



OHIO

Commercial Vehicle Safety Plan

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

**Fiscal Years 2021 - 2023
Annual Update FY 2022**

Date of Approval: August 16, 2022

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 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 2022)
- Part 5: Certifications and Documents (FY 2022)

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 2022:

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 2021 plans. States must carefully review and update this information to reflect FY 2022 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 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

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 Public Utilities Commission of Ohio (PUCO) serves as the lead agency for the Motor Carrier Safety Assistance Program (MCSAP). Its overall mission is to assure all residential and business customers access to adequate, safe and reliable utility services at fair prices, while facilitating an environment that provides competitive choices. The PUCO's Transportation Department is directly responsible for management of the MCSAP program and its mission is to facilitate safe and secure commercial transportation on public highways, railroads, and at transportation facilities as well as promote quality and equitable service in a proactive manner for the public and commercial carriers in the household goods, bus and ferry boat industries.

Part 1 Section 3 - MCSAP Structure Explanation

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:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- ☒ Initiatives involving "rural roads" are specifically included in this CVSP.
- ☒ The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

The MCSAP program in Ohio is composed of two main focus areas. The first deals with functions necessary to support programs as a whole and can be broken down into three activities: 1) credentials; 2) administrative support; and, 3) compliance. The second deals with motor carrier enforcement activities. These activities are performed both in rural areas of the state as well as densely populated areas.

To accomplish these tasks, two state agencies are responsible for enforcement of the Federal Motor Carrier Safety Regulations (FMCSR) and the Hazardous Materials Regulations (HMRs). The PUCO serves as the lead agency in the program and its Transportation Department employs approximately 70 staff located in its Columbus headquarters and at field locations throughout the state. The Commission performs the following activities under the MSCAP program:

- Programmatic data management including administration of SafetyNet;
- Overall coordination of financial and administrative program needs;
- Compliance reviews at carrier and shipper facilities;
- New Entrant safety audits;
- Grants management and preparation of grant requests ;
- Driver/vehicle inspections;
- Registration and regulatory oversight of motor carrier companies;
- Maintenance and adoption of administrative laws to ensure compatibility with federal requirements ;
- Administration of a civil forfeiture program for violations of the FMCSRs and HMRs and,
- Education, awareness, and outreach to motor carriers.

The Ohio Department of Public Safety (ODPS) is the sole motor carrier safety sub-grantee in the program. Two divisions of the ODPS are involved in the MCSAP. The Ohio Bureau of Motor Vehicles (OBMV) International Registration Plan (IRP) division is responsible for implementation of the PRISM program in Ohio while the Ohio State Highway Patrol (OSHP) conducts safety enforcement activities. The OSHP employs over 150 staff composed of a captain, staff lieutenant, district license and commercial standards (LCS) lieutenants, commercial enforcement coordinator sergeants, load limit inspector troopers, commercial motor vehicle troopers, motor carrier enforcement supervisors, administrative support staff, a grants administrator, and motor carrier enforcement inspectors. The OSHP performs the following activities under the MCSAP program:

- Driver/vehicle inspections;
- CMV related traffic stops on state/federal public roadways;
- Education, awareness, and outreach to motor carriers;
- Coordination of drug interdiction activities;and,
- Implementation and oversight of the PRISM program.

All personnel at both agencies have received the required training to perform activities under the MCSAP and maintain the proper certifications to conduct the work assigned to them. This includes items such as driver/vehicle inspections, compliance reviews, new entrant audits, and/or other MCSAP eligible activities as their jobs dictate.

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:	PUBLIC UTILITIES COMMISSION OF OHIO
Enter total number of personnel participating in MCSAP activities	50
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	43
Traffic Enforcement Activities	0
Investigations*	33
Public Education and Awareness	33
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	OHIO STATE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	146
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	137
Traffic Enforcement Activities	90
Investigations*	0
Public Education and Awareness	103
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	OHIO BUREAU OF MOTOR VEHICLES
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:	0
Total # of MCSAP Participating Personnel:	0

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 2021 - 2023 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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 most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. 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 2015 - 2019

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 relate to each other and 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatal Crashes

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			
01/01/2019	12/31/2019	152	133	135
01/01/2018	12/31/2018	166	148	145
01/01/2017	12/31/2017	174	155	156
01/01/2016	12/31/2016	130	116	120
01/01/2015	12/31/2015	182	161	171

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: Actual # Fatal Crashes

If you select 'Other' or 'N/A' 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			
01/01/2019	12/31/2019	6	6	4
01/01/2018	12/31/2018	3	3	3
01/01/2017	12/31/2017	5	5	5
01/01/2016	12/31/2016	2	2	2
01/01/2015	12/31/2015	2	2	2

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: Actual # Fatal Crashes

If you select 'Other' or 'N/A' 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			
01/01/2019	12/31/2019	9	9	9
01/01/2018	12/31/2018	12	12	10
01/01/2017	12/31/2017	4	4	4
01/01/2016	12/31/2016	6	6	6
01/01/2015	12/31/2015	10	10	10

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

Source of data is the SNET as of July, 2020. Figures do not include government vehicles.

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

Passenger/Motorcoach crash data does not include vehicles that are owned or operated by a local school district, transit authority, or governmental entity because they are not regulated under the MCSAP.

Goals have not been set in the areas of HM and Passenger fatalities because the number of fatal crashes in either area has been too low to warrant a specific goal for each.

Data contained in the CVSP has been revised based on meetings with FMCSA staff to better understand the purpose of the various columns used in the three trend tables. Based on feedback from FMCSA, the data in the "fatalities" column of each table represents all fatalities that occurred as a result of a crash involving a CMV during a given year. The outcome column for each table contains only the CMV fatal crashes that occurred. In the latter, a CMV related crash with 3 fatalities would only be counted as 1. The goal column continues to contain the CMV fatal crash reduction goal that was in place for each particular year. It should be noted that the goals themselves as well as the methods used to calculate them have changed over time. For instance, at one point the goal was a straight percentage reduction based on the actual number of crashes while at others it was based on a five-year rolling average.

Narrative Overview for FY 2021 - 2023**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.

Over the years the state has struggled to identify specific areas, vehicles, industries, etc. where major impacts can be made to reduce crashes and fatalities related to commercial motor vehicles. Data gathered each year paints a similar picture with few, if any unique areas standing out as needing special attention. Consequently, the state has repeatedly sought to allocate its resources to the areas where the most crashes occur.

For the next 3 years the overall goal for the state will be to reduce the actual number of CMV related fatalities. To achieve this goal, based upon current data, the three-year plan will be to reduce commercial-related fatalities.

To accomplish this ambitious goal, the below activities will be the focus of work performed by the state:

- Increasing traffic enforcement in and around commercial motor vehicles
- Targeting the inspection process at driver behavior (level 3 inspections)
- Adjusting and increasing the educational program to target driver behaviors
- Conducting Interventions on the highest risk carriers to identify and correct problems
- Conducting New Entrant Safety Audits to educate carriers on safe behaviors

Enter the data source and capture date:

Safetynet as of July, 2020

Projected Goal for FY 2021 - 2023:

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 shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2021	127
2022	123
2023	119

The goals above represent an approximate 9% reduction over the three year period.

Program Activities for FY 2021 - 2023: 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.

The state will employ a well rounded plan to address the safety of CMVs. This will start with inspections. The state will seek to have the following goals in the area of inspections:

L1	11,080
L2	34,628
L3	28,350
L4	5
L5	110
L6	0

In the area of investigations the state will seek to do both interstate and intrastate investigations. These include:

440	Interstate
50	Intrastate

For traffic enforcement, the state conducts CMV inspections and does not do the other types of investigations noted. For this reason, the state will have a goal of 12,000.

In the area of education and outreach the state will begin a TREDs program. In addition it will seek to conduct:

110	Carrier Safety Talks
4	State Trucking Association Meetings
1	State Fair
2	Motor Carrier Safety Events

In the area of New Entrant Safety Audits the state will have a comprehensive program. The goals will include:

170	On Site Audits
800	Off Site Audits

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.

Ohio will measure the effectiveness of its plan by tracking its crashes and comparing to the goal above quarterly and annually.

All activity identified in the states CVSP will be tracked on a quarterly and annual basis. This will be presented in quarterly and annual reports. Quarterly reports will be prepared and submitted to FMCSA. The lead agency will gather all relevant data, prepare reports and submit them for review.

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 2021 - 2023. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	21181	19197	15810	11763	11421
Level 2: Walk-Around	40974	42134	41070	23639	25251
Level 3: Driver-Only	10953	10505	15381	36466	42945
Level 4: Special Inspections	4	9	9	19	53
Level 5: Vehicle-Only	189	74	93	231	124
Level 6: Radioactive Materials	1	5	1	2	1
Total	73302	71924	72364	72120	79795

Narrative Overview for FY 2021 - 2023**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.

Pursuant to state law, driver/vehicle inspections in Ohio may only be conducted by the PUCO and OSHP. Within these two agencies, the OSHP is primarily responsible for conducting driver/vehicle inspections which occur at both fixed facilities as well as along the active roadway. The PUCO focuses the bulk of its inspections on hazmat carriers which are conducted at both fixed facilities as well as along the active roadway. In addition, the PUCO also conducts inspections at carrier facilities in conjunction with New Entrant Safety Audits and Compliance Reviews (CRs) when necessary.

In Ohio, State Highway Patrol Motor Carrier Enforcement inspectors (MCEI), PUCO Hazmat Specialists, and PUCO Investigators, are non-sworn employees who conduct the bulk of inspections in the state. State Highway Patrol officers also conduct inspections on a limited basis. Per the Ohio Revised Code, non-sworn enforcement personnel conducting inspections have no statutory authority to stop a CMV for a traffic violation. This restricts their ability to stop a CMV to conduct an inspection since the stop must be based on either the carrier's safety rating (ISS), a uniform statistical selection process (such as every 10th CMV), or obvious violation.

