.

Introduction to Nevada's Commercial Vehicle Inspection and Enforcement Program

The Nevada Highway Patrol (NHP) is designated by the Governor as Nevada's lead Motor Carrier Safety Assistance Program (MCSAP) agency. NHP is a division with the Nevada Department of Public Safety, headquartered in Carson City.

There are approximately 5,400 miles of roadway maintained by the Nevada Department of Transportation (NDOT), 619 miles of which are part of 6 numbered Interstate routes (11, 15, 80, 215, 515, 580). Nevada does not own or operate any permanent, fixed facilities at any entry point into the state. Therefore, NHP engages primarily in roving commercial vehicle (CMV) enforcement activities, supplemented with roadside check site and other special event inspection operations.

There are two state budget accounts (BA) that are used to fund and distinguish NHP's CMV safety program – BA 4721 and BA 4713. BA 4721 is funded by Federal Motor Carrier Safety Administration (FMCSA) grants, only. BA 4713 is funded from state general and highway funds.

BA 4713

BA 4713 is the state funded portion of Nevada's CMV safety program. NHP commercial enforcement Officers, Sergeants, Lieutenants and Commercial Vehicle Safety Inspectors (CVSI) work out of the regional offices in Elko, Las Vegas and Reno.

The salary and benefit costs incurred by Officers, Sergeants, Lieutenants and CVSIs, when conducting MCSAP-eligible activities, are the primary basis for NHP's state match for MCSAP grant funds and are used to support Nevada's Maintenance of Effort (MOE). MCSAP activity is captured on NHP's 186 Officer Report Form.

The commercial enforcement part of NHP is not an official "bureau" or unit, but rather positions designated by HQ command for commercial enforcement. There is no law, regulation or policy that determines the number of NHP commercial enforcement personnel in BA 4713, this is determined internally within NHP.

Traditionally, if one were to look back over the past decade of Nevada CVSPs, there have been around 62 designated non-MCSAP funded positions for the commercial enforcement program. While this has varied a little, there has usually been around 43 Sworn Officers, 7 Sergeants, 4 Lieutenants and 8 CVSIs in commercial enforcement. Of the 43 Officer positions, 18 of those were designated for Las Vegas, 13 for Reno and 9 for Elko. In addition, each region is assigned one sworn MCSAP officer designated to the Judicial outreach Program, contacts, media, training, etc. They are required to maintain their certifications on an annual basis.

The Lieutenants may already be certified from previous positions or they will attend NAS training upon being appointed to the Commercial Enforcement Program, they may maintain their certifications, however, it is not a requirement. The Lieutenants main purpose is manage regional personnel and oversight of operations. Lieutenants are often assigned to manage other sections within NHP in addition to Commercial Enforcement. They do not typically engage in regular inspection activities.

The Sergeants may already be certified from previous positions or they will attend NAS training upon being appointed to the Commercial Enforcement Program and they are required to maintain their minimum certifications. The Sergeants main purpose is to oversee daily operational activities, events, schedules, and Maintenance of Effort reporting. Sergeants are also required to oversee other state programs such as the school bus program in addition to their Commercial Enforcement duties.

CVSI's are required to attend NAS Part A, Part B, and General Hazmat as a condition of their employment. They are required to maintain their certifications on an annual basis. The CVSI's primary function is to conduct mandatory state school bus inspections for their region. They do engage in MCSAP events, check site operations and post-crash inspections when available.

There are approximately 60 NHP sworn officers assigned to traffic enforcement which are trained to conduct Level II and III inspections. For these sworn officers, CMV inspections are only to be conducted when not engaged in

general traffic enforcement duties. These inspections do not count toward the NHP inspection goals, but are uploaded to SAFER and are included in MCMIS. These officers are expected to maintain certifications and they may assist with MCSAP events if coverage is available and their certifications are current.

Due to the decline in manpower several vacancies have been created in Commercial Enforcement. Personnel in Reno and Elko have been down significantly, to the point that for the FFY21 CVSP, NHP has only 28 Sworn Officers filling the 43 designated commercial sworn positions.

NHP, as well as other Nevada DPS Divisions, have had difficulty recruiting and retaining Officers over the past few years. One concern that impacts recruitment is the State does not pay the employee's retirement contributions, while most other Nevada law enforcement agencies do pay that contribution. Regardless of the reasons, the number of actual commercial enforcement personnel is much less than the number of allotted commercial enforcement program positions.

Nevada's FFY2020-22 CVSP included the goal to increase the number of CMV Sworn Officer positions from 43 to 45. However, the goal currently is unobtainable due to the lack of available manpower, but will be reconsidered as staffing numbers increase.

These factors are important for the process of determining an appropriate allocation of inspections expected to be conducted during the year and the direction of a successful program.

BA 4721

BA 4721 is the federally funded portion of Nevada's CMV safety program. MCSAP and High Priority grant funds are used to support 15 positions within NHP. These positions include:

7 Administrative staff

- 1 Administrative Assistant IV – SafetyNet and data quality program oversight
- 3 Administrative Assistant II – Office support and data entry in 3 NHP regions
- 1 Administrative Assistant II – MCSAP office support
- 1 Information Technology Tech VI – IT support
- 1 Grants & Projects Analyst II – Grants and projects management

5 Commercial Vehicle Safety Inspectors (CVSI)

- 1 CVSI III – Training Coordinator, MCSAP office
- 2 CVSI II – New Entrants in Northern & Southern NHP regions
- 2 CVSI II – Compliance Reviews in Northern & Southern NHP regions

3 Sworn DPS Officer II

- One in each NHP region

For FY2021, NHP proposes to add a third CVSI II position to be stationed in Northern Nevada-MCSAP office. The need for this position is due to an abundance of New Entrant carrier's within the state requiring attention. See Part 2 Section 9 for further details.

In the FFY19 & FFY20 CVSP, NHP revised the MCSAP organizational structure to reclassify the Grants & Projects Analyst II position to a supervisory Grants Projects Analyst III and by adding a new Management Analyst II position to Budget Account 4721 for fiscal support of the GPA III. As of August 2020, NHP has decided to maintain the current GPA II position as is and will not pursue further upgrades. The MA II position will be recruited as an MA I rather than an MA II, with the hopes of recruiting and filling the position later this year. The new MA I position would be funded 50% by BA 4713 and 50% BA 4721.

NHP plans to propose a future reorganization of the current structure within the Commercial Enforcement section to better meet the needs for state and federal goals and objectives. The plan will increase efficiency, save costs, and streamline purpose of each essential role to achieve higher quality performance statewide.

The BA 4721 MCSAP staff are supervised by the NHP Commercial Commander, a BA 4713 employee, stationed in the MCSAP office. The Commercial Commander is responsible for the oversight of the NHP commercial enforcement program, as well as other state programs such as the size and weight program, school bus program, and the state towing program.

Allied Agencies

There are several local Nevada jurisdictions that may have, at any given time, personnel trained and certified to conduct CMV inspections. In the past the cities of Reno, Sparks, Henderson and Washoe County have conducted inspections, sometimes with the financial assistance provided from the award of High Priority grants by FMCSA. **At this time, NHP assumes there only 2 allied agencies and approximately 5 allied staff available to conduct inspections statewide.** As with NHP traffic officers, inspections conducted by allied agencies do not count toward the NHP inspection goals, but are uploaded to SAFER and are included in MCMIS.

Agencies Supporting NHP's CMV Safety Program

The Nevada Department of Public Safety, Office of Traffic Safety (OTS) prepares and manages the Nevada Strategic Highway Safety Plan (SHSP) with the assistance and cooperation of Nevada Department of Transportation (NDOT), NHP and others. The plan's goal is to reduce the number and severity of crashes on Nevada's roadways. The plan supports 7 Critical Emphasis Areas (CEA) for addressing the 4 E's of Safety (Engineering, Education, Enforcement and EMS). These 7 CEAs are:

- Impaired Driving
- Intersections
- Lane Departures
- Motorcycles
- Occupant Protection
- Pedestrians
- Young Drivers

The NHP MCSAP office has over the past year or two extended communications to OTS to try to better integrate commercial vehicle safety with the overall CEAs. To this end, NHP is developing, in coordination with OTS, an educational message targeting Teen Drivers regarding commercial vehicle safety. See Part 2 Section 7 regarding Public Outreach and Education and a discussion in the National Emphasis areas.

The Nevada Department of Motor Vehicles (DMV), primarily the Motor Carrier Division (MCD), is responsible for commercial vehicle registrations, titles, drivers licensing and fuel tax compliance for interstate and intrastate trucking companies. DMV is responsible for compliance with the Interstate Registration Program (IRP) and International Fuel Tax Agreement (IFTA), and therefore responsible for compliance with FMCSA's Performance Registration Information Systems Management (PRISM) requirements. NHP and MCD have worked closely over the past 5 years to attain CORE ITD and PRISM compliance.

NDOT coordinates with NHP for providing and maintaining check site locations where NHP can pull trucks from the road to conduct inspections safely. NDOT also supports NHP's radio communications. NHP and NDOT cooperatively prepare and implement Nevada's Size and Weight program required by FHWA. NHP is a member of NDOT's Freight Advisor Committee. NDOT and NHP are currently in the planning and development phases for the possible construction of one or more facilities to screen and inspect CMVs at entry points to the state.

NHP partners with the Nevada Trucking Association (NTA) in support of the Nevada Truck Driver and Inspector Challenge held each year. NHP meets regularly with NTA Board members at the regularly scheduled NTA meetings. The NHP Commercial Commander maintains frequent contact with NTA regarding proposed statutory, regulatory or policy changes at either the state or federal levels. NHP has collaborated with NTA to provide statewide Human Trafficking training to sworn officers.