In terms of passenger carrying vehicles, the state has and will continue to conduct inspections of passenger carrying CMVs during federal strike forces, during compliance interventions, and at vehicle destinations and planned stops. Information on specific projects where CMV inspections will be used as an activity are detailed in other sections of the CVSP with the total number of inspections for those projects factored into the estimates contained in this section.

FY 2022 Updates per BIL funding - New staff will not be hired for the remaining FY 2021/2022. Consequently, this year our numbers will remain the same. For the remaining year of the plan, FY 2022/2023, there will be increases to our numbers which will be adjusted in the CVSP planning for FY 2022/2023.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2021 - 2023. For FY 2022, 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: PUBLIC UTILITIES COMMISSION OF OHIO

Enter the total number of certified personnel in the Lead agency: 43

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	780	260	24	1064	29.40%
Level 2: Walk-Around	500	1800	90	2390	66.04%
Level 3: Driver-Only	50	0	0	50	1.38%
Level 4: Special Inspections	0	5	0	5	0.14%
Level 5: Vehicle-Only	0	0	110	110	3.04%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	1330	2065	224	3619	

MCSAP subrecipient agency

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

Subrecipient is: OHIO STATE HIGHWAY PATROL

Enter the total number of certified personnel in this funded agency: 137

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9016	1000	0	10016	14.20%
Level 2: Walk-Around	29138	3000	100	32238	45.69%
Level 3: Driver-Only	28300	0	0	28300	40.11%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Funded Agencies	66454	4000	100	70554	

Subrecipient is: OHIO BUREAU OF MOTOR VEHICLES

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

Projected Goals for FY 2022 - 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:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2022:	

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: PUBLIC UTILITIES COMMISSION OF OHIO					
# certified personnel: 43					
Subrecipient Agencies: OHIO BUREAU OF MOTOR VEHICLES, OHIO STATE HIGHWAY PATROL					
# certified personnel: 137					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9796	1260	24	11080	14.94%
Level 2: Walk-Around	29638	4800	190	34628	46.69%
Level 3: Driver-Only	28350	0	0	28350	38.22%
Level 4: Special Inspections	0	5	0	5	0.01%
Level 5: Vehicle-Only	0	0	110	110	0.15%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	67784	6065	324	74173	

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.

The FMCSA Large Truck and Bus Facts 2017 indicated that from 2015-2017 only an average of 5.6% of large trucks involved in fatal crashes had a vehicle related factor associated with the crash (see chart). The Ohio State Highway Patrol has placed a greater emphasis on Level 3 inspections and traffic enforcement to address driver violations contributing to crashes. Inspectors are instructed to increase the level of inspection whenever potential vehicle defects are identified or suspected. Several level 3 only local post troopers have been certified to bolster this effort, while the number of Motor Carrier Enforcement inspectors who conduct the majority of level 1 inspections has decreased due to budgetary constraints. Analysis Division, Federal Motor Carrier Safety Administration Large Truck and Bus Crash Facts 2017 FMCSA-RRA-18-018 May 2019 Vehicles Table 31. Large Trucks in Fatal Crashes by Vehicle-Related Factors, 2015-2017 Vehicle-Related Factors 2015 2016 2017 Number Percent Number Percent Number Percent Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle) 98 2.4% 65 1.5% 84 1.8% Tires 50 1.2% 53 1.2% 61 1.3% Brake System 46 1.1% 36 0.8% 47 1.0% Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone) 15 0.4% 10 0.2% 10 0.2% Vehicle Contributing Factors - No Details 7 0.2% 4 0.1% 9 0.2% Power Train 7 0.2% 10 0.2% 8 0.2% Other Lights 1 * 6 0.1% 8 0.2% Truck Coupling / Trailer Hitch / Safety Chains 2 * 4 0.1% 6 0.1% Steering 1 * 4 0.1% 4 0.1% Police, Fire, or EMS Vehicle at Scene 5 0.1% 3 0.1% 2 * Headlights 0 0.0% 3 0.1% 2 * Safety Systems 2 * 1 * 2 * At Least One Vehicle-Related Factor Recorded 262 6.4% 215 5.1% 247 5.3% No Vehicle-Related Factors Recorded 3,812 93.6% 4,036 94.9% 4,410 94.7% Total 4,074 100.0% 4,251 100.0% 4,657 100.0% *Less than 0.05 percent. Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	3800	70554	0	74354
Enter total number of certified personnel	42	143	0	185
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	4000	70554	0	74554
Enter total number of certified personnel	45	143	0	188

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ 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 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	1	2	1
CSA Off-Site	0	0	0	0	22
CSA On-Site Focused/Focused CR	421	263	303	325	305
CSA On-Site Comprehensive	41	44	67	72	79
Total Investigations	462	307	371	399	407
Total Security Contact Reviews	0	25	6	8	13
Total Terminal Investigations	9	13	43	53	53

Investigative Types - Intrastate	2015	2016	2017	2018	2019
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	1	1	0	1
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	9	7	9	5
CSA On-Site Comprehensive	41	26	33	62	54
Total Investigations	41	36	41	71	60
Total Security Contact Reviews	0	2	1	0	3
Total Terminal Investigations	0	6	31	21	37

Narrative Overview for FY 2021 - 2023**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 2021 - 2023

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2021 - 2023.

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	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	50	0	50	0	50
CSA Off-Site	40	0	43	0	45	0
CSA On-Site Focused/Focused CR	325	0	330	0	340	0
CSA On-Site Comprehensive	75	0	75	0	75	0
Total Investigations	440	50	448	50	460	50
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.

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

Ohio will conduct interventions pursuant to the CSA Methodology in partnership with the FMCSA Ohio Division office. In addition, intrastate reviews will be conducted pursuant to the state specific project contained within this plan. When complaints about carriers have been received, reviews will be coordinated with the FMCSA depending upon whether they are inter or intrastate in nature and interventions assigned as necessary. Finally, the state will begin operating under the new system and as such put 40, 43, then 45 reviews on the off-site calendar (FY 2021, FY 2022 & FY 2023).

In terms of staffing, during FFY 2020 the state anticipates having a total of 23 inspectors, with 3 being only 1/2 time.

Ohio will utilize the safety measurement system to take ratings of each carrier that undergoes a review. Ratings in each of the categories will be recorded and kept for any carrier that undergoes an audit. One year later, ratings will be gathered from the system to see if the carriers are performing better or worse. Finally, two years later ratings will be recorded on each carrier to see how they are performing.

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

The individual and programmatic goals of each person have been communicated to all staff to ensure they understand what is expected of them during the course of the year.

On a monthly basis supervisors review management reports generated from an internal tracking database to monitor progress toward both individual and programmatic goals. In addition, senior managers on a monthly basis review programmatic data to identify higher level issues and work to resolve problems.

In addition to the quantitative goals contained above, supervisors also look closely at the work products being produced to ensure they meet qualitative expectations set for each staff person. Both SNET reports and internal work review data are looked at to determine the number of corrections required, as well as how investigators compare to other state, regional, and national figures related to the number and types of violations, quality, and timeliness of work.

The PUCO has a dedicated manager and staff reviewer responsible for assigning and reviewing interventions to ensure that work has been completed appropriately. The staff reviewer and manager will closely monitor work for qualitative and timeliness issues, and help PUCO supervisors, staff, and the FMCSA to identify and correct problem areas.

The staff of the PUCO will evaluate the progress made toward meeting the goals in the CVSP. In addition to paper reports, supervisors will meet on a regular basis to determine what changes are necessary to the plan, and whether or not staff are meeting the goals set for them. This will all be communicated up and down the chain and be recorded on reports provided to FMCSA. A master report will be provided to FMCSA and is in the final phases of completion. This report provides details of the actions outlined in the CVSP for all three years. In addition, a final page for each section of the CVSP summarizes the data generated and runs a series of tables and charts for the plan. This data will allow managers to what is going on in each area of the CVSP and recognize where problems exist.

FY 2022 Updates per BIL funding - New staff will not be hired for the remaining FY 2021/2022. Consequently, this year our numbers will remain the same. For the remaining year of the plan, FY 2022/2023, there will be increases to our numbers which will be adjusted in the CVSP planning for FY 2022/2023.

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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

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		
10/01/2015	09/30/2016	14315	37488
10/01/2014	09/30/2015	9710	31075
10/01/2013	09/30/2014	10384	58277
10/01/2012	09/30/2013	12939	41033
10/01/2011	09/30/2012	13072	38053

☒ 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.

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

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 8/28/2020

Narrative Overview for FY 2021 - 2023**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](#).

The State of Ohio uses a strategy to conduct driver/vehicle inspections on CMVs after a traffic enforcement stop. Troopers will enforce all crash causing moving violations committed by CMV drivers through traffic enforcement stops. As a result of these stops, NAS certified troopers will conduct driver/vehicle inspections. Troopers will perform these inspections Monday through Friday from 6:00 am to 6:00 pm. An emphasis will be placed on areas with the highest rates of CMV crashes to assist with the overall goal of CMV crash reduction. Areas where the highest concentration of crashes occur are continually updated to maximize the effectiveness of the program (see attachment Traf Enf Crash Stats). MCSAP funds will only be used to pay for enforcement activities performed by CMV troopers that are eligible under the program.

The State of Ohio uses a strategy to conduct driver/vehicle inspections on CMVs after traffic enforcement stops. Because of this, we will not conduct any activities that do not require an inspection after a traffic enforcement stop.

The chart below outlines crash variables in Ohio that are related to traffic enforcement. These variable are a factor in 44% of all CMV crashes.

CMV Crash Variables FFY 2016-2019

Variable	Total	% of Crashes
Distracted Driving	2565	3%
Failure to Yield	6802	9%
Speed	7369	9%
Seatbelt Use	13262	17%
Alcohol Use	897	1%
Drug Use	649	1%
OVI	1305	2%
Red Light/Stop Sign	1933	2%
Total	34782	44%

Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. 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 2014/2015 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 2021	FY 2022	FY 2023
☒	☐	CMV with Inspection	12000	12000	12000
☐	☒	CMV without Inspection			
☐	☒	Non-CMV			
☐	☒	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)			

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, 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 2014 and 2015.

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 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
74173	498	990	75661	78424

The sum of your planned FY 2022 safety activities must equal or exceed the average number of 2014/2015 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2022 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

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

On a monthly, quarterly and annual basis supervisors from the OSHP will review management reports generated from SNET to ensure that staff are meeting individual and programmatic goals. Since the state only conducts inspections in conjunction with a stop, the use of SNET will allow managers to easily run reports showing the number of inspections per person that included a traffic enforcement stop and ensure that the work being performed meets all individual and programmatic goals. In addition, senior managers will review the data to identify higher level issues, problems and areas of concern to address them in a timely manner.

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 maintain, at a minimum, full PRISM participation. 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 Financial Information Part per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	No
PRISM	Exceeds Full Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: Public Utilities Commission of Ohio

Enter the agency name responsible for PRISM in the State: Ohio Bureau of Motor Vehicles

Narrative Overview for FY 2021 - 2023**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.

NA

Program Activities for FY 2021 - 2023: Describe any actions that will be taken to implement full participation in PRISM.

NA

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.

Quarterly reports shall be submitted.

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-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

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

Public Education and Outreach Activities	2015	2016	2017	2018	2019
Carrier Safety Talks	87	141	148	87	100
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings					4
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events					18
Teen Safety Events					

Narrative Overview for FY 2021 - 2023

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.

The state of Ohio will focus its outreach efforts on carrier safety talks and state-sponsored outreach events and state trucking association meetings.

Under the state sponsored outreach events Ohio will have a display at the Ohio State Fair that will last for a total of 12 days. The OSHP will have MCSAP certified inspectors on hand to answer questions and provide information to the public about motor carrier safety. This effort reaches a large volume of people and helps spread the message about how to share the road and drive safely around commercial motor vehicles.

Staff from the PUCO will attend state trucking association meetings at least 4 times per year to help representatives of the industry gain a better understanding of regulatory requirements and changes to help them to spread the word about how carriers can improve their safety environment as well to give updates and information about upcoming changes in safety laws and regulations.

Both PUCO and OSHP staff will attend carrier safety talks upon request. These talks reach a large number of companies and drivers and help attendees gain a better understanding of how they can comply with required laws and regulations and in doing so reduce their crash risk.

The PUCO and OSHP intend to implement the "Just Drive" program assembled by the Training, Research, and Education for Driving Safety (TREDS) to address commercial vehicle distracted driving. The goal of the program is to increase safety awareness and decrease distracted driving among CDL holders. The program includes a one hour interactive PowerPoint presentation, "Booster Shot" maintenance messages over a two month period, and a program evaluation by the attendees. In FY 2021, Ohio intends to begin the implementation of the program. This implementation will include training Ohio staff to deliver the program, update training materials for Ohio Specific rules and regulations, and begin promoting the program to CMV drivers and carriers. Ohio expects the program to be fully implemented and operational in late FY2021.

Relative to the Safety Talks that will be performed, the state will track all talks performed and gather the safety ratings of the motor carriers involved. Those ratings will be recorded and then one year later a follow up will be done to gather the carriers ratings at that time. These

will be compared back to see if the talks are making a difference or not. Finally, two years later ratings will be gathered for the carriers and compared back to the original to see whether the carriers have maintained or improved their ratings.

Projected Goals for FY 2021 - 2023

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 2021	FY 2022	FY 2023
☒	☐	Carrier Safety Talks	110	110	110
☐	☒	CMV Safety Belt Education and Outreach			
☒	☐	State Trucking Association Meetings	4	4	4
☒	☐	State-Sponsored Outreach Events	1	1	1
☐	☒	Local Educational Safety Events			
☐	☒	Teen Safety Events			

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.

On a monthly basis the OSHP Motor Carrier Enforcement Unit Commander, the OSHP Motor Carrier Enforcement Manager and PUCO Chief of Enforcement will review management reports that are generated from completed outreach and speaking engagement reports which provide details about each outreach effort. These reports will be used by supervisors to monitor progress toward individual and programmatic goals. In addition, senior managers will review data to identify higher level programmatic issues and ensure that the state remains on track to meet its goals in the CVSP. Where problems arise, steps will be taken to identify the root cause and if necessary implement corrective action.

When looking at the statewide goals above, responsibility by each state partner will be:

110 Safety Talks per year(75 OSHP and 35 PUCO)

4 State Association Talks per year(4 PUCO)

1 State Sponsored Events per year(1 OSHP Ohio State Fair Booth)

2 Virtual Motor Carrier Safety Workshops

Ohio's motor carrier safety partners in cooperation with FMCSA's Ohio Office will host two **Virtual Motor Carrier Safety Workshops** during FY 21/22. There is no cost to attend. The workshops will be viewed using an on-line presentation platform. The presentations will provide an overview of Crash Data and Crash Costs, Operating CMVs Safely in Work Zones, Developing a Safety Culture in your company, Roadside best practices, company best practices and an overview of safety tools. This is an ongoing project targeting at risk carriers in Ohio.

The goal is to educate and inform motor carriers on how to improve their safety performance, and to provide their companies with the knowledge and resources needed to help improve your operational safety on Ohio roadways. The presentations will focus on motor carriers with indicators of risk in the Unsafe Driving, Hours of Service, Crash, and Maintenance BASICS as they have a measurably higher probability of being involved in future crashes. National data continues to support that most crashes are caused by driver behavioral choices.

FY 2022 Updates per BIL funding - New staff will not be hired for the remaining FY 2021/2022. Consequently, this year our numbers will remain the same. For the remaining year of the plan, FY 2022/2023, there will be increases to our numbers which will be adjusted in the CVSP planning for FY 2022/2023.

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.

MCSAP lead agencies are allowed 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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	Yes

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality:

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 2021 - 2023.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	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.

Current as of June, 2020.

Narrative Overview for FY 2021 - 2023

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.).

The state believes that the data should be current and that the changes made to our system should have addressed the problems that were occurring. The state data system underwent a change in 2019. As a result, the data systems of the state did not match the federal system. The state as a consequence spent the first half of the year in 2019 getting the systems to match. An additional two months was spent dealing with a number of issues that were discovered with the system. The problem was overcome and data has been flowing normally since that time. We continue to have a lower

rating due to the long timeline that is used by FMCSA that is rising every month. However, the way that the calculation runs takes time for us to get back to normal. We will watch it and do all we can to return to our normally good rating.

In addition, COVID placed more problems on our plate because staff were not in the office to perform uploads. As it stands, staff are still not in the office on a regular basis, but come in weekly to perform the upload and address problems. Our IT office is aware of the problem and are working to address it so that staff can perform uploads from offsite. However, the problem caused issues in March/April/May of this year off and on and it will take time for our safety rating to rise back to the level where it was prior to this.

Program Activities FY 2021 - 2023: 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.

We will continue to run our data in the same manner as today which should see our rating come into the good category over time.

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.

We will use the same performance measures as have been used, checking federal sources against state and responding to any problems that exist.

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 350.207](#).) 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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **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.).

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

Trend Analysis for 2015 - 2019

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

New Entrant Safety Audits	2015	2016	2017	2018	2019
Interstate	1078	839	845	985	1509
Intrastate	0	0	0	0	0
Total Audits	1078	839	845	985	1509

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 2021 - 2023

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/13/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	2865
Current Number of Past Dues	4

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: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2021 - 2023

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2021 - 2023 - New Entrant Safety Audits						
	FY 2021		FY 2022		FY 2023	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	170	0	170	0	170	0
# of Safety Audits (Offsite)	800	0	820	0	840	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	970	0	990	0	1010	0
# of Non-Audit Resolutions	440	0	440	0	450	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.

Goal: Reduce the number of crashes and fatalities involving large trucks and commercial buses.

Performance Objective: Conduct all new entrant audits of motor carriers (12 month time period permitted by MAP 21 for property carrying vehicles and 4 months for passenger carriers) in conformance with regulatory requirements, timeliness standards, and FMCSA policies and procedures. The goal will be to conduct audits on 100% of the carriers eligible to receive a safety audit within the required federal timeframes.

Performance Measure: The number of motor carriers that enter the new entrant program versus the number of eligible entities that are required to receive a safety audit within the 12/4 month period of time in which an audit is required.

Strategy: Safety audits will be used to accomplish the goals of the program. Carriers currently meet staff at pre-determined locations for audits. However, since training for off-site audits has been completed staff are in the process of utilizing the off-site audit technique in conjunction with the current process.

Staff members will be responsible for conducting audits (6 full time staff will be responsible for 150 audits each and remaining staff will pick up the difference).

Since there is a large volume of carriers entering the program, nearly 3 to 5 times the normal volume, we expect that some will not receive an audit on time (Ohio ranks 9th nationally). However, this being said, we are going to leave our goals alone and strive to get everything done possible within the time limits.

The proposed Safety Audit output metrics are based on PUCO staffing levels, which are currently at full capacity, and the number of Safety Audits that can be completed by this set number of staff while also accounting for other job duties, including but limited to special details, maintenance of certifications, speaking engagements, annual training, etc. The PUCO management team is and has been aware of the trending inventory and continues to work diligently to handle as many Safety Audits as possible, however it's clear from all indications, including from leadership within the Ohio Division Office of FMCSA, that this is consistent with what's happening Nationally and that the problem is being evaluated by

FMCSA. The PUCO continues to abide by the New Entrant Program requirements, as found in 49 CFR Part 350.207(a)(26), by conducting interstate New Entrant safety audits in accordance with MCSAP grant guidelines.

Activity Plan for FY 2021 - 2023: 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.