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

Part 1 Section 4 - MCSAP Structure

Please review your State’s MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

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

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

Lead Agency Information	
Agency Name:	NEVADA HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	77
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	66
Traffic Enforcement Activities	50
Investigations*	4
Public Education and Awareness	7
Data Collection and Reporting	6
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	82

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2020 - 2022 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 2017, 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.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State’s crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

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 (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	42	0.16	0.15
01/01/2016	12/31/2016	32	0.16	0.11
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

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 Number of Non-Fatal Bus Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	2	22	35
01/01/2017	12/31/2017	6	22	31
01/01/2016	12/31/2016	7	22	21
01/01/2015	12/31/2015	0	22	21
01/01/2014	12/31/2014	3	22	23

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 # Vehicles Involved in Fatal Hazmat Crash Events

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0	23	23
01/01/2017	12/31/2017	0	23	45
01/01/2016	12/31/2016	1	23	39
01/01/2015	12/31/2015	0	23	38
01/01/2014	12/31/2014	0	23	14

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

MCMIS Snapshot as of 5/31/19, including crash records through 1/31/19.

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

Narrative Overview for FY 2020 - 2022

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.

NHP Crash Reduction Program Narrative for FFY21-22

Nevada, not unlike the rest of the country, is experiencing an overall increase in CMV crashes, as evidenced by the following yearly crash totals:

Number of Large Truck Fatal and Non-Fatal Crashes in Nevada by CY											
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Clark Co.	188	213	234	254	209	180	264	306	449	386	36
Washoe Co.	66	67	88	61	58	59	78	136	117	128	12
Elko Co.	na	na	na	na	na	na	68	66	49	68	8
Statewide	437	461	483	458	394	380	570	712	806	825	45

5/29/20

Clark and Washoe Counties make up the largest number of CMV crashes in Nevada, accounting for 514 out of 825(62%) of all fatal and non-fatal crashes statewide. When Elko County is factored in, these three areas account for 582 crashes, or 71% of all crashes statewide.

To understand the trend in crashes, NHP tracks crashes by five-year averages to account for years outside the statistical norm. In addition, benchmarks were set regarding the number of crashes, as follows:

- Clark County: Limit the number of crashes to less than 235/yr.
- Washoe County: Limit the number of crashes to less than 75/yr.
- Statewide: Limit the number of crashes to less than 455/yr.

Five Year Rolling Average of Crashes			
	2013-2017	2014-2018	2015-2019
Clark Co.	214	281	316
Washoe Co.	67	89	103
Elko Co.	na	na	na
Statewide	455	572	658

MCMIS as of 5/29/20

NHP Crash Reduction Goal for the FFY20-22 CVSP

The FFY20 CVSP added the following goals for each of the three years of the plan:

- FFY20: Maintain the CY 2014-2018 five-year average for of Clark and Washoe Counties as well as statewide.
- FFY21: Reduce the five-year averages by 3%
- FFY22: Reduce the five-year averages by an additional 3%

The intent of this addition was to better align the CVSP crash reduction goals with the NHP Strategic Plan, wherein 3 percent reductions are identified over the life of the strategic plan. Accordingly, the CVSP included 0, 3, and 3 percent reductions across the three planning periods, respectively. The limitation of this approach is trying to determine just what the 3 percent numbers of commercial vehicle crashes being reduced really are.

NHP Crash Reduction Goal for the FFY21-22 CVSP

To address this issue, NHP is revising the crash reduction goal from a 3 percent reduction to a set of hard numbers representing that 3 percent. The reduction will be based on the 2015-2019 five-year rolling averages and apply to each year of the CVSP, and are included in the Projected Goal Table of the eCVSP.

FFY21 Crash Reduction

Clark County: Limit Crashes to 305 (316 x .03 = Reduction of crashes by 9.5)
 Washoe County: Limit Crashes to 100 (103 x .03 = Reduction of crashes by 3)
 Statewide: Limit Crashes to 638 (658 x .03 = Reduction of crashes by 20)

FFY22 Crash Reduction

Clark County: Limit Crashes to 297 (316 x .06 = Reduction of crashes by 19)
 Washoe County: Limit Crashes to 97 (103 x .06 = Reduction of crashes by 6)
 Statewide: Limit Crashes to 618 (658 x .06 = Reduction of crashes by 40)

NHP Activities for FFY 21 Designed to Achieve Crash Reduction Goals

NHP achieves its goals by engaging in a number of different enforcement events during the course of the year. These activities address crash reduction through the enforcement of safe driving behaviors of both truck drivers and passenger cars around large trucks, as well inspections to ensure unsafe vehicles, drivers or companies are not operating in Nevada.

Due to the inherent differences between the three NHP regions (Reno, Las Vegas and Elko), one region may not conduct an event the same as another region. For example, a Rural Strike Force event out of Elko would not have the same characteristics as one out of Las Vegas, given the number of sworn officers involved, whether overnight travel is involved and other factors that come into play. Although each region is given a goal for the number of events to conduct, each region also has the discretion to conduct these events as best suits their staffing availability, geographic coverage area and other considerations. *With that said, regions are encouraged to adopt as much uniformity in how events are conducted as possible.*

High Crash Corridor Strike Force Activities

Nevada's high crash corridors are Interstates I-15/215 through and around Las Vegas, and I-80/580 through the Reno/Sparks areas, as well as I-80 through Elko.

High Crash Corridor Strike Events target these areas with additional traffic enforcement. Often occurring over several days, these events involve a minimum of 2 staff with Sergeant supervision. Overtime is used for 1-2 days of the event. Shifts range from 8 – 12 hours.

- NHP's goal for FFY21 is to conduct **12 High Crash Corridor Strike Force events** during the year.

Rural Area Strike Force Activities

Rural crashes result in twice as many fatalities as do urban crashes. According to the Insurance Institute for Highway Safety, in 2018 69% of CMV occupant deaths occurred in rural areas.

Rural Strike Force events target specific rural roadways with additional traffic enforcement. These roadways are often near small towns such as Winnemucca, Alamo, Fernley, Parump and others. Similar to High Crash Corridor events, involving a minimum of 2 staff Sergeant supervision are involved over 1-3 days, overtime being provided. Some events involve overnight travel.

- NHP's goal for FFY21 is to conduct **12 Rural Strike Force events** during the year.

Work Zone/Construction Strike Force Activities

According to the Federal Highway Administration, 20 percent of the national highway system is under repair during the construction season. A crash occurs in a work zone every 5.4 minutes, and fatal crashes in work zones increased by 3 percent from 2016 to 2017. Commercial motor vehicles (CMVs) are more prone to work zone crashes because they are wider and heavier, with larger blind spots and lower acceleration and deceleration rates. It's also more challenging for them to change lanes in a work zone, especially exiting or entering a ramp.

Workzonesafety.org includes data showing Nevada had 7 fatal work zone crashes in 2018, with 8 fatalities. Of these, a CMV was involved in 1 fatal crash with 2 fatalities in 2018. This is a reduction from 2017 when Nevada had 4 truck involved fatal crashes in a work zone, with 5 fatalities.

These events are designed similar to the High Crash and Rural Strike Force events, with 3-7 Troops targeting an area over 1-3 days.

- NHP's goal for FFY21 is to conduct **6 Work Zone Strike Force events** during the course of the year.

Special Emphasis Check Site Events

The ability to conduct strike force events is dependent on a number of factors, including available staffing, season, local events and weather. To provide to an enhanced level of enforcement without the greater level of effort needed to organize a strike force, regions may also conduct special emphasis check site events.

Special emphasis events target such issues as Electronic Logging Devices (ELDs), Hours of Service (HOS), brakes, etc. These types of events can be handled with fewer sworn officers, are typically a one day event, and often may include the use of CVSPs.

- **There is not a FFY21 goal for the number of special emphasis check site events.** NHP will track the number and make-up of these events to determine the effectiveness and efficiency of this level of enforcement.

Enter the data source and capture date:

MCMIS as of 6/30/20.

Projected Goal for FY 2020 - 2022:

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

Fiscal Year	Annual Crash Reduction Goals
2020	20
2021	20
2022	40

Given the significant increase in CMV crashes throughout Nevada over the past several years, and with the advent of the 3-year CVSP for Nevada, the crash reduction goals continue to be refined for the FFY 2021 CVSP in order to more aggressively pursue and evaluate activities relative to a reduction in crashes. In 2019, approximately 55% of crashes were caused by unsafe driver behavior, such as failing to yield, driving too fast, unsafe lane changes, etc. NHP's goal is to emphasize our presence on Nevada roadways focusing on traffic enforcement and level III driver inspections to identify and ideally, reduce unsafe driver activities thus promoting safer roadways. The FFY21 CVSP goals have been revised to more clearly identify actual numbers for crash reduction. FFY 2021: Limit Statewide crashes to 638 FFY 2022: Limit Statewide crashes to 618

Program Activities for FY 2020 - 2022: 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 traffic enforcement Strike Force events by each of NHP's three regional commands.

NHP will conduct twelve (12) High Crash Corridor Overtime Strike Force events* statewide. The events will be distributed between NHP's three regional commands, and the commands will retain flexibility to move any number of events between commands. The events will be 1-3 days (1 day RT, 1-2 days OT), and involve a minimum of 2 staff, Sergeants and/or CVSIs 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 distributed between NHP's three regional commands, and the commands will retain flexibility to move any number of events between commands. The events will be 1-3 days (1 day RT, 1-2 day OT), and involve a minimum of 2 staff, Sergeants and/or CVSI on 8-10 hour shifts.

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 distributed between NHP's three regional commands, and the commands will retain flexibility to move any number of events between commands. The events will be 1-3 days, and involve a minimum of 2 staff, Sergeants and/or CVSI on 8-10 hour shifts.

*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.

Special Emphasis Check Site Events

The number of special emphasis check sites conducted.

Part 2 Section 3 - Roadside Inspections

Please review the description of your State’s overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State’s roadside inspection program, and projected goals for FY 2020 - 2022.