Step1 – Identify new entrant Motor Carriers

Step 2 – Contact Motor Carriers

Step 3 - Schedule Audits (either on-site or off depending upon each carrier's status)

Step 4 - Conduct Audits

Step 5 - Submit Completed Report

Step 5 – Follow Up if Necessary

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

The number of audits completed, inactivated, reclassified and those who do not show up for a review will be tracked by PUCO managers on a monthly basis using a standard management report. The goal for the program will be to conduct 100% of all required audits within the statutory requirements.

FY 2022 Updates per BIL funding - New staff will not be hired for the remaining FY 2021/2022. Consequently, this year our numbers will remain the same. For the remaining year of the plan, FY 2022/2023, there will be increases to our numbers which will be adjusted in the CVSP planning for FY 2022/2023.

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 2021 - 2023).

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.

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 2020 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 2020 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2020 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 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.

Top 25 Intrastate Carriers Based upon research conducted in 2015 it was found that 35.8% of all crashes in the state involved an intrastate motor carrier that was domiciled in Ohio. Furthermore, where an inspection was conducted with at least one out-of-service violation, 29.23% involved an intrastate carrier domiciled in the state. Due to the fact that these carriers represent more than 1/3 of the crashes in the state and nearly 30% of the time have serious problems when inspected, the state believes that a dedicated program to ensure the highest risk intrastate carriers receive a compliance review is a worthwhile safety investment.

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

The overall objective will be to conduct intrastate compliance reviews on approximately 1% of the highest risk carriers in the state each of the next three years (2019, 2018, 2017). To achieve this, a selection methodology that looks at inspections on a quarterly basis and assigns scores based on violations will be used. Each quarter, a new list of intrastate motor carriers that have had an inspection in the prior quarter will be pulled from Safetynet and then ranked based upon the scoring methodology. Those with the highest scores will receive top priority for assignment. Overall from 2019 through 2017, on an annual basis, the top 25 intrastate carriers with the worst safety record will receive a compliance review (75 total over 3 years).

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

See Additional Tables and Charts document under the Top 25 Intra Carriers - CRs Project tab.

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

Activity #2

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

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

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

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

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 2021 - 2023. 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.

Intrastate Top 25

Narrative Overview for FY 2021 - 2023

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

Based upon 10 years of performing this program, it has been found to be very effective at identifying carriers that need an audit. The table below identifies the carriers audited in the last three years. It then looks at the violations that were discovered and compares them to violations in the CRs that were conducted. Top 25 CR's CSA CR's 2018 2017 2016 2018 2017 2016 Total CR's 30 27 25 400 375 273 Total violations 157 (5.2) 165 (6.1) 160 (6.4) 1539 (3.85) 1511 (4.0) 1064 (3.8) Critical 45 (1.5) 33 (1.2) 37 (1.4) 259 (.60) 210 (.56) 154 (.56) Acute 18 (2.1) 29 (1.0) 16 (.64) 105 (.26) 85 (.22) 52 (.19) Total Serious 63 (2.1) 62 (2.2) 53 (2.12) 364 (.91) 295 (.78) 206 (.75) As evidenced from these stats, the metrics speak for themselves. The row for total serious violations includes a combination of critical and acute violations. To summarize, the total serious violation rate from the past 3 years was 2.1 for Top 25 CR's compared to .81 for CSA CR's. This equates to over 2.5 times more serious violations discovered during Top 25 CR investigations versus CSA CR investigations.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

The overall objective will be to conduct intrastate compliance reviews on approximately 1% (25 carriers) of the highest risk carriers in the state each of the next three years (2020/21, 2021/22, 2022/23). To achieve this, a selection methodology that looks at inspections on a quarterly basis and assigns scores based on violations will be used. Each quarter, a new list of intrastate motor carriers that have had an inspection in the prior quarter will be pulled from Safetynet and ranked based upon the scoring methodology. Those with the highest scores will receive top priority for assignment. This will not impact the normal compliance review program and will be in addition to reviews assigned by the system.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

On an annual basis, the top 25 intrastate carriers with the worst safety record will receive a compliance review (75 total over 3 years). Reviews will be assigned to the 25 worst intrastate carriers and will be conducted after reviews of interstate carriers considered to pose a higher risk. FY 2022 Updates per BIL funding - New staff will not be hired for the remaining FY 2021/2022. Consequently, this year our numbers will remain the same. For the remaining year of the plan, FY 2022/2023, there will be increases to our numbers which will be adjusted in the CVSP planning for FY 2022/2023.

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.

The manager in charge of assigning compliance reviews will oversee the program and monitor assignments using a standard monthly report and custom database to track the reviews conducted. This individual will also ensure that staff assignments related to the project are properly maintained and kept current. They will also re-run a query in SNET each quarter and update any assignments based on the new data. Finally, individual supervisors will monitor staff progress on specific assignments to ensure that assigned reviews are being completed in a timely manner. Where problems arise, supervisors will work with staff having difficulties and where necessary consult with senior managers to resolve issues. Ohio will utilize the safety measurement system to take ratings of each carrier that undergoes a review. Ratings in each of the categories will be recorded and kept for any carrier that undergoes an audit. One year later, ratings will be gathered from the system to see if the carriers are performing better or worse. Finally, two years later ratings will be recorded on each carrier to see how they are performing.

State Objective #2

Enter the title of your State-Identified Objective.

Passenger Safety Activity Plan

Narrative Overview for FY 2021 - 2023

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

While this state specific objective is not reactive to a significant passenger vehicle safety problem in Ohio, it is a proactive objective aimed at maintaining the high levels of safety that the motoring public in Ohio have come to expect and deserve. The Passenger Safety Activity Plan will establish an ongoing presence within the passenger carrier community that will resonate throughout the state sending a clear message that the safety of the carriers as well as the safety of their passengers are a top priority in Ohio.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

Ohio will not only continue partnering with FMCSA to conduct enhanced investigations and inspections in at least 12 carrier locations during the annual National Passenger Carrier Safety Initiative, but Ohio will continue to conduct at least 4 special destination details each year at popular concerts, sporting events and entertainment venues throughout the state.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Each year there will be at least four special destination details scheduled at destination venues throughout Ohio known to attract a number of passenger carrying vehicles. Passenger certified inspectors from those districts will patrol the venue in marked and unmarked vehicles looking for opportunities to inspect passenger vehicles that have unloaded at the venue. Also on an annual basis, typically in the 3rd quarter, investigations and inspections will be conducted in at least 12 passenger carrier locations during FMCSA's annual National Passenger Carrier Safety Initiative. Selection of these carriers will be based on a combination of SMS Prioritization, complaints, Out Of Service (OOS) inspection data and inspection performance discovered during the special destination details. FY 2022 Updates per BIL funding - New staff will not be hired for the remaining FY 2021/2022. Consequently, this year our numbers will remain the same. For the remaining

year of the plan, FY 2022/2023, there will be increases to our numbers which will be adjusted in the CVSP planning for FY 2022/2023.

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.

The Chief or his designee will oversee the special destination details and monitor inspection violations using a standard report form. Following each detail, this report will be provided to all supervisory staff. At the special destination details, district supervisors will monitor inspections to make sure violations are properly recorded. The manager who oversees the annual passenger carrier initiative will compile the results of the initiative on the Ohio Activities Worksheet that is provided by FMCSA. This worksheet will be distributed to FMCSA upon completion and the manager will also provide a copy to all supervisory staff. District supervisors will monitor staff during investigations to ensure that assigned reviews are being completed in a timely manner.

State Objective #3

Enter the title of your State-Identified Objective.

Hazardous Material Enforcement Blitz

Narrative Overview for FY 2021 - 2023

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

While this state specific objective is not reactive to a significant hazardous materials incident issue in Ohio, it is a proactive objective aimed at maintaining the high levels of safety that the motoring public in Ohio have come to expect and deserve. It will also remind the regulated community of the need to maintain compliance with the hazardous materials regulations and ensure hazardous material are properly declared.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

The goal of this initiative is to: 1. Heighten awareness of the HM regulations and to keep the public and the environment safe from HM during transportation. 2. Call attention to the hard work and dedication of the enforcement community that inspects vehicles transporting HM and enforces compliance of the HM regulations. 3. Highlight the steps taken by safety-compliant drivers, shippers and carriers of hazardous materials to ensure HM is appropriately marked, placarded, contained and secured while being shipped from location to location. 4. Discover undeclared HM as outlined in US DOTs check the box initiative.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Both PUCO and OSHP will participate in the annual CVSA HM Blitz during the unannounced week long detail. We anticipate conducting at least 200 HM inspections during this detail in each of the 3 years covered by this CVSP. The hazardous materials enforcement blitz will focus on both placarded vehicle and non-placarded motor carrier known to transport hazardous materials. An area of focus will be discovering undeclared HM shipments. FY 2022 Updates per BIL funding - New staff will not be hired for the remaining FY 2021/2022. Consequently, this year our numbers will remain the same. For the remaining year of the plan, FY 2022/2023, there will be increases to our numbers which will be adjusted in the CVSP planning for FY 2022/2023.

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.

The agencies will compile the results of the HM Blitz on the HM data form provided by CVSA. The HM Data Form will be distributed to FMCSA upon completion and the PUCO will also provide a copy to all supervisory staff. District supervisors will monitor staff during detail to assist with any issue that may arise. The results will be reported in the CVSA quarterly report for the appropriate quarter each year of the CVSP.

State Objective #4

Enter the title of your State-Identified Objective.

Work Zone Enforcement

Narrative Overview for FY 2021 - 2023**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Ohio is listed as a top 10 state for CMV involved work zone crashes in the 2021 MCSAP Planning Memo.