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 2014 - 2018

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	2807	3647	4029	3790	4260
Level 2: Walk-Around	24094	20582	21613	22051	18975
Level 3: Driver-Only	7279	9017	7449	5723	10762
Level 4: Special Inspections	0	46	48	22	3
Level 5: Vehicle-Only	189	261	135	186	122
Level 6: Radioactive Materials	0	0	1	0	0
Total	34369	33553	33275	31772	34122

Narrative Overview for FY 2020 - 2022

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 CMV Roadside Inspections Introduction

NHP conducts roadside inspections in a number of ways (except as noted earlier at fixed facilities at entry points into the state), including daily roving patrols, check site events, strike force events, Badge On Board events, and other FMCSA or CVSA sponsored events such as Operation Brake Check or Safe Driver Week, etc. Designated roadside check site locations maintained by NDOT include areas near Sloan, Apex, Elko (2), Garson, Bordertown, Ely and Wadsworth. 3 of these sites have lighting and an overhead structure, but no other safety or comfort amenities, other than privately maintained port-a-potties.

Roadside inspections in Nevada are conducted by three (3) distinct groups of law enforcement:

- NHP Commercial Enforcement Sworn Officers
- NHP Traffic Sworn Officer
- Allied Agencies

Inspection reports are uploaded to SAFER by each of these three groups of inspectors. NHP administrative staff reviews warnings in MCMIS to identify any statewide inconsistencies such as timing issues, violation code errors, etc. NHP periodically pulls statewide or event reports for review to identify if there are training concerns that need to be addressed. NHP continues to emphasize and work with the two groups to submit quality inspection reports.

Inspection Goals Discussion

NHP Commercial

As stated in Part 1 Section 3, the inspection goals for FFY 2021 are based on having 28 commercial sworn officers statewide, even though there may be 43 positions authorized by NHP.

While using a lower number of inspectors than in previous CVSPs, NHP is not reducing the number of overall inspections, but plans to shift the efforts in the upcoming FFY 2021 year.

NHP does not conduct 25% of its inspections as Level I for two reasons. First, data shows the majority of CMV crashes in Nevada are driver error and not mechanical. The second is due to a lack of adequate inspections facilities and overall personnel. For example, Southern Command is limited in their ability to conduct Level I inspections in the triple digit summer temperatures. Furthermore, NHP Officers are directed to have two personnel present when conducting Level I inspections for safety reasons. NHP has several vacancies which causes difficulties having staffing available. NHP prioritizes enforcement efforts on Level II and Level III roadside inspections in order to focus on driver behavior.

To clarify the plan for NHP to achieve the overall inspection numbers with less personnel in FY21, NHP plans to adjust their inspection activities by shifting the Level II and Level III inspections conducted statewide. According to data collected by NHP, 55% of crashes, both CMV and non CMV were caused by driver error. To focus on unsafe driving behaviors, Nevada plans to conduct approximately 50% of their overall inspections as Level III's. Nevada will reduce Level II inspections from 56% to 39.49%. Not only will this place an emphasis on unsafe driving behavior, this will allow NHP officers to be more efficient in their enforcement duties.

NHP Traffic

NHP Traffic officers conduct commercial vehicle inspections on an irregular basis and only after their other traffic duties are complete. NHP Traffic sworn officers maintain certifications conduct Level II or Level III inspections, however, this year there may be a decline in the efforts to maintain those certifications due to lack of manpower on NV roads. The number of inspections expected from approximately 60 NHP Traffic Officers for FFY21 remains the same as the previous year, or 2,900 inspections.

NHP traffic officers are primarily certified in the rural areas which gives more commercial enforcement coverage throughout the state. This increases NHP's efforts to support the "rural roads" initiative.

NHP Traffic officer inspections are included in Nevada's MCMIS inspection totals, but are not part of the NHP Commercial inspection goals.

Allied Agencies

Allied agencies conduct Level I, II or III commercial vehicle inspections as well. Allied agency personnel often attend NAS Part A and B classes taught by NHP instructors. For FFY21, NHP expects approximately 500 inspections uploaded to MCMIS by Nevada allied agencies. These inspections do not count towards NHP's inspection goals.

Nevada Driver/Vehicle Inspection Emphasis Areas

NHP will continue with roving patrols and check site operations as the primary basis for conducting roadside inspections. Other events, such as 72 hour checksite events occurring in the spring and fall and CVSA sponsored events will also be used to achieve the inspection goals.

Level I, II and III Inspections

NHP's FFY21 goal for the total number of Level I, II and III non-hazmat roadside inspections is 21,876. The FFY21 goal for the total number of Level I and II hazmat inspections is 1,735. NHP will emphasize traffic officers certified in BA 4713 to conduct level III inspections to increase their presence in rural areas, focusing on traffic enforcement.

Passenger Vehicle Inspections

Passenger carrier CMV safety is a major safety focus area, as the transportation of passengers inherently carries with it an increased risk of multiple injuries or fatalities when a crash occurs.

NHP will conduct 60 Level I and 80 Level V passenger vehicle inspections during FFY21. Please refer to Part 3 Section 2 – Passenger Carrier Enforcement for more detailed information.

Migrant Worker Transportation in Rural Areas

According to Farm Flavor, a website dedicated to profiling farmers and ranchers, "Agriculture is one of Nevada's most important industries. Most of the state's agriculture is aimed toward range livestock production, where cattle and calves dominate. Other important livestock commodities include dairy, sheep, lambs and hogs. Although small in number, the state's ranches rank third in the U.S. for size at an average of 3,500 acres each. Agricultural crops mostly consist of alfalfa hay, alfalfa seed, potatoes, barley, wheat, rye, oats, vegetables, mint, garlic and onions, and some fruits.

The Silver State, home to more than 2,900 farms and around 5.8 million acres of farmland, has mostly mountainous and desert terrain....."

To illustrate the number of workers involved, an April 7, 2020 Mason Valley News article by Amy Alonzo describes one of the largest commercial growers in Nevada, Peri & Sons near Yerington. The article states that Peri & Sons hire more than 1,400 seasonal employees annually to plant and harvest 400 million pounds of onions a year. Another producer in the Mason Valley, Snyder Family Farms, shipped 75 to 100 truckloads of onions per day during the pandemic due to demand.

While Nevada may have a significant migrant worker population, over the past decade crashes involving migrant transportation have been few. NHP does not have a specific migrant worker transportation safety enforcement strategy, but recognizes the potential for these types of crashes exists. NHP will coordinate with FMCSA and monitor and review passenger transportation activities in areas with high numbers of migrant workers during FFY21 to determine if a need exists to address this issue with a more targeted enforcement plan.

Enforcement of Out of Service Orders at Roadside

49 CFR Subsection 350.211 requires all enforcement personnel conducting an inspection roadside to include a check a carrier's USDOT number or other identifiable information to ensure they are not operating with an Out-of-Service (OOS) order. FMCSA requires states to properly identify carriers operating in violation of a Federal OOS order and to place the vehicle out-of-service. Based on reporting through June 30, 2020, Nevada's OOS catch rate for FFY20 YTD is 87.5% of all OOS carriers identified. For Imminent Hazard and Unsatisfactory/Unfit carriers, the most recent data is for FFY18, for which Nevada was 100%. The goal is at least 85% of OOS carriers with an Imminent Hazard and Unsatisfactory/Unfit order.

Please see Part 3 Section 1 where NHP states that no specific goal is established, but NHP will maintain effective enforcement of Federal OOS orders during roadside inspection and enforcement activities.

Electronic Logging Devices and the Use of eRODS and Data Transfer

To meet roadside electronic reporting requirements, an ELD must support one of two options for data transfer – either telematics via wireless Web services and email, or local transfer via USB.2.0 and Bluetooth. FMCSA's preferred method is to use the webservice option.

Offices conducting inspections should utilize eRODS during all inspections when an ELD is present. The FMCSA goal is a utilization rate for the webservice transfer be at least 85%, with a target goal of 100% webservice usage.

Based on the FFY20 April ELD Program Monthly Summary Report, NHP used the webservice 85.36% of the time, and email only 14.64% of the time.

Projected Goals for FY 2020 - 2022

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2020 - 2022. For FY 2021, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: NEVADA HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 69

Projected Goals for FY 2021 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2140	200	60	2400	10.10%
Level 2: Walk-Around	7904	1535		9439	39.74%
Level 3: Driver-Only	11832			11832	49.82%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			80	80	0.34%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	21876	1735	140	23751	

MCSAP subrecipient agency

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

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2021 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	78
Enter the total number of inspections projected for FY 2021:	4000

Summary

Projected Goals for FY 2021 - Roadside Inspections Summary

Projected Goals for FY 2021 Summary for All Agencies					
MCSAP Lead Agency: NEVADA HIGHWAY PATROL					
# certified personnel: 69					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 2					
# certified personnel: 78					
# projected inspections: 4000					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2140	200	60	2400	10.10%
Level 2: Walk-Around	7904	1535		9439	39.74%
Level 3: Driver-Only	11832			11832	49.82%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			80	80	0.34%
Level 6: Radioactive Materials				0	0.00%
Total ALL Agencies	21876	1735	140	23751	

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 23,751 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, 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.

Note: States in Year 2 or Year 3 of a multi-year plan cannot edit the table shown below. It should be used as a reference.

Projected Goals for FY 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	23751	0	3550	27301
Enter total number of certified personnel	67	0	62	129
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	23751	0	3550	27301
Enter total number of certified personnel	67	0	62	129

Part 2 Section 4 - Investigations

Please review your State’s investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

Investigative Types - Interstate	2014	2015	2016	2017	2018
Compliance Investigations		0	0	0	0
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		0	1	1	1
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR	38	18	10	10	16
CSA On-Site Comprehensive	5	4	3	4	3
Total Investigations	43	22	14	15	20
Total Security Contact Reviews	0	1	1	0	0
Total Terminal Investigations	1	0	0	4	13

Investigative Types - Intrastate	2014	2015	2016	2017	2018
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 Investigations	0	0	0	0	0
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2020 - 2022

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 2020 - 2022

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2020 - 2022.

Projected Goals for FY 2020 - 2022 - Investigations						
Investigation Type	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	40	0	40	0	40	0
CSA On-Site Comprehensive	10	0	10	0	10	0
Total Investigations	50	0	50	0	50	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

For FFY20, 2 investigator positions are certified to conduct investigations (full time). NHP's goal is to conduct 25 in southern Nevada and 25 in the rest of the state.

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

1 - Southern Command Investigations

1 full-time Investigator in Southern Command (Las Vegas) will be responsible for completing a minimum of 25 investigations on interstate carriers, the type of investigations to be determined by FMCSA.

2 - MCSAP Office Investigations

1 full-time Investigator in the MCSAP Office (Carson City) will be responsible for completing a minimum of 25 investigations on interstate carriers, the type of investigations to be determined by FMCSA.

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 Commercial Commander will monitor monthly progress of each of the two 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.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2018	12/31/2018	3700	3973
01/01/2017	12/31/2017	4110	4474
01/01/2016	12/31/2016	3517	3859
01/01/2015	12/31/2015	4160	4792
01/01/2014	12/31/2014	5171	5784

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2017	09/30/2018	1870	1512
10/01/2016	09/30/2017	179	106
10/01/2015	09/30/2016	501	806
10/01/2014	09/30/2015	2992	3856
10/01/2013	09/30/2014	1157	1588

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

The number of Documented CMV Traffic Enforcement Stops with an Inspection is from FMCSA's MCMIS data snapshot as of 6/28/19. 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 2020 - 2022

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](#).

NHP Traffic Enforcement Programs Overview for FFY21-22

There are four CMV traffic enforcement activities that fall within the CMV traffic enforcement overview and are reported back to FMCSA:

CMV traffic enforcement based on observed unsafe driving behavior **with an associated inspection**.

- **CMV traffic enforcement** based on observed unsafe driving behavior **without an inspection**.
- **Non-CMV traffic enforcement** when necessary to promote safe operation **in and around CMVs**.
- **Comprehensive and High Visibility TE In High Risk Locations and Corridors**.

A **CMV traffic enforcement stop/contact** occurs when NHP law enforcement (or allied agencies) stop a CMV roadside due to a moving violation committed by that CMV. A citation is not necessary for a traffic enforcement stop/contact to occur. NHP officers conducting inspections are trained and reminded on a regular basis by their Sergeants of the importance of recording a traffic enforcement stop/contact on their inspection report. The source for this data is FMCSA MCMIS.

NHP officers at the roadside are required to conduct an inspection during a CMV traffic enforcement stop/contact. **Non-inspection CMV traffic enforcement stops** may occur during some enforcement events based on individual circumstances. If so, the event report will indicate the number of non-inspection traffic enforcements, and the inspection report will also indicate the stop to be a non-inspection stop. NHP does not set a goal for non-inspection CMV traffic stops/contacts.

Non-CMV traffic enforcement stops/contacts target the unsafe driving behaviors of passenger car drivers in the vicinity of CMVs. NHP's Badge On Board program, wherein an NHP Trooper sit in the cab of a truck and observes unsafe driving by passenger vehicles and then calls for Troopers stationed along the way to pull over the offending passenger car. See Part 2 Section 2 – CMV Crash Reduction for more detailed explanation of the NHP Badge On Board program. The source for this data is NHP Event Reporting.

Comprehensive and high visibility enforcement events in high risk locations are conducted by NHP on a regular basis. These events are called NHP Strike Force Events, are focused on either High Crash Corridors, Work/Construction Zones, and Rural roadways. See Part 2 Section 2 – CMV Crash Reduction for more detailed explanation of the NHP Strike Force program. The source for this data is NHP Event Reporting.

Projected Goals for FY 2020 - 2022

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2020 - 2022. 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.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2004/2005 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	4000	3000	4000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	750	1800	800
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2500	2500	2500

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

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

FY 2021 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2021 Activities	Average 2004/05 Activities
27751	50	340	28141	24180

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

National trends and NHP data indicate 2/3 of all crashes involving CMV's are caused by non-CMV vehicles committing hazardous moving violations around CMVS. In addition to Badge on Board events, NHP will emphasize these efforts in hopes to reduce CMV related crashes. MCSAP office will monitor the monthly activities of all enforcement personnel and provide consistent training throughout the state. Training also includes knowing the criteria for a traffic enforcement stop, including having the proper documentation. NHP Commercial does not monitor the traffic enforcement efforts of NHP Traffic nor of allied agencies.

Part 2 Section 6 - Safety Technology

Please verify your State’s safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must achieve full participation by October 1, 2020. FMCSA defines “fully participating” in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Spending Plan section per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Deploying Core CVISN	Yes
PRISM	Full Participation	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: Nevada Dept. of Motor Vehicles

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative and Projected Goal:

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

Status Overview of Nevada’s Safety Technology

NHP is the agency responsible for ITD, and the Nevada Department of Motor Vehicles (DMV) is responsible for PRISM.

As of July 1, 2020, Nevada is scheduled to achieve both a *CORE* ITD compliance level, and a *Full Participation* PRISM compliance level, on or before September 28, 2020.

This assessment is based on the Nevada Department of Motor Vehicles (DMV) latest reporting on their efforts to integrate their agency IT systems with the vendor (Explore, Inc.) for IFTA and IRP services. Delays or problems could happen between now and then that affects the September 28 go-live date. Should any delay happen, DMV and NHP will develop a plan of action with FMCSA to ensure that the delay is

of a short duration and addressed immediately. FFY21 MCSAP funds are budgeted for support of PRISM operations & maintenance activities.

Once the DMV and Explore services are certified by FMCSA, Nevada should obtain the PRISM Full Participation level. Due to S.B. 31 passed by the Nevada Legislature in June 2017, Nevada should attain for the Enhanced Participation level by the end of calendar year 2020. S.B. 31 gave Nevada DMV and NHP authority in denying registrations and renewals, and for the revocation of CMV registrations for carriers subject to out of service provisions.

FFY21 MCSAP funds are budgeted for Commercial Vehicle Information Exchange Window (CVIEW) software operations and maintenance. CVIEW hosting and maintenance services are provided to NHP under a contract with the vendor Iteris, Inc. Iteris also provides NHP with ITS planning services, including updating the ITD Program Plan/ Top Level Design. Iteris also provides NHP with the INSPECT software inspection program which was approved by FMCSA in 2019.

Program Activities for FY 2020 - 2022: Describe any actions that will be taken to implement full participation in PRISM.

Activity 1

NHP activities necessary to support DMV-MCD to secure and continue vendor services for compliant PRISM systems for Nevada.

Activity 2

MCSAP funding for CVIEW hosting and maintenance.

Activity 3

MCSAP funding for PRISM related operations, maintenance or enhancement

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.

PRISM level as determined by FMCSA.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State’s public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

Trend Analysis for 2014 - 2018

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

Public Education and Outreach Activities	2014	2015	2016	2017	2018
Carrier Safety Talks					2
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 2020 - 2022

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

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

NHP’s Public Education and Outreach Program

NHP is engaging in a number of different public education outreach activities during FFY21, continuing some longstanding efforts and initiating new messages as well.

- Paid Media Campaigns
- Carrier Safety Talks
- State Trucking Association Meetings
- Local Educational Safety Events
- Teen Safety Events

Paid Media Campaigns

NHP utilizes the services of Kirvin Doak Communication (KDC) for developing paid media messages, as KDC is the current vendor for the Nevada Dept. of Public Safety. Since 1998, KDC and previous media vendors have produced messages regarding trucker seat belts usage, distracted driving, construction/work zone safety, and safe driving around passenger vehicles. Various media have been used, including outdoor billboards, radio, banner ads, pump toppers and Facebook. Specific messages have been developed to combine educational efforts with the enforcement efforts of the Badge On Board program. For FFY19, NHP paid for including CMV safety in the *Don’t Kill A Dream* messaging promoted by the Office of Traffic Safety (OTS).

Most recently, KDC has been supporting NHP’s goal of integrating CMV safety messages with the Federal Highway Administration (FHWA) safety emphasis areas such as motorcycles, pedestrians, young drivers, etc. OTS manages the coordination of the state’s highway safety plan which includes these seven different critical emphasis areas on safety.

Based on the data showing the elevated rate of involvement by young people in CMV crashes, for FFY20 NHP chose young drivers as the target audience for messaging and development of outreach materials. OTS will be incorporating these materials into the DRIVE Program,

a teen traffic safety program, as well as the broader Zero Fatalities program.

NHP also developed messaging in support of Truckers Against Trafficking and plans to emphasize more outreach on this matter.

Some of the media mentioned above can be found at www.BadgeOnBoard.NV.gov. Also check out the NHP Facebook page *Truck Safe Nevada*.

- **The FFY21 goal for paid media is to continue efforts to integrate CMV safety messaging into the greater transportation safety messaging stream, especially the seven critical emphasis areas.** This goal is further supported by NHP Judicial Outreach Program Officers (JOP) through their involvement at teen safety events such as the DRIVE program. NHP is also hoping to extend our platform from Facebook to Twitter as well.

Carrier Safety Talks

NHP conducts training or presentations to carriers and others such as local governments and utilities that operate CMVs. Topics include HOS, maintenance requirements, driver fitness, changes to regulations and safe driving practices.

- **The FFY21 goal is to present or conduct training at 36 carrier/operator events** during the course of each of the three years of the CVSP.