Projected Goals for FY 2021 - 2023:**Enter performance goal.**

The goal of the project is to reduce the number of work zone commercial related crashes by 2% each year of the 2021-2023 CVSP. The baseline will be the previous 4-year average. FFY Outcome/Goal 2016 1,467 2017 1,109 2018 1,043 2019 1,267 4 yr avg 1,226 2021 1,202 2022 1,178 2023 1,155 *Data Source: ODPS Electronic Crash System

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Monthly tactical squads will be conducted at safe locations near areas identified as high crash work zones (based on current statistical data). Tactical squads will consist of at least two troopers and last at least two hours. Troopers will conduct traffic enforcement inspections on CMVs. FY 2022 Updates per BIL funding - New staff will not be hired for the remaining FY 2021/2022. Consequently, this year our numbers will remain the same. For the remaining year of the plan, FY 2022/2023, there will be increases to our numbers which will be adjusted in the CVSP planning for FY 2022/2023.

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.

The number of tactical squads, hours worked, inspections, and citations will be tracked and reported quarterly. Activity goals will be as follows: Activity Annual Goal Number of Tactical Squads 108 Hours Worked 216 Inspections 200 CMV Citations No goal but stats will be tracked and reported.

State Objective #5

Enter the title of your State-Identified Objective.

Mobile License Plate Reader Pre-Screening

Narrative Overview for FY 2021 - 2023**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Ohio has consistently achieved the goal of maintaining a catch rate of federal out of service orders above 85%. To bolster and continue these efforts, Ohio State Highway Patrol has installed mobile license plate readers (LPRs) on patrol vehicles that identify carriers operating under an OOS order as CMVs pass at highway speed. Additionally, Ohio has worked with FMCSA to add additional screening to identify carriers with higher safety rating (Inspection Selection System scores of 50 or above) and can target those carriers for inspection.

Projected Goals for FY 2021 - 2023:**Enter performance goal.**

The goal is to maintain the catch rate of federal out of service orders at 85% or above.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

CMV Troopers and Motor Carrier Enforcement Inspectors will screen for carriers operating under a federal out of service order using mobile license plate readers and take appropriate enforcement activity. Data listed below will also be tracked and reported on

carriers inspected based on ISS score hits on the LPR. Inspections Using LPRs Total
Inspections Conducted (with or without LPR) Total Inspections Conducted with LPR Total #
Inspections OOS with LPR Total # Violations with LPR Total # OOS Violations with LPR FY
2022 Updates per BIL funding - New staff will not be hired for the remaining FY
2021/2022. Consequently, this year our numbers will remain the same. For the remaining
year of the plan, FY 2022/2023, there will be increases to our numbers which will be
adjusted in the CVSP planning for FY 2022/2023.

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.

The number of inspections conducted and out of service carriers identified as a result of
LPR pre-screening will be reported.

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 2022 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. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 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 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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	\$14,947,702.00	\$786,721.00	\$15,734,423.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$2,360,163.00
MOE Baseline:	\$1,052,657.39

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.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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):	\$2,360,163.00
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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
Administrative	4	24.4303	\$88,868.15	\$86,843.02	\$82,500.87	\$4,342.15	\$55,522.58
Enforcement Managers	7	68.0000	\$105,286.63	\$501,164.35	\$476,106.13	\$25,058.22	\$88,440.77
Enforcement Investigators	12	68.0000	\$70,813.60	\$577,838.97	\$548,947.03	\$28,891.94	\$101,971.58
Enforcement Examiners	13	68.0000	\$71,368.00	\$630,893.12	\$599,348.46	\$31,544.66	\$111,334.08
HMIS2 (Field)	13	68.0000	\$86,382.40	\$763,620.41	\$725,439.39	\$38,181.02	\$134,765.54
Compliance Managers	3	68.0000	\$100,477.87	\$204,974.85	\$194,726.11	\$10,248.74	\$36,172.03
Compliance Support	1	68.0000	\$82,908.80	\$56,377.98	\$53,559.08	\$2,818.90	\$9,949.06
Compliance Investigators	4	68.0000	\$67,230.80	\$182,867.77	\$173,724.38	\$9,143.39	\$32,270.78
HMIS2 (In House)	3	68.0000	\$80,315.73	\$163,844.08	\$155,651.88	\$8,192.20	\$28,913.66
IT/Data Support	4	68.0000	\$62,368.80	\$169,643.13	\$161,160.97	\$8,482.16	\$29,937.02
Enforcement Support	2	59.5000	\$82,908.80	\$98,661.47	\$93,728.40	\$4,933.07	\$17,410.85
Subtotal: Salary				\$3,436,729.15	\$3,264,892.70	\$171,836.45	\$646,687.95
Overtime Project Costs							
Enforcement Support	2	100.0000	\$2,487.26	\$4,974.52	\$4,725.79	\$248.73	\$0.00
Enforcement Managers	7	100.0000	\$3,158.60	\$22,110.20	\$21,004.69	\$1,105.51	\$0.00
Enforcement Investigators	12	100.0000	\$2,124.41	\$25,492.92	\$24,218.27	\$1,274.65	\$0.00
Enforcement Examiners	13	100.0000	\$2,141.04	\$27,833.52	\$26,441.84	\$1,391.68	\$0.00
HMIS2 (Field)	13	100.0000	\$2,591.47	\$33,689.11	\$32,004.65	\$1,684.46	\$0.00
Compliance Support	1	100.0000	\$2,487.26	\$2,487.26	\$2,362.90	\$124.36	\$0.00
Compliance Investigators	4	100.0000	\$2,016.92	\$8,067.68	\$7,664.30	\$403.38	\$0.00
HMIS2 (In House)	3	100.0000	\$2,409.47	\$7,228.41	\$6,866.99	\$361.42	\$0.00
IT/Data Support	4	100.0000	\$1,871.06	\$7,484.24	\$7,110.03	\$374.21	\$0.00
Subtotal: Overtime				\$139,367.86	\$132,399.46	\$6,968.40	\$0.00
TOTAL: Personnel				\$3,576,097.01	\$3,397,292.16	\$178,804.85	\$646,687.95
Accounting Method:	Cash						

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

FY 2022 Updates - Updated personnel # of staff and overtime costs.

Positions updated: Increasing personnel by 13 new positions through the additional IIJA funding (Administrative -1, Enforcement Managers +2, Enforcement Examiners +10). Changes were made to reflect the personnel changes that have happened since the initial budget was submitted in 2021.

The PUCO personnel budget is developed by looking at each individual involved in the MCSAP. The

first step is to calculate the annual salary for each person. This is done by multiplying each person's hourly rate X 2080. Based on this annual salary the next step is to determine the portion that is MCSAP eligible. To do this, we use a management report that shows three years worth of personnel activity reporting data. The average amount of time that is MCSAP eligible is calculated for each person based upon the data in this report, then multiplied by their annual salary. This yields the amount of each person's salary that is MCSAP eligible. Once this number has been calculated we determine the amount that will be budgeted toward the federal share (95%), state share (5%) and MOE. The result is the personnel line item budget.

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. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and 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 rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

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 more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

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

Fringe Benefit Rate: 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.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

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
Fringe	63.7400	95.0000	\$3,436,729.19	\$2,081,042.62	\$1,976,990.49	\$104,052.13	\$109,528.56
TOTAL: Fringe Benefits				\$2,081,042.62	\$1,976,990.49	\$104,052.13	\$109,528.56

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

FY 2022 Update - Updated Fringe amount.

Updated the base amount to \$3,436,729.19 with an eligible rate of 63.74%

The PUCO Fringe is calculated by starting with a base amount and multiplying it times the Federally approved fringe rate. The result is the eligible fringe amount. Once this number has been calculated we determine the amount that will be budgeted toward the federal and state share share as well as the MOE.

The PUCO utilizes fringe benefits as a part of an employees compensation package. The PUCO fringe rate is annually submitted and approved by its cognizant agency (FMCSA).

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
NAS A	6	6	0.0000	\$0.00	\$0.00	\$0.00	\$10,884.00
NAS B	6	6	0.0000	\$0.00	\$0.00	\$0.00	\$10,884.00
General Hazmat	6	6	0.0000	\$0.00	\$0.00	\$0.00	\$10,884.00
Compliance Review	4	13	0.0000	\$0.00	\$0.00	\$0.00	\$13,388.00
Passenger	2	5	0.0000	\$0.00	\$0.00	\$0.00	\$3,190.00
New Entrant	2	13	0.0000	\$0.00	\$0.00	\$0.00	\$6,700.00
Bulk Package	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$3,628.00
Cargo Tank	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$3,628.00
In-Service	55	4	100.0000	\$7,211.60	\$6,851.02	\$360.58	\$25,568.40
MCSAP Leadership Mtg	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
MCSG Data Mgmt Mtg	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$4,628.00
PRISM/ITD Annual Mtg	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$4,628.00
CVSA Fall	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
CVSA Spring	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
COHMED	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
NAIC	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$4,628.00
CR and SA Update Training	15	2	100.0000	\$1,560.00	\$1,482.00	\$78.00	\$2,340.00
CR Offsite	22	3	0.0000	\$0.00	\$0.00	\$0.00	\$11,154.00
MCSG Rad Mtg	1	6	0.0000	\$0.00	\$0.00	\$0.00	\$2,314.00
TOTAL: Travel				\$8,771.60	\$8,333.02	\$438.58	\$146,214.40

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

FY 2022 Update - Updated travel costs to reflect a percentage of federal reimbursement to cover CR and SA Update Training and In-Service annual training to reinforce proper techniques to conduct inspections, investigations and safety audits. The CR and SA Update training will be provided by FMCSA as they update processes and software. Focus is on identifying new and changing regulations, enforcement procedures, rules, and laws as well as identifying areas where it has been determined additional training is necessary based upon prior year performance.

Travel is used to achieve several purposes. Some is used to get people to and from training necessary to the program. In other cases it is related to attendance at conferences and meetings that will aid in enhancing motor carrier safety in Ohio. The table below includes each item in the budget along with an explanation of how it will be used in the program.

Travel costs are calculated by determining the cost of airfare, ground transportation, hotel and per diem for each item. Once costs for each have been determined, the total number of days/nights is inserted as well as the number of people that will participate. This produces a total cost for each travel item which is then budgeted toward the federal and state share as well as the MOE. To the extent an item may not be 100% MCSAP eligible, the state will only budget for the portion of travel that is eligible under the MCSAP.

To obtain travel costs, an estimation of the cost for one person to travel were derived and then multiplied out over the course of the scheduled duration of the event. Some items, such as airfare, were estimated once and added to the cost. Once a cost for a single person to attend the event were estimated, multiple people could be added and the price derived for that event.

Travel costs are estimated using GSA per diem rates(meals, lodging, mileage) and rates paid in previous years for things such as conference registrations if current year rates are not available.

Travel	
Training	
NAS A	Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicle operators.
NAS B	Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicles.
General Hazmat	Required course for those who conduct driver/vehicle inspections involving hazardous materials. Designed to train personnel to inspect HM shipments for compliance with Hazardous Materials Regulations, either on the roadside or at a carrier's or shipper's place of business.
Compliance Review	Required course for those who conduct compliance reviews. Designed to prepare investigators to conduct investigations and complete a quality Compliance Review in accordance with the Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations.
Passenger	Required course for those who conduct driver/vehicle inspections involving buses. Designed to train personnel to inspect bus related equipment and drivers either on the roadside or at a carrier's place of business.
New Entrant	Required course for those who conduct new entrant safety audits. Designed to provide participants with the knowledge, skills and ability to conduct a new entrant safety audit.
Refresher Training	
In-service	Annual training to reinforce proper techniques to conduct inspections, investigations and safety audits. Focus is on identifying new and changing regulations, enforcement procedures, rules, and laws as well as identifying areas where it has been determined additional training is necessary based upon prior year performance.
Conferences	
CVSA Fall	Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations
CVSA Spring	Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations
COHMED	Provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of

	regulations. The information sharing and problem solving that takes place at the conference, coupled with hands-on training and in-depth education, is critical to building cooperation among stakeholders. The COHMED Conference is an unparalleled opportunity to network, build better working relationships, learn the latest trends and techniques, and provide input into future changes and regulations.
NAIC	Allows inspectors to compete against other jurisdictions across North America. During the week training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures is provided and attendees are afforded the chance to share insights, ideas, techniques and experiences with other inspectors. Attendees bring back information, materials, and training to the state so it can be implemented, used and shared with other staff.
MCSAP Leadership Mtg	Meetings and training designed to offer policy, procedure and legislative/regulatory updates to leadership staff at the state level. Sessions permit state and federal officials to exchange information and ideas, receive MCSAP specific training and understand federal expectations/priorities regarding MCSAP work.
MCSG Rad Mtg	The Midwest Council on State Governments Radioactive transportation meetings allow states from throughout the region to meet and discuss issues related to the transportation of radioactive materials.
MCSAP Data Mgmt Mtg	The MCSAP data management meeting allows state personnel engaged in the analysis, reporting, upload, correction and maintenance of data to receive training, identify issues and work collaboratively to improve the quality and timeliness of data stored in state / federal systems.
CVISN Annual Meeting	The CVISN annual meeting allows for information sharing between state and federal partners, provides a forum for cooperative problem solving, and offers invaluable training and in-depth education regarding the latest rules, laws, policies and procedures.

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
Laptop	20	\$2,574.00	0	\$0.00	\$0.00	\$0.00	\$51,480.00
Vehicle Lease	52	\$4,980.00	80	\$207,168.00	\$196,809.60	\$10,358.40	\$51,792.00
Vehicle Wrap	1	\$10,675.00	100	\$10,675.00	\$10,141.25	\$533.75	\$0.00
TOTAL: Equipment				\$217,843.00	\$206,950.85	\$10,892.15	\$103,272.00
Equipment threshold is \$1,000							

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

FY 2022 Update - Updated quantity and cost per item for laptops, added new line item for vehicle leases. Removed lines for Personal Radiation Devices / RAM Detector and SUV's. The PUCO no longer purchases vehicles and instead lease them from the Department of Administrative Services.

Equipment that has been included in the budget represents items that are used on a daily basis to conduct work in the MCSAP. In each case, the items included are to replace equipment that has become worn, broken or reached the end of its useful life. In some cases items being replaced are used as reserve stock to ensure they are available to deploy quickly when something must be replaced (laptops). This avoids excessive down-time and ensures work can continue uninterrupted. Generally, items included fall into one of three categories. Office equipment, hazmat equipment (items used in the course of HM related field work), and other equipment used in the MCSAP program. In the case of other equipment, the items in this category are all tied to the purchase and equipping of motor vehicles used by the agency in pursuit of the MCSAP. The table below includes each item that has been included in the budget along with an explanation of how that item will be used in the program.

Equipment costs are budgeted by first determining the amount for each item. This is done by by calculating the number of units/items times the cost per unit/item to determine the total cost. Next, the state determines which portion of that cost is eligible under the MCSAP and once this has been calculated, the total eligible cost is budgeted between the federal and state share as well as the MOE.

In Ohio the threshold cost for an item to be considered equipment is \$1,000.

Equipment (Items with a Value over \$1,000)	
Office Equipment	

Laptop	Laptops will be purchased and placed into stock, to replace items that are beyond their useful lifespan. They are used by staff to: 1)complete driver vehicle inspections; 2) complete investigations (CRs); 3) complete new entrant safety audits; 4) conduct research on motor carriers; 5) maintain files, upload/download documents, and utilize state and federal online/offline computer systems and software.
HM Equipment	
Other Equipment	
Vehicle Wrap	Large vinyl graphic laying atop of current paint to clearly mark compliance vehicle
Vehicle Lease	Vehicle leases for transportation staff conducting MCSAP related activities.

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
HMR Books	40	\$20.00	0.0000	\$0.00	\$0.00	\$0.00	\$800.00
FMCSR Books	50	\$20.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,000.00
NAS OOS Criteria Books	40	\$35.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,400.00
Hard Hat	5	\$15.00	0.0000	\$0.00	\$0.00	\$0.00	\$75.00
In-Vehicle Workstand	12	\$400.00	90.0000	\$4,320.00	\$4,104.00	\$216.00	\$480.00
Vehicle Battery Charger	2	\$213.45	0.0000	\$0.00	\$0.00	\$0.00	\$426.90
CVSA Decals	30700	\$0.30	100.0000	\$9,210.00	\$8,749.50	\$460.50	\$0.00
MARCS Radio	30	\$260.00	50.0000	\$3,900.00	\$3,705.00	\$195.00	\$3,900.00
TOTAL: Supplies				\$17,430.00	\$16,558.50	\$871.50	\$8,081.90

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

Update FY2022 - Removed Digital Cameras, Scanner, Printer and Metal Ruler costs. Added vehicle wraps (for field staff vehicle replacements), MARCS Radio (Item is being replaced due to wear and age and to ensure that all staff are equipped with a radio. Used to communicate with supervisors and other staff as well as with other state agencies when necessary) and CVSA decals (Decals are applied in conformance with the Standard North American Inspection procedure and are ordered based on prior use and need to ensure sufficient supplies are available but not in excess of what is required.).

Supplies include those items that have a value of less than \$1,000 and are not already included in the state's indirect rate. The amount is calculated by taking the number of units/items times the cost per unit/item to determine the total for that item. Next, the state determines which portion of that cost is eligible under the MCSAP and once this has been calculated, the total eligible cost is budgeted between the federal and state share as well as the MOE. It is important to note that all supplies in this budget will be used to meet the state's MOE and will not be used for either the federal or state share. Below are the various supplies included in the budget with descriptions of their purpose and need.

Supplies	
Office Supplies	
HM Inspection	

Supplies	
HMR Books	HMR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR.
Inspection Supplies	
FMCSR Books	FMCSR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR.
NAS OOS Criteria Books	NAS Criteria is revised annually and new books must be purchased to ensure inspectors have access to the most recent, up-to-date information regarding the NAS OOS criteria.
Hard Hat	Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Hard hats are an essential piece of safety equipment used when conducting vehicle inspections or at carrier/shipper facilities where they are required to access certain areas of a facility.
CVSA Decals	Decals are applied in conformance with the Standard North American Inspection procedure and are ordered based on prior use and need to ensure sufficient supplies are available but not in excess of what is required. The decals are used by both the lead agency and sub-grantee in the program.
Other Supplies	
In-Vehicle Workstand	Device is being replaced for staff that are receiving new laptops that are no longer compatible with the existing stand in the vehicle they are assigned. Stands are used to hold laptops secure in a vehicle so that staff can conduct work from the driver's seat of the vehicle.
Vehicle Battery Charger	Item is being purchased to replace existing chargers that are no longer functioning

	properly. Chargers are used to provide power to a vehicle when a battery has lost charge or is not working properly. During colder months vehicles equipped with light bars and other equipment have been susceptible to battery failures. Keeping a handful of chargers on hand throughout the state allows supervisors to assist staff who experience issues and prevents additional cost and loss of work time.
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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
Ohio Department of Public Safety	DUNS 808847842	Subrecipient	100.0000	\$9,286,385.00	\$8,822,065.75	\$464,319.25	\$0.00
Description of Services: The Ohio State Highway Patrol							
TOTAL: Contractual and Subaward				\$9,286,385.00	\$8,822,065.75	\$464,319.25	\$0.00

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

FY 2022 Update - Contractual and Subaward, updated MOE.

The PUCO sub-awards funds to one state agency, the Ohio Department of Public Safety (ODPS).

The Ohio State Highway Patrol (OSHP) is primarily responsible for conducting Driver/Vehicle Inspections, Traffic Enforcement, and Education and Outreach under the MCSAP Grant. The OSHP also receives funding for membership in Help Inc. This membership allows the state of Ohio to have a voting seat on the Help Inc. Board and is part of the state's ITD program. By participating on the board as a member of a public private partnership, Ohio can

ensure future wireless roadside inspections and bypass decisions meet the ITD and MCSAP plan for the state. It also allows Ohio to learn best practices for crash reduction.