State Trucking Association Meetings

The Nevada Trucking Association (NTA) holds regular member outreach meetings in both Las Vegas and Reno that NHP attends and participates in. In addition, NHP and the NTA have a working relationship that allows for joining any necessary meetings, teleconferences or phone calls on issues that come up without advance notice.

- **The FFY21 goal for NHP’s participation in state trucking association meetings (whether in person or virtual) is 4**, which equates to meeting with NTA quarterly.

Local Educational Safety Events

NHP participates in any number of local or community events in order to promote CMV and/or overall safe driving behavior.

- **The FFY21 goal for NHP’s participation in local educational safety events is 4**, which equates to participating once per quarter.

Teen Safety Events

NHP Officers often participate at school events or in the DRIVE program, both focused on educating young drivers about safe driving behaviors. In addition, NHP developed Fact Sheets and :60 videos promoting safe driving by teens around CMVs are available to use as handouts and as part of a presentation, respectively.

- **The FFY21 goal for Teen Safety Events is 3.**

Projected Goals for FY 2020 - 2022

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

		Performance Goals			
Yes	No	Activity Type	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	36	36	36
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	3	3	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

This activity will be measured by whether a media campaign is integrated within the framework of the SHSP.

Activity 2

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

Activity 3

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

Activity 4

NHP Officers will attend local safety events as they are scheduled and as appropriate.

Activity 6

NHP will attend teen safety event as they are scheduled and as appropriate.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

Please review your State’s SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- [FMCSA website SSDQ information](#)

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

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 2020 - 2022.

SSDQ Category	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

June 26, 2020

Narrative Overview for FY 2020 - 2022

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.).

Program Activities FY 2020 - 2022: Describe activities that will be taken to maintain a “Good” overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a “Good” rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

Each administrative assistant is responsible for routine inspection and crash data entry, inspection certifications, verifications and record keeping. All of the work completed by the staff is reviewed and reconciled by the administrative personnel within the MCSAP HQ. The state's data quality has improved over the past few years from staff attending the data quality conferences, working with FMCSA, updating their processes, reports and data base programs. The HQ staff regularly reconciles their data monthly, reviews the FMCSA leading indicators and any records to be reviewed, as well as oversees training of the captured data in Nevada's scores. NHP works with FARS to ensure accurate fatal crash records reported, amongst other annual data checks. The MCSAP Administrative Assistant IV has been working with FMCSA/VOLPE staff in order to represent Nevada in a new training called "having fun with Data" upcoming training at the next FMCSA Data Quality Seminar.

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.

Nevada reviews data on a daily basis within the SAFETYNET database. Administrative assistants use reports and queries to provide supporting documentation and data required to update a monthly goal achievement spreadsheet that tracks the state's status by each region as the year progresses. The goal achievement is updated each year to mirror the objectives as submitted in the CVSP.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP (49 CFR 350.201.) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program.

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

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

Trend Analysis for 2014 - 2018

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

New Entrant Safety Audits	2014	2015	2016	2017	2018
Interstate	159	77	167	190	173
Intrastate	0	0	0	0	0
Total Audits	159	77	167	190	173

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 2020 - 2022

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: The Statutory time limit for processing and completing interstate safety audits is: If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later, a safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2020 - 2022

For the purpose of completing the table below:

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

Projected Goals for FY 2020 - 2022 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	80	0	90	0	100	0
# of Safety Audits (Offsite)	120	0	250	0	350	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	200	0	340	0	450	0
# of Non-Audit Resolutions	0	0	0	0	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 has 2 Commercial Vehicle Safety Inspectors that 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 FFY20-22, 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.

The current CVSI's maintain the minimum level for certification statuses to attempt coverage of an ever growing inventory of New Entrant carriers in Nevada, but there is a justified need for more manpower, IE, another CVSI II position requested.

The current New Entrant dashboard shows a total of 427 unassigned offsite audits due within a year and that number has the potential to increase each day. In fact, it has occurred where a carrier enters the New Entrant Program with an already past-due audit date and the auditors find themselves accommodating those cases. Nevada's goal is 110 inspections per year per New Entrant auditor, or rather 210 audits per year, an increase from last years goal of 200. The auditors are able to complete 10-13 audits per month in order to maintain our goal. Assuming the current 2 auditors can each complete 13 per month (312), the projected workload demonstrates a shortfall of completing 115 New Entrant audits on time within the next year (312+115=427). The audits are being assigned monthly in increments of 25-55 to maintain the number of requests, however the auditors are unable to complete all of them on time. Nevada often works with FMCSA for assistance bringing in US auditors to complete the audits. Some are simply completed past the due date.

A proposed CVSI New Entrant position would allow NHP to conduct over 400 audits a year and reduce and/or eliminate the projected shortfall of audits that FMCSA is assisting with. Safety Audit/New Entrant program is a unique opportunity to provide educational tools to new carriers to ensure future compliance with regulations. This additional position would allow NHP to address a growing inventory of new and existing Nevada carriers.

****Due to the processes of creating a new position as steps are provided below, NV estimates a new employee if hired in March-April 2021, could begin training in FFY21 and offer full-time coverage in FFY22.**

In order for NHP to obtain a new position, the state would need to write up a position justification and submit it for a required state approval. State approval of the new position may occur between December 2020-February 2021. This approval would

be obtained during the soonest monthly meeting that our request can be submitted to. Once approved, it would be reasonable to recruit and hire the new entrant position in FFY21. This would allow a few months for the new CVSI to complete training and new entrant job shadowing/completion of audits. In FFY22, we anticipate a full year of audit support from the new position.

During FFY20, due to COVID precautions as well, Nevada has completed 53 onsite audits and 275 offsites, for a total of 328 between the two current auditors. That makes next years goal obtainable and likely higher with the new CVSI position. We would anticipate the new CVSI being fully trained and onboard, thus bringing the completed statewide audits up to over 450.

We have adjusted our numbers to reflect a more accurate projected goal for FFY21 and FFY22. This correction demonstrates that hiring a third New Entrant Auditor would allow Nevada to accommodate the projected number of received new entrant audits without requiring additional FMCSA auditor assistance.

Activity Plan for FY 2020 - 2022: 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 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. Specific goals and activities must be projected for the three fiscal year period (FYs 2020 - 2022).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State’s Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

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 IH or UNSAT/UNFIT 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.

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2020 - 2022

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 area and employers in remote Nevada locations 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 not only with available personnel but 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 bus 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 36 fatal and non-fatal reportable crashes in CY 2018, with one fatality.

- Nevada averaged 29 fatal and non-fatal passenger carrier crashes over the 4-year period from CY 2015 through 2018, up from 24 for the previous 4-year period. The number of fatalities averaged 5 over the most recent 4-year period. The average 4-year number of crashes has now exceeded NHP's goal for the past two years.

Projected Goals for FY 2020 - 2022: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2020, 2021 and 2022 must also be included.

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 for FY 2020 - 2022: 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 NHP Passenger Vehicle Inspections (PVI) Strike Force events and/or inspections conducted on empty vehicles at destinations or checksites as the goals suggest, NHP will conduct at least 140 passenger vehicle inspections, as follows:

Level I	60 inspections
Level V	80 inspections
	140

Southern Command (Las Vegas) will conduct 42% of the inspections, or 25 Level I and 34 Level V.

Northern Command West (Reno) will conduct 33% of the inspections, or 20 Level I and 26 Level V.

Northern Command East (Elko) will conduct 25% of the inspections, or 15 Level I and 20 Level V.

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 - 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.

Part 3 Section 3 - State Specific Objectives – Past
--

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2019 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 2019 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2019 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2019 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

NHP Troops trained as Judicial Outreach Program (JOP) Coordinators met with judges, city attorneys, hearings officers and others, and provided direct assistance with CMV issues. In prior years, NHP JOP Coordinators made presentations at the National Judicial College's Commercial Driver's Licensing: Judicial Education Workshop in Reno. The workshop provided 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 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. 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 4 JOP meetings to review regulations and outreach, in addition to numerous conference calls with JOP personnel. 2. JOP personnel had 61 documented contacts with local justice or county attorney personnel 3. No activity with the Judicial College.

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

Documentation of outreach activity is challenging, as none of the current NHP activity tracking systems have a good way for these types of activities to be reported out.

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2020 - 2022. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Judicial Outreach Program (JOP)

Narrative Overview for FY 2020 - 2022

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.

Projected Goals for FY 2020 - 2022:

Enter performance goal.

1. Training Coordinator will conduct regular JOP meetings and 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 for FY 2020 - 2022: 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 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. 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 - At least two (2) on-site trainings 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

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [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 and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** 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.
 - For 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 should include costs for FY 2021 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). 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 is 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 is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 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 (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

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.

- 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 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 and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. 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.