The OSHP is looking at making the following changes/upgrades to the items listed. Not all changes will be made in full as the cost will be split between this budget and the upcoming one.

Positions updated: Increasing personnel by 14 new positions through the additional IJA funding (MCE Inspector +13; MCE Supervisor +1). Currently addressing vacancies caused by attrition with a workforce plan review with PUCO as the lead agency. Changes were made to reflect the personnel changes that have happened since the initial budget was submitted in 2021.

Laptop replacement/upgrades – New laptops and accessories for MCSAP program.

Upgrade scale facilities - Maintenance items for current facilities window, security, lighting, roof, hvac, and other general maintenance issues at current facilities

Additional vehicles (13) - Purchase of 7 regular and 6 hybrid vehicles to accommodate additional MCEI units

Body worn cameras (13) - Purchase of additional BWC to accomadate additional MCEI units

LPR (13) - LPRs for new MCEI vehicles.

Truck - To be used for training and public education

Trailer - To be used for training and public education, pro-rate to MCSAP 10 of 12 months per year

Refrigerated Trailer - To be used for training and public education

Upgrade to I 75 SB (Loop, Height, Lighting and Security) - Add screening technology, lighting, and security to Findlay scale.

Portable Structures-(4) - Temporary structures to conduct inspections in poor weather conditions.

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
Salaries and Wages (SW)	20.96	\$2,577,546.89	\$540,253.82	\$513,241.13	\$27,012.69
TOTAL: Indirect Costs			\$540,253.82	\$513,241.13	\$27,012.69

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
NAIC	4	\$550.00	100.0000	\$2,200.00	\$2,090.00	\$110.00	\$0.00
CVSA Spring	3	\$550.00	100.0000	\$1,650.00	\$1,567.50	\$82.50	\$0.00
CVSA Fall	3	\$550.00	100.0000	\$1,650.00	\$1,567.50	\$82.50	\$0.00
COHMED	2	\$550.00	100.0000	\$1,100.00	\$1,045.00	\$55.00	\$0.00
MCSG Radioactive Trans Mtg.	1	\$400.00	0.0000	\$0.00	\$0.00	\$0.00	\$400.00
Rad Equipment Calibration	15	\$75.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,125.00
Prophecy Software	1	\$1,324.65	0.0000	\$0.00	\$0.00	\$0.00	\$1,324.65
CVSA	1	\$15,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$15,000.00
HMIS 2 Annual Physicals	16	\$500.00	0.0000	\$0.00	\$0.00	\$0.00	\$8,000.00
Conga License	1	\$151,756.82	0.0000	\$0.00	\$0.00	\$0.00	\$151,756.82
Fuel	1 Amount	\$130,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$130,000.00
Vehicle Maintenance	67 Each	\$900.00	0.0000	\$0.00	\$0.00	\$0.00	\$60,300.00
MARCS Radio Fee	24 Per month per radio	\$240.00	0.0000	\$0.00	\$0.00	\$0.00	\$5,760.00
TOTAL: Other Costs				\$6,600.00	\$6,270.00	\$330.00	\$373,666.47

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

FY2022 Update - Increased indirect Costs, added new line item for Conga License, Fuel and Vehicle Maintenance. Fuel and maintenance costs were determined by operational cost analysis for calendar year 2021.

The first area in this section deals with indirect costs. The PUCO has an approved rate by its Cognizant Federal Agency (FMCSA) and applies that rate against eligible costs pursuant to the method described in the instructions provided in the ECVSP.

Other costs are those that are not found in any other area of the budget. They are calculated by determining the number of items/units, that are eligible under the MCSAP, times the cost per unit. Once this number is determined the amount is allocated between the federal and state share as well as the MOE. It is important to note that other items in this budget will be used to meet the state's MOE and will not be used for either the federal or state share. The table below summarizes all of the other costs being budgeted for in the CVSP.

Conga is used as the automated documents generation tool for creating invoices for motor carrier violations and other communications documents for the motor carrier application hosted in Salesforce.

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	\$14,947,702.00	\$786,721.00	\$15,734,423.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$2,360,163.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Administrative	\$82,500.87	\$4,342.15	\$86,843.02	\$55,522.58
Enforcement Managers	\$476,106.13	\$25,058.22	\$501,164.35	\$88,440.77
Enforcement Investigators	\$548,947.03	\$28,891.94	\$577,838.97	\$101,971.58
Enforcement Examiners	\$599,348.46	\$31,544.66	\$630,893.12	\$111,334.08
HMIS2 (Field)	\$725,439.39	\$38,181.02	\$763,620.41	\$134,765.54
Compliance Managers	\$194,726.11	\$10,248.74	\$204,974.85	\$36,172.03
Compliance Support	\$53,559.08	\$2,818.90	\$56,377.98	\$9,949.06
Compliance Investigators	\$173,724.38	\$9,143.39	\$182,867.77	\$32,270.78
HMIS2 (In House)	\$155,651.88	\$8,192.20	\$163,844.08	\$28,913.66
IT/Data Support	\$161,160.97	\$8,482.16	\$169,643.13	\$29,937.02
Enforcement Support	\$93,728.40	\$4,933.07	\$98,661.47	\$17,410.85
Salary Subtotal	\$3,264,892.70	\$171,836.45	\$3,436,729.15	\$646,687.95
Enforcement Support	\$4,725.79	\$248.73	\$4,974.52	\$0.00
Enforcement Managers	\$21,004.69	\$1,105.51	\$22,110.20	\$0.00
Enforcement Investigators	\$24,218.27	\$1,274.65	\$25,492.92	\$0.00
Enforcement Examiners	\$26,441.84	\$1,391.68	\$27,833.52	\$0.00
HMIS2 (Field)	\$32,004.65	\$1,684.46	\$33,689.11	\$0.00
Compliance Support	\$2,362.90	\$124.36	\$2,487.26	\$0.00
Compliance Investigators	\$7,664.30	\$403.38	\$8,067.68	\$0.00
HMIS2 (In House)	\$6,866.99	\$361.42	\$7,228.41	\$0.00
IT/Data Support	\$7,110.03	\$374.21	\$7,484.24	\$0.00
Overtime subtotal	\$132,399.46	\$6,968.40	\$139,367.86	\$0.00
Personnel total	\$3,397,292.16	\$178,804.85	\$3,576,097.01	\$646,687.95

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fringe	\$1,976,990.49	\$104,052.13	\$2,081,042.62	\$109,528.56
Fringe Benefits total	\$1,976,990.49	\$104,052.13	\$2,081,042.62	\$109,528.56

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NAS A	\$0.00	\$0.00	\$0.00	\$10,884.00
NAS B	\$0.00	\$0.00	\$0.00	\$10,884.00
General Hazmat	\$0.00	\$0.00	\$0.00	\$10,884.00
Compliance Review	\$0.00	\$0.00	\$0.00	\$13,388.00
Passenger	\$0.00	\$0.00	\$0.00	\$3,190.00
New Entrant	\$0.00	\$0.00	\$0.00	\$6,700.00
Bulk Package	\$0.00	\$0.00	\$0.00	\$3,628.00
Cargo Tank	\$0.00	\$0.00	\$0.00	\$3,628.00
In-Service	\$6,851.02	\$360.58	\$7,211.60	\$25,568.40
MCSAP Leadership Mtg	\$0.00	\$0.00	\$0.00	\$6,942.00
MCSG Data Mgmt Mtg	\$0.00	\$0.00	\$0.00	\$4,628.00
PRISM/ITD Annual Mtg	\$0.00	\$0.00	\$0.00	\$4,628.00
CVSA Fall	\$0.00	\$0.00	\$0.00	\$6,942.00
CVSA Spring	\$0.00	\$0.00	\$0.00	\$6,942.00
COHMED	\$0.00	\$0.00	\$0.00	\$6,942.00
NAIC	\$0.00	\$0.00	\$0.00	\$4,628.00
CR and SA Update Training	\$1,482.00	\$78.00	\$1,560.00	\$2,340.00
CR Offsite	\$0.00	\$0.00	\$0.00	\$11,154.00
MCSG Rad Mtg	\$0.00	\$0.00	\$0.00	\$2,314.00
Travel total	\$8,333.02	\$438.58	\$8,771.60	\$146,214.40

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptop	\$0.00	\$0.00	\$0.00	\$51,480.00
Vehicle Lease	\$196,809.60	\$10,358.40	\$207,168.00	\$51,792.00
Vehicle Wrap	\$10,141.25	\$533.75	\$10,675.00	\$0.00
Equipment total	\$206,950.85	\$10,892.15	\$217,843.00	\$103,272.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
HMR Books	\$0.00	\$0.00	\$0.00	\$800.00
FMCSR Books	\$0.00	\$0.00	\$0.00	\$1,000.00
NAS OOS Criteria Books	\$0.00	\$0.00	\$0.00	\$1,400.00
Hard Hat	\$0.00	\$0.00	\$0.00	\$75.00
In-Vehicle Workstand	\$4,104.00	\$216.00	\$4,320.00	\$480.00
Vehicle Battery Charger	\$0.00	\$0.00	\$0.00	\$426.90
CVSA Decals	\$8,749.50	\$460.50	\$9,210.00	\$0.00
MARCS Radio	\$3,705.00	\$195.00	\$3,900.00	\$3,900.00
Supplies total	\$16,558.50	\$871.50	\$17,430.00	\$8,081.90