• **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

• **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$2,585,917.00	\$456,303.00	\$3,042,220.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$456,303.00
MOE Baseline:	\$2,203,048.95

Part 4 Section 2 - Personnel

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

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. 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 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. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer’s time and effort reports for the previous year show that he/she spent 35 percent of his/her 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 salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x 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 14.99 percent limitation in the MCSAP Comprehensive Policy (MCP), 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 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (14.99% of MCSAP Award Amount):	\$456,303.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
4721 GPA II	1	100.0000	\$50,926.00	\$50,926.00	\$50,926.00	\$0.00	\$0.00
4721 CVSI III/Training Coordinator	1	100.0000	\$66,197.00	\$66,197.00	\$66,197.00	\$0.00	\$0.00
4721 IT Tech VI	1	100.0000	\$71,800.00	\$71,800.00	\$71,800.00	\$0.00	\$0.00
4721 AA IV	1	100.0000	\$48,466.00	\$48,466.00	\$48,466.00	\$0.00	\$0.00
4721 Admin Assist II	2	100.0000	\$37,368.00	\$74,736.00	\$74,736.00	\$0.00	\$0.00
4721 CVSI II (*)	5	100.0000	\$52,531.00	\$262,655.00	\$262,655.00	\$0.00	\$0.00
4721 DPS Officer II	3	100.0000	\$80,251.00	\$240,753.00	\$240,753.00	\$0.00	\$0.00
4713 DPS Officer II (Match/MOE)	1	100.0000	\$456,303.00	\$456,303.00	\$0.00	\$456,303.00	\$0.00
DPS Officer II (MOE)	1	0.0000	\$2,279,121.00	\$0.00	\$0.00	\$0.00	\$2,232,706.00
4721 Management Analyst I (*)	1	50.0000	\$63,580.00	\$31,790.00	\$31,790.00	\$0.00	\$0.00
4721 Admin Assist II	2	75.0000	\$45,123.00	\$67,684.50	\$67,684.50	\$0.00	\$0.00
Subtotal: Salary				\$1,371,310.50	\$915,007.50	\$456,303.00	\$2,232,706.00
Overtime Project Costs							
MCSAP eligible activities	78	100.0000	\$2,800.00	\$218,400.00	\$218,400.00	\$0.00	\$0.00
Subtotal: Overtime				\$218,400.00	\$218,400.00	\$0.00	\$0.00
TOTAL: Personnel				\$1,589,710.50	\$1,133,407.50	\$456,303.00	\$2,232,706.00
Accounting Method:	Modified Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

Personnel Cost Narrative

MCSAP grant funds are used to support 15 positions within NHP. These positions include:

7 Administrative

- 1 Administrative Assistant IV – SafetyNet and data quality
- 3 Administrative Assistant II – Office support and data entry in 3 NHP regions
- 1 Administrative Assistant II – MCSAP office support
- 1 Information Technology Tech VI – IT support
- 1 Grants & Projects Analyst II – Grants and projects management
- 1 Management Analyst I – State accounting and fiscal management (proposed-has not been filled)

5 Commercial Vehicle Safety Inspectors (CVSI)

- 1 CVSI III – Training Coordinator, MCSAP office
- 2 CVSI II – New Entrants, Northern Nevada
- 1 CVSI II – New Entrants, Northern Nevada (*) proposed
- 1 CVSI II – Compliance Reviews, Northern Nevada
- 1 CVSI II – Compliance Reviews, Southern Nevada

3 Sworn DPS Officer II

- One in each region – Judicial and Public Outreach

BA 4721 is developed and managed through the Nevada Executive Budget System (NEBS) for the expenditure and receipt of MCSAP funds. Costs included in this CVSP are based on costs budgeted in NEBS.

The MCSAP staff are supervised by the NHP Commercial Commander stationed in the MCSAP office. The Commercial Commander is responsible for the oversight of the NHP commercial program, as well as other state programs such as the Size and Weight program,

school buses inspections and the crashed/disabled vehicle-get them off the road towing program.

For the FFY20 CVSP, NHP is including a proposed Management Analyst I position that has not yet been approved by the Nevada Legislature. However, inclusion in the MCSAP budget is required before the process to have the Legislature approved it can begin. The MA I position would assume the state accounting and fiscal duties currently being performed by the Grants & Projects Analyst.

For FFY21, two out of the 4 Administrative Assistant II positions are only 75% MCSAP funded. These two AA IIs also support the state's school bus inspection program, which is not MCSAP eligible.

Overtime is accrued by non-MCSAP funded staff (BA 4713) on MCSAP-eligible activities. The overtime expenses are journal vouchered between accounts, and then reimbursed through the MCSAP reimbursement process. All overtime is documented on Event reports.

Part 4 Section 3 - Fringe Benefits

*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 use the **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\(b\)](#).*

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 through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show 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 each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.*

Depending on the State, there are fixed 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 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 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: \$150,000 x 64.8 x 50% / 100 = \$48,600 Total Project Costs.*

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
GPA II	50.0000	100.0000	\$50,926.00	\$25,463.00	\$25,463.00	\$0.00	\$0.00
4721 CVSI III/Training Coor	50.0000	100.0000	\$66,197.00	\$33,098.50	\$33,098.50	\$0.00	\$0.00
4721 CVSI II	45.0000	100.0000	\$262,655.00	\$118,194.75	\$118,194.75	\$0.00	\$0.00
4721 DPS Officer II	47.0000	100.0000	\$240,753.00	\$113,153.91	\$113,153.91	\$0.00	\$0.00
4721 AA IV	56.0000	100.0000	\$48,466.00	\$27,140.96	\$27,140.96	\$0.00	\$0.00
4721 AA II	48.0000	75.0000	\$45,123.00	\$16,244.28	\$16,244.28	\$0.00	\$0.00
4721 AA II	48.0000	100.0000	\$37,368.00	\$17,936.64	\$17,936.64	\$0.00	\$0.00
4721 IT Tech VI	34.0000	100.0000	\$71,800.00	\$24,412.00	\$24,412.00	\$0.00	\$0.00
4721 Management Analyst I	50.0000	50.0000	\$63,580.00	\$15,895.00	\$15,895.00	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$391,539.04	\$391,539.04	\$0.00	\$0.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

As of August 6th, 2020, the FFY21 State of Nevada Benefit Rates memo for a description of how benefit rates are applied has not been published. However it is the Dept. of Administration that develops benefit cost rates and the Payroll Division that applies them to salaries.

The SFY21 state of Nevada fringe assessment rates have been attached to the FY21 CVSP, as well as re-calculated by percentage as requested.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, 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, percentage of time on MCSAP Grant, 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 manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
OOS Conf - CVSA Fall	7	5	100.0000	\$14,000.00	\$14,000.00	\$0.00	\$0.00
OOS Conf - CVSA Spring	6	5	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
OOS Training - DIAP	2	3	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
OOS Training - SafetyNet	4	5	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
IS - Routine Enforcement, Inspections, Meetings	80	1	100.0000	\$113,086.00	\$113,086.00	\$0.00	\$0.00
IS/OOS Training - Off-Site Compliance Reviews	2	2	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
OOS Conf - NAIC	2	4	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
IS Training - NAS, Cargo, HM, etc	41	5	100.0000	\$51,800.00	\$51,800.00	\$0.00	\$0.00
OOS Training - Investigative Safety Analysis/Safety Audits	1	10	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
OOS Training - COHMED	2	5	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
OOS Training - NAS, Cargo, etc	4	5	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
OOS Training - ELDs	3	3	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
ITD/MCSAP Planning Meeting	2	5	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
TOTAL: Travel				\$236,886.00	\$236,886.00	\$0.00	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

Training

In-State (IS) training supports Officer/CVSI/Civilian/Allied Agency staff attendance at **NAS, Hazmat, Cargo Tank, OBP, Passenger Carrier and other CMV related training classes** conducted in Nevada.

Out-of-State (OOS) training supports Officer/CVSI/Civilian travel to attend NAS classes OOS only when absolutely necessary, but primarily for specialized training only available OOS for areas such as **Enhanced Investigative Technique, Drug Interdiction Assistance Program (DIAP), COHMED, ELD, Post-crash Inspections, SAFETYNET** or other CMV related training.

- ♦ **\$93,800** is budgeted for **In-State and Out-of-State training** expenses, including per diem, lodging and transportation.

Routine Travel

In-State routine travel supports Officer/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.

Out-of-State routine travel includes events such as the **CHP Industry Training Day, Trucker Appreciation Event with CHP, the North American Inspector Challenge, special FMCSA events,** and other CMV related events.

- **\$113,086** is budgeted for **in-state routine travel** expenses, including per diem, lodging and transportation, as well as unplanned OOS travel for FMCSA events.

Conferences

OOS and IS conference travel supports Officer/CVSI/Civilian/Allied Agency staff travel to the **Commercial Vehicle Safety Alliance (CVSA) spring and fall meetings, the FMCSA combined MCSAP planning and ITD/PRISM conference**, and other CMV related conferences not identified yet but approved by FMCSA.

- **\$30,000** is budgeted for **conference travel** expenses, including per diem, lodging and transportation. Transportation.

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal 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 capitalization threshold is below \$5,000, check the box below and provide the 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 the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

Part 4 Section 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.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Laptop - Docking Station	9 per unit	\$180.00	100.0000	\$1,620.00	\$1,620.00	\$0.00	\$0.00
Duo Gatekeeper	1 20 tokens	\$410.00	100.0000	\$410.00	\$410.00	\$0.00	\$0.00
General Supplies	1	\$33,336.00	100.0000	\$33,336.00	\$33,336.00	\$0.00	\$0.00
Reference Books/Materials	1	\$5,000.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Printers	20 per unit	\$100.00	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
Desktop Software - Adobe	6 per unit	\$325.00	100.0000	\$1,950.00	\$1,950.00	\$0.00	\$0.00
Tablets w/ Keyboards	18 per unit	\$3,575.00	100.0000	\$64,350.00	\$64,350.00	\$0.00	\$0.00
Modem w/ Antenna (for tablets)	18 per unit	\$1,260.00	100.0000	\$22,680.00	\$22,680.00	\$0.00	\$0.00
Laptops - Dell Latitude	6 per unit	\$1,800.00	100.0000	\$10,800.00	\$10,800.00	\$0.00	\$0.00
Handheld Radios	3 each	\$1,880.00	100.0000	\$5,640.00	\$5,640.00	\$0.00	\$0.00
TOTAL: Supplies				\$147,786.00	\$147,786.00	\$0.00	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Software

Six Adobe Pro licences are budgeted Budget estimates are based on quotes from a vendor.

General Supplies

General supplies include but are not limited to ink cartridges, toner, paper, flashlights, inspection/roadside tools, batteries, cameras, binders, flash drives, cleaners, or other items related to CMV activities. The budget is based on previous years expenditures of approximately \$40,000.

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 \$6,500.

Printers

Printers are provided to personnel certified to conduct CMV inspections. The budget is based on acquisition of 20 printers and are 100% for MCSAP use. Nevada goes through more printers and ink in the hotter months in areas such as Las Vegas, where the equipment is exposed to higher temperatures. This was originally budgeted for 64, an oversight from a previous bulk order to catch up the state on needed printers.

Laptop Computers

6 laptop computers are budgeted for FFY21. Estimate is based on quote by vendor. This was lowered from 7 to 6. Due to governor mandated office closures for COVID-19, NHP has found this year to be a unique year in preparing to be functional from home. It was identified that we did not have equipment on hand for teleworking. Having back-up laptops ready for all essential roles to work from is a necessary plan NHP feels is important for maintaining essential program roles.

Laptops are currently replaced every 3 years to better provide stable and reliable technology for operation and security on the state's enterprise network. This has changed from prior year 2 year replacement cycles. Upgrading devices is more expensive due to replacing multiple system components to achieve the intended performance, incompatibilities, and there's no increase in residual value. It increases the complexity of current installed hardwares, thus the cost of repairing equipment surpassing the cost and value of a replacement. This is guidance provided in Nevada state budget manual. The new equipment schedule will be updated for the future using 3 year replacement cycles beginning FFY22.

Tablet Computers and Keyboards

18 tablets, keyboards and protection plan are budgeted. Estimate is based on quote by vendor. These 18 tablets are replacement tablets for the 18 tablets first purchased under the FFY16 CVSP budget, with the tablets having a 3 year useful life.

Tablets replaced laptops for commercial enforcement in Nevada several years ago. NHP determined that tablets were more compact and durable than laptops. In addition, NHP requires water resistance or water proof, impact resistance from 5 feet, and a barcode scanner/reader for driver licenses, VINs, etc. The tablets and related equipment take up less space in a Trooper's vehicle than laptops and their related equipment.

Tablet Modems and Antenna

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

Desktop Computers

No desktops are budgeted at this time.

Handheld Radios

Cost of 3 "radio lids" for MCSAP troopers operating annually. Item is necessary for officer safety

Part 4 Section 7 - Contractual and Subaward

This section includes 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](#) and [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. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-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 using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
SHI	DUNS 0	Contract	100.0000	\$7,710.00	\$7,710.00	\$0.00	\$0.00
Description of Services: Maintenance support for Adobe and Windows365							
ProPremium	DUNS 0	Contract	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Description of Services: Pro Premium software maintenance							
Iteris	DUNS 0	Contract	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Description of Services: Update of ITD PP/TLD							
Nevada Highway Patrol 4713	DUNS 41241428	Contract	100.0000	\$19,800.00	\$19,800.00	\$0.00	\$0.00
Description of Services: Vehicle leases							
Iteris, Inc	DUNS 48765937	Contract	100.0000	\$31,500.00	\$31,500.00	\$0.00	\$0.00
Description of Services: INSPECT Software Year One Maintenance and Hosting							
Kirvin Doak Communications	DUNS	Contract	100.0000	\$170,000.00	\$170,000.00	\$0.00	\$0.00
Description of Services: Media services							
United Site Services	DUNS 829115612	Contract	100.0000	\$4,750.00	\$4,750.00	\$0.00	\$0.00
Description of Services: Portapotties							
Terry's Pumpin' & Potties	DUNS 166355925	Contract	100.0000	\$4,750.00	\$4,750.00	\$0.00	\$0.00
Description of Services: Portapotties							
Toyota Leasing	DUNS	Contract	100.0000	\$23,853.00	\$23,853.00	\$0.00	\$0.00
Description of Services: Vehicle Leases							
Ricoh	DUNS 43964519	Contract	100.0000	\$11,000.00	\$11,000.00	\$0.00	\$0.00
Description of Services:							
Ample Self Storage	DUNS	Contract	100.0000	\$1,325.00	\$1,325.00	\$0.00	\$0.00
Description of Services: Self storage unit - Reno							
Evans Management Co.	DUNS	Contract	100.0000	\$40,596.00	\$40,596.00	\$0.00	\$0.00
Description of Services: Office lease - Carson City							
Rennell Barney	DUNS	Contract	100.0000	\$12,832.00	\$12,832.00	\$0.00	\$0.00
Description of Services: Office lease							
ALSCO	DUNS 35331933	Contract	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Description of Services: Cleaning and uniform services							
Vogue, Inc	DUNS 34923656	Contract	100.0000	\$1,600.00	\$1,600.00	\$0.00	\$0.00
Description of Services: Cleaning and uniform services							
Iteris, Inc	DUNS 48765937	Contract	100.0000	\$61,000.00	\$61,000.00	\$0.00	\$0.00
Description of Services: NVCVIEW O&M							
Evans Management Co	DUNS 0	Contract	100.0000	\$9,710.46	\$9,710.46	\$0.00	\$0.00
Description of Services: MCSAP office improvement/remodel							
TOTAL: Contractual				\$416,426.46	\$416,426.46	\$0.00	\$0.00

and Subaward***Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.***

Kirvin Doak Communications: 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.

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

Toyota Leasing: Vendor will provide leased passenger vehicles used by MCSAP staff in the course of their work. These vehicles are leased into 3 year contracts with the best quote provided by a state contracted vendor. The leases end next July of calendar year 2021. NHP intends to trade the vehicles in for new leases with a reasonable/similar annual cost to the current agreements.

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. Lease agreement ends April 2021.

Evans Management Company. Vendor will provide MCSAP office space in Carson City. Vendor will also provide office improvement to add one additional office area for the proposed CVSI II position.

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 hosting and maintenance of the INSPECT software inspection program.

NHP Fleet: MCSAP Budget Account 4721 includes 3 NHP Troopers with leases of \$550/mo for 3 police units used by the MCSAP Troopers.

Inseego: Inseego provides maintenance support the Netmotion software.

SHI: SHI provides maintenance support for Adobe and Windows software. The State of Nevada has ordered all state agencies to shift to Office 365 by SFY2021, which entails a cloud subscription service fee.

Pro-Premium: Pro Premium supports tablet diagnostic and other software.

Explore: DMV contract costs of \$40,000 was removed and re-allocated. Upon further review, we determined the Nevada Department of Motor Vehicles will be taking over regular annual costs. The \$40,000 was added to the Iteris contracts for anticipated cost increase, as well as re-allocated to travel and supplies.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance-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. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant 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 the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

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 in the "My Documents" area in the eCVSP tool and through Grants.gov. 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 claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Modified Total Direct Costs (MTDC)	100	\$78,936.00	\$78,936.00	\$78,936.00	\$0.00
Modified Total Direct Costs (MTDC)	100	\$46,757.00	\$46,757.00	\$46,757.00	\$0.00
TOTAL: Indirect Costs			\$125,693.00	\$125,693.00	\$0.00

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
State Printing Office	1	\$200.00	100.0000	\$200.00	\$200.00	\$0.00	\$0.00
Non-State Meeting/Training Rooms	8	\$475.00	100.0000	\$3,800.00	\$3,800.00	\$0.00	\$0.00
CVSA Decals	7200	\$0.32	100.0000	\$2,304.00	\$2,304.00	\$0.00	\$0.00
Vehicles - Maintenance, Repairs	5	\$500.00	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
Fuel - Gas, Diesel, Propane	1	\$10,000.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Communications - Cell, landlines, email, postage, etc	1	\$80,000.00	100.0000	\$80,000.00	\$80,000.00	\$0.00	\$0.00
DPS Officer Uniform Allowance	3	\$650.00	100.0000	\$1,950.00	\$1,950.00	\$0.00	\$0.00
RV/CMV Rental for enforcement events	8	\$1,000.00	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
CVSA Membership Dues	1	\$10,300.00	100.0000	\$10,300.00	\$10,300.00	\$0.00	\$0.00
Scale Calibration and Repair	1	\$5,000.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Registration Fees	15 1	\$675.00	100.0000	\$10,125.00	\$10,125.00	\$0.00	\$0.00
DPS vehicles	62 1	\$13,264.00	0.0000	\$0.00	\$0.00	\$0.00	\$822,368.00
TOTAL: Other Costs				\$134,179.00	\$134,179.00	\$0.00	\$822,368.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

Indirect Costs - SWCAP II and Intra-Agency Costs

An Indirect cost allocation rate for SFY21 SWCAP and Intra-agency indirect costs has not yet been approved. Indirect costs above are based on previous years expenses.

Due to the nature of how these indirect assessments are developed, these costs are included as Other Direct Costs. The estimate for FFY21 is based on the SFY 20 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. **SFY21 letter has been submitted for approval to FMCSA.**

State Printing Costs

Costs for MCSAP staff business cards, CMV related documents, CMV related forms, or other state printing costs as necessary.

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 off-site training purposes.

CVSA Decals

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

Vehicle Maintenance and Repairs

Vehicle maintenance is primarily routine oil/vehicle maintenance costs, car washes and windshield repair. This line item only applies to the five 100% MCSAP leased vehicles and three 100% MCSAP DPS Officer II units. MOE/DPS vehicle charges are calculated towards the MOE and not included in this category.

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. MOE/DPS vehicle charges are calculated towards the MOE and not included in this category.

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.

RV/CMV Rental

RVs are used during extended checkpoint inspection operations such as 72 Hour Roadcheck and based on 2 events per year. It serves as a temporary mobile command/office for supervisors and as a place out of the elements for the inspectors. CMV's are used as part of the Badge On Board enforcement program. Budget is based on 6 events where the equipment could be used and one checkpoint operation.

CVSA Member Dues

Membership in the Commercial Vehicle Safety Alliance is now \$10,300 for state members.