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Ohio Department of Public Safety	\$8,822,065.75	\$464,319.25	\$9,286,385.00	\$0.00
Contractual and Subaward total	\$8,822,065.75	\$464,319.25	\$9,286,385.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NAIC	\$2,090.00	\$110.00	\$2,200.00	\$0.00
CVSA Spring	\$1,567.50	\$82.50	\$1,650.00	\$0.00
CVSA Fall	\$1,567.50	\$82.50	\$1,650.00	\$0.00
COHMED	\$1,045.00	\$55.00	\$1,100.00	\$0.00
MCSG Radioactive Trans Mtg.	\$0.00	\$0.00	\$0.00	\$400.00
Rad Equipment Calibration	\$0.00	\$0.00	\$0.00	\$1,125.00
Prophecy Software	\$0.00	\$0.00	\$0.00	\$1,324.65
CVSA	\$0.00	\$0.00	\$0.00	\$15,000.00
HMIS 2 Annual Physicals	\$0.00	\$0.00	\$0.00	\$8,000.00
Conga License	\$0.00	\$0.00	\$0.00	\$151,756.82
Fuel	\$0.00	\$0.00	\$0.00	\$130,000.00
Vehicle Maintenance	\$0.00	\$0.00	\$0.00	\$60,300.00
MARCS Radio Fee	\$0.00	\$0.00	\$0.00	\$5,760.00
Other Costs total	\$6,270.00	\$330.00	\$6,600.00	\$373,666.47

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$14,434,460.77	\$759,708.46	\$15,194,169.23	\$1,387,451.28
Indirect Costs	\$513,241.13	\$27,012.69	\$540,253.82	NA
Total Costs Budgeted	\$14,947,701.90	\$786,721.15	\$15,734,423.05	\$1,387,451.28

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	\$14,947,702.00	\$786,721.00	\$15,734,423.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$2,360,163.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$3,264,892.70	\$171,836.45	\$3,436,729.15	\$646,687.95
Overtime Subtotal	\$132,399.46	\$6,968.40	\$139,367.86	\$0.00
Personnel Total	\$3,397,292.16	\$178,804.85	\$3,576,097.01	\$646,687.95
Fringe Benefits Total	\$1,976,990.49	\$104,052.13	\$2,081,042.62	\$109,528.56
Travel Total	\$8,333.02	\$438.58	\$8,771.60	\$146,214.40
Equipment Total	\$206,950.85	\$10,892.15	\$217,843.00	\$103,272.00
Supplies Total	\$16,558.50	\$871.50	\$17,430.00	\$8,081.90
Contractual and Subaward Total	\$8,822,065.75	\$464,319.25	\$9,286,385.00	\$0.00
Other Costs Total	\$6,270.00	\$330.00	\$6,600.00	\$373,666.47
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$14,434,460.77	\$759,708.46	\$15,194,169.23	\$1,387,451.28
Indirect Costs	\$513,241.13	\$27,012.69	\$540,253.82	NA
Total Costs Budgeted	\$14,947,701.90	\$786,721.15	\$15,734,423.05	\$1,387,451.28

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? Jenifer French
2. What is this person's title? Chairman
3. Who is your Governor's highway safety representative? Jenifer French
4. What is this person's title? Chairman

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Jenifer French, Chairman, on behalf of the State of OHIO, 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](#).

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

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? Jenifer French
2. What is the title of your certifying State official? Chairman
3. What are the phone # and email address of your State official? 614-466-8054 Jenifer.French@puco.ohio.gov

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Jenifer French, 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

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? Jenifer French

2. What is this person's title? Chair

3. Who is your Governor's highway safety representative? Jenifer French

4. What is this person's title? Chair

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

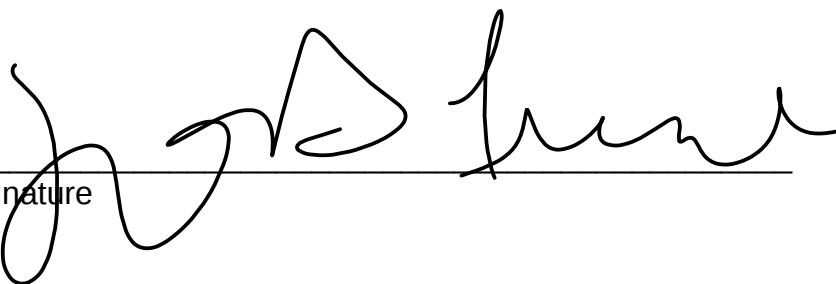
☒ Yes

Yes, uploaded certification document

No

State Certification declaration:

I, Jenifer French, Director, on behalf of the State of OHIO, 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.


Signature

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? Jenifer French

2. What is the title of your certifying State official? Chair

3. What are the phone # and email address of your State official?

614-466-8054

Jenifer.French@puco.ohio.gov

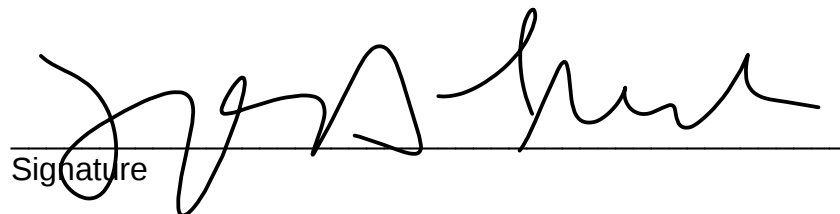
The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

☒ Yes

Yes, uploaded certification document

☐ No

I, Jenifer French, 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.


Signature

INDIRECT COST RATE AGREEMENT
STATE AGENCY

Public Utilities Commission of Ohio
180 E. Broad Street
Columbus, OH 43215

Date: September 14, 2021
AGREEMENT NO. 2021-01

The purpose of this Agreement is to establish indirect cost rates for use in awarding and managing Federal contracts, grants, and other assistance arrangements to which 2 CFR § 200 applies. This agreement is issued by the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA) pursuant to the authority cited in Appendix VII of 2 CFR § 200.

This Agreement consists of four parts: Section I - Rates and Bases; Section II - Particulars; Section III - Special Remarks; and, Section IV - Approvals.

Section I - Rate(s) and Base(s)

<u>TYPE</u>	<u>Effective Period</u>		<u>Rate</u>	<u>Base</u>	<u>Coverage</u>	<u>Applicability</u>
	<u>From</u>	<u>To</u>			<u>Location</u>	
<u>INDIRECT RATE</u>						
Fixed	07-01-17	06-30-18	12.03%	1/	All	All Programs
Fixed	07-01-18	06-30-19	9.55%	1/	All	All Programs
Fixed	07-01-19	06-30-20	32.93%	1/	All	All Programs
Fixed	07-01-20	06-30-21	33.17%	1/	All	All Programs
Fixed	07-01-21	06-30-22	20.96%	1/	All	All Programs
<u>FRINGE BENEFIT RATE</u>						
Fixed	07-01-17	06-30-18	61.11%	1/	All	All Programs
Fixed	07-01-18	06-30-19	61.06%	1/	All	All Programs
Fixed	07-01-19	06-30-20	64.67%	1/	All	All Programs
Fixed	07-01-20	06-30-21	41.79%	1/	All	All Programs
Fixed	07-01-21	06-30-22	63.74%	1/	All	All Programs

1/ Direct Salaries and Wages (Organization treats all salaries as direct)

INDIRECT COST RATE AGREEMENT
STATE AGENCY

ORGANIZATION: **Public Utilities Commission of Ohio**

Section II - Particulars

SCOPE: The indirect cost rate(s) contained herein are for use with grants and other financial assistance agreements awarded by the Federal Government to the **Public Utilities Commission of Ohio**, and are subject to Appendix VII of 2 CFR § 200.

LIMITATIONS: Application of the rate(s) contained in this Agreement is subject to any and all statutory or administrative limitations on the use of funds, and payment of costs hereunder are subject to the availability of appropriations applicable to a given contract, grant or other financial assistance agreement. Acceptance of the rate(s) agreed to herein is predicated on the conditions: (A) that no costs other than those incurred by the **Public Utilities Commission of Ohio** are included in the indirect cost pools as finally accepted, and that such costs are legal obligations of the Organization and allowable under the governing cost principles; (B) that the same costs that have been treated as indirect costs are not claimed as direct costs; (C) that similar types of information which are provided by the Organization, and which were used as a basis for acceptance of rates agreed to herein, are not subsequently found to be materially incomplete or inaccurate; and (D) that similar types of costs have been accorded consistent accounting treatment.

ACCOUNTING CHANGES: Fixed or predetermined rates contained in this Agreement are based on the accounting system in effect at the time the Agreement was negotiated. When changes to the method of accounting for cost affect the amount of reimbursement resulting from the use of these rates, the changes will require the prior approval of the authorized representative of the cognizant negotiation agency. Such changes include, but are not limited to, changing a particular type of cost from an indirect to a direct charge. Failure to obtain such approval may result in subsequent cost disallowances.

FIXED RATE: The negotiated rate is based on an estimate of the costs which will be incurred during the period to which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between the cost used to establish the fixed rate and the actual costs.

NOTIFICATION TO OTHER FEDERAL AGENCIES: Copies of this document may be provided to other Federal agencies as a means of notifying them of this agreement.

AUDIT: If a rate in this Agreement contains amounts from a cost allocation plan, future audit adjustments which affect this cost allocation plan will be compensated for during the rate approval process of a subsequent year.

INDIRECT COST RATE AGREEMENT
STATE AGENCY

ORGANIZATION: Public Utilities Commission of Ohio

Section III - Special Remarks

1. This Agreement is effective on the date of signature by the authorized representative of the Federal Government.
2. Questions regarding this Agreement should be directed to Lisa Ensley by email Lisa.Ensley@dot.gov, or telephone 202-366-1736
3. Approval of the rate(s) contained herein does not establish acceptance of the Organization's total methodology for the computation of indirect cost rates for years other than the year(s) herein cited.

Section IV - Approvals

For the State Agency:

Public Utilities Commission of Ohio
180 E. Broad Street
Columbus, OH 43215

For the Federal Government:

U.S. Department of Transportation
Federal Motor Carrier Safety Administration
1200 New Jersey Ave. S.E.
Washington, DC 20590

Signature

Beverly Hoskinson

Name

Chief Financial Officer

Title

Date

Signature

Carrie A. Hug

Name

Chief Financial Officer

Title

Date