Scale Calibration and Repair

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

Registration fees

Costs are based on in state/out of state training and CVSA conference registrations

MOE-DPS Vehicles

The Maintenance of Effort (MOE) budget amount is based on the average base cost of NHP patrol vehicles used in MCSAP eligible activities (currently \$29,600), the average maintenance cost of those vehicles used in MCSAP eligible activities (\$128/mo for oil changes, tires, etc), the average fuel costs of those vehicles used in MCSAP eligible activities (\$2.82/gal for the month of September 2018 x estimated 2,160 miles/mo x 14 mpg, x number of vehicles), and the average cost of equipment added to patrol vehicles used in MCSAP eligible activities (\$6,500/vehicle). **These vehicles are not included in the 4721 direct costs for maintenance and fuel.**

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$2,585,917.00	\$456,303.00	\$3,042,220.00

Summary of MCSAP Funding Limitations				
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):			\$456,303.00	
MOE Baseline:			\$2,203,048.95	
Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
4721 GPA II	\$50,926.00	\$0.00	\$50,926.00	\$0.00
4721 CVSI III/Training Coordinator	\$66,197.00	\$0.00	\$66,197.00	\$0.00
4721 IT Tech VI	\$71,800.00	\$0.00	\$71,800.00	\$0.00
4721 AA IV	\$48,466.00	\$0.00	\$48,466.00	\$0.00
4721 Admin Assist II	\$74,736.00	\$0.00	\$74,736.00	\$0.00
4721 CVSI II (*)	\$262,655.00	\$0.00	\$262,655.00	\$0.00
4721 DPS Officer II	\$240,753.00	\$0.00	\$240,753.00	\$0.00
4713 DPS Officer II (Match/MOE)	\$0.00	\$456,303.00	\$456,303.00	\$0.00
DPS Officer II (MOE)	\$0.00	\$0.00	\$0.00	\$2,232,706.00
4721 Management Analyst I (*)	\$31,790.00	\$0.00	\$31,790.00	\$0.00
4721 Admin Assist II	\$67,684.50	\$0.00	\$67,684.50	\$0.00
Salary Subtotal	\$915,007.50	\$456,303.00	\$1,371,310.50	\$2,232,706.00
MCSAP eligible activities	\$218,400.00	\$0.00	\$218,400.00	\$0.00
Overtime subtotal	\$218,400.00	\$0.00	\$218,400.00	\$0.00
Personnel total	\$1,133,407.50	\$456,303.00	\$1,589,710.50	\$2,232,706.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
GPA II	\$25,463.00	\$0.00	\$25,463.00	\$0.00
4721 CVSI III/Training Coor	\$33,098.50	\$0.00	\$33,098.50	\$0.00
4721 CVSI II	\$118,194.75	\$0.00	\$118,194.75	\$0.00
4721 DPS Officer II	\$113,153.91	\$0.00	\$113,153.91	\$0.00
4721 AA IV	\$27,140.96	\$0.00	\$27,140.96	\$0.00
4721 AA II	\$16,244.28	\$0.00	\$16,244.28	\$0.00
4721 AA II	\$17,936.64	\$0.00	\$17,936.64	\$0.00
4721 IT Tech VI	\$24,412.00	\$0.00	\$24,412.00	\$0.00
4721 Management Analyst I	\$15,895.00	\$0.00	\$15,895.00	\$0.00
Fringe Benefits total	\$391,539.04	\$0.00	\$391,539.04	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
OOS Conf - CVSA Fall	\$14,000.00	\$0.00	\$14,000.00	\$0.00
OOS Conf - CVSA Spring	\$12,000.00	\$0.00	\$12,000.00	\$0.00
OOS Training - DIAP	\$4,000.00	\$0.00	\$4,000.00	\$0.00
OOS Training - SafetyNet	\$8,000.00	\$0.00	\$8,000.00	\$0.00
IS - Routine Enforcement, Inspections, Meetings	\$113,086.00	\$0.00	\$113,086.00	\$0.00
IS/OOS Training - Off-Site Compliance Reviews	\$4,000.00	\$0.00	\$4,000.00	\$0.00
OOS Conf - NAIC	\$4,000.00	\$0.00	\$4,000.00	\$0.00
IS Training - NAS, Cargo, HM, etc	\$51,800.00	\$0.00	\$51,800.00	\$0.00
OOS Training - Investigative Safety Analysis/Safety Audits	\$4,000.00	\$0.00	\$4,000.00	\$0.00
OOS Training - COHMED	\$4,000.00	\$0.00	\$4,000.00	\$0.00
OOS Training - NAS, Cargo, etc	\$8,000.00	\$0.00	\$8,000.00	\$0.00
OOS Training - ELDs	\$6,000.00	\$0.00	\$6,000.00	\$0.00
ITD/MCSAP Planning Meeting	\$4,000.00	\$0.00	\$4,000.00	\$0.00
Travel total	\$236,886.00	\$0.00	\$236,886.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptop - Docking Station	\$1,620.00	\$0.00	\$1,620.00	\$0.00
Duo Gatekeeper	\$410.00	\$0.00	\$410.00	\$0.00
General Supplies	\$33,336.00	\$0.00	\$33,336.00	\$0.00
Reference Books/Materials	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Printers	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Desktop Software - Adobe	\$1,950.00	\$0.00	\$1,950.00	\$0.00
Tablets w/ Keyboards	\$64,350.00	\$0.00	\$64,350.00	\$0.00
Modem w/ Antenna (for tablets)	\$22,680.00	\$0.00	\$22,680.00	\$0.00
Laptops - Dell Latitude	\$10,800.00	\$0.00	\$10,800.00	\$0.00
Handheld Radios	\$5,640.00	\$0.00	\$5,640.00	\$0.00
Supplies total	\$147,786.00	\$0.00	\$147,786.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SHI	\$7,710.00	\$0.00	\$7,710.00	\$0.00
ProPremium	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Iteris	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Nevada Highway Patrol 4713	\$19,800.00	\$0.00	\$19,800.00	\$0.00
Iteris, Inc	\$31,500.00	\$0.00	\$31,500.00	\$0.00
Kirvin Doak Communications	\$170,000.00	\$0.00	\$170,000.00	\$0.00
United Site Services	\$4,750.00	\$0.00	\$4,750.00	\$0.00
Terry's Pumpin' & Potties	\$4,750.00	\$0.00	\$4,750.00	\$0.00
Toyota Leasing	\$23,853.00	\$0.00	\$23,853.00	\$0.00
Ricoh	\$11,000.00	\$0.00	\$11,000.00	\$0.00
Ample Self Storage	\$1,325.00	\$0.00	\$1,325.00	\$0.00
Evans Management Co.	\$40,596.00	\$0.00	\$40,596.00	\$0.00
Rennell Barney	\$12,832.00	\$0.00	\$12,832.00	\$0.00
ALSCO	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Vogue, Inc	\$1,600.00	\$0.00	\$1,600.00	\$0.00
Iteris, Inc	\$61,000.00	\$0.00	\$61,000.00	\$0.00
Evans Management Co	\$9,710.46	\$0.00	\$9,710.46	\$0.00
Contractual and Subaward total	\$416,426.46	\$0.00	\$416,426.46	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
State Printing Office	\$200.00	\$0.00	\$200.00	\$0.00
Non-State Meeting/Training Rooms	\$3,800.00	\$0.00	\$3,800.00	\$0.00
CVSA Decals	\$2,304.00	\$0.00	\$2,304.00	\$0.00
Vehicles - Maintenance, Repairs	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Fuel - Gas, Diesel, Propane	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Communications - Cell, landlines, email, postage, etc	\$80,000.00	\$0.00	\$80,000.00	\$0.00
DPS Officer Uniform Allowance	\$1,950.00	\$0.00	\$1,950.00	\$0.00
RV/CMV Rental for enforcement events	\$8,000.00	\$0.00	\$8,000.00	\$0.00
CVSA Membership Dues	\$10,300.00	\$0.00	\$10,300.00	\$0.00
Scale Calibration and Repair	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Registration Fees	\$10,125.00	\$0.00	\$10,125.00	\$0.00
DPS vehicles	\$0.00	\$0.00	\$0.00	\$822,368.00
Other Costs total	\$134,179.00	\$0.00	\$134,179.00	\$822,368.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$2,460,224.00	\$456,303.00	\$2,916,527.00	\$3,055,074.00
Indirect Costs	\$125,693.00	\$0.00	\$125,693.00	NA
Total Costs Budgeted	\$2,585,917.00	\$456,303.00	\$3,042,220.00	\$3,055,074.00

Part 4 Section 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. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$2,585,917.00	\$456,303.00	\$3,042,220.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$456,303.00
MOE Baseline:	\$2,203,048.95

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$915,007.50	\$456,303.00	\$1,371,310.50	\$2,232,706.00
Overtime Subtotal	\$218,400.00	\$0.00	\$218,400.00	\$0.00
Personnel Total	\$1,133,407.50	\$456,303.00	\$1,589,710.50	\$2,232,706.00
Fringe Benefits Total	\$391,539.04	\$0.00	\$391,539.04	\$0.00
Travel Total	\$236,886.00	\$0.00	\$236,886.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$147,786.00	\$0.00	\$147,786.00	\$0.00
Contractual and Subaward Total	\$416,426.46	\$0.00	\$416,426.46	\$0.00
Other Costs Total	\$134,179.00	\$0.00	\$134,179.00	\$822,368.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$2,460,224.00	\$456,303.00	\$2,916,527.00	\$3,055,074.00
Indirect Costs	\$125,693.00	\$0.00	\$125,693.00	NA
Total Costs Budgeted	\$2,585,917.00	\$456,303.00	\$3,042,220.00	\$3,055,074.00

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? George Togliatti
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? Division Administrator/Highway Safety Coordinator

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

- Yes
 No

State Certification declaration:

I, George Togliatti, 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](#).

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

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

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

- Yes
- No

I, Don Plowman, 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.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

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

Yes No

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

Yes No