



OHIO

Commercial Vehicle Safety Plan

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

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

Date of Approval: July 10, 2023

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 2023)
- Part 5: Certifications and Documents (FY 2023)

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 2023:

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 2022 plans. States must carefully review and update this information to reflect FY 2023 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 2023 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 CVSP 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.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

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 MCSAP 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	64
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	54
Traffic Enforcement Activities	0
Investigations*	39
Public Education and Awareness	33
Data Collection and Reporting	2
* 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	149
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	138
Traffic Enforcement Activities	93
Investigations*	0
Public Education and Awareness	103
Data Collection and Reporting	2
* 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 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.
See the specific activity plans contained in each section of this document.

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

ASPEN is currently in use. This may change depending upon FMCSA and updates to ASPEN currently under construction. The state may go to INSPECT, but such a decision has not been made at this time. The state of Ohio has an approved Title VI compliance plan for both the OSHP and the PUCO. Both agencies operate in conformance to these plans. In addition, the OSHP has added 6 hybrid patrol vehicles to the motor carrier enforcement fleet. Beyond this both the PUCO and OSHP are constantly evaluating hybrid technology. Rural areas are addressed in an ongoing high priority grant project. Please refer to this section for more information on what the plan is and how it works.

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.

All troopers and inspector have been trained to identify signs of human and drug trafficking and apply this training on every CMV stop and inspection.

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.

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 2023, 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: 54

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1000	475	25	1500	31.25%
Level 2: Walk-Around	1000	2050	100	3150	65.63%
Level 3: Driver-Only	25	0	0	25	0.52%
Level 4: Special Inspections	0	5	0	5	0.10%
Level 5: Vehicle-Only	0	0	120	120	2.50%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	2025	2530	245	4800	

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: 138

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9216	1000	0	10216	14.30%
Level 2: Walk-Around	29438	3000	100	32538	45.54%
Level 3: Driver-Only	28700	0	0	28700	40.17%
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	67354	4000	100	71454	

Subrecipient is: OHIO BUREAU OF MOTOR VEHICLES

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

Projected Goals for FY 2023 - 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 2023:	

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: PUBLIC UTILITIES COMMISSION OF OHIO					
# certified personnel: 54					
Subrecipient Agencies: OHIO BUREAU OF MOTOR VEHICLES, OHIO STATE HIGHWAY PATROL					
# certified personnel: 138					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	10216	1475	25	11716	15.36%
Level 2: Walk-Around	30438	5050	200	35688	46.80%
Level 3: Driver-Only	28725	0	0	28725	37.67%
Level 4: Special Inspections	0	5	0	5	0.01%
Level 5: Vehicle-Only	0	0	120	120	0.16%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	69379	6530	345	76254	

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). With an increase in funds available, the state sees its numbers rising during the year as it begins to fill positions that were created. It is anticipated that the PUCO should be able to complete its hiring plan by the end of the year, thus seeing an increase in work. The state patrol will also be working on filling positions, but it will take longer to fill all that are being created. Consequently, the numbers in the plan have been raised pursuant to an expected increase in staffing, but the state may need longer to meet the goals set as staff have to be hired and trained.

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	75
CSA Off-Site	40	0	43	0	25	0
CSA On-Site Focused/Focused CR	325	0	330	0	375	0
CSA On-Site Comprehensive	75	0	75	0	100	0
Total Investigations	440	50	448	50	500	75
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.

The PUCO sees its numbers rising during the year as we begin to fill the positions that were created as a result of an increase in federal funds. It is anticipated that the Commission should be able to complete its hiring plan by the end of the year, thus seeing an increase in the total number of people capable of doing the work. Consequently, the numbers in the plan have been raised pursuant to an expected increase in staffing, but also keeping in mind that they will be new and not have an entire year to produce the expected numbers.

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.

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.

The state believes that the increases in staff that are planned will permit our Compliance Review goals to be increased. Therefore, the compliance review goals have been raised, but it is important to note that these are highly dependent upon the filling of the positions that will be posted, as well as the timing of the staff that are hired. A slight increase in numbers has been included in the CVSP, but this number will likely rise in coming years as the staff are trained and meet their initial goals to be certified.

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 by 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.

Only Troopers can conduct traffic enforcement. Due to personnel shortages, our staffing in the section is nearly 50% of our previous level of troopers. We are utilizing post troopers part time to offset this shortfall but numbers will not rise until we are able to recruit, and train more staff.

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
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	12000	12000	12000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input type="radio"/>	<input checked="" type="radio"/>	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 (including border inspections, if applicable), 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 (including border inspections, if applicable), investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
76254	575	1900	78729	78424

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	Enhanced 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: Describe activities your State plans to implement in order to maintain participation in PRISM at your current level (Full, Enhanced, Expanded) and ITD goals.

NA

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

NA

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including 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.

Ohio currently has two employees that have completed the "train the trainer" course. Moving forward this year, the TREDS curriculum will be incorporated into scheduled outreach events when appropriate. The Ohio trainers will train additional Ohio staff from both the PUCO and OSHP to conduct the TREDS presentation. Ohio will track the number of TRED presentations provided during outreach events.

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 rating.

The PUCO plans on engaging a university to study CMV safety with a emphasis on the data collected under the MCSAP program. This will involve contracting with a university to study the data and to meet with various stakeholders under the initial plan of this program. Information obtained from this study will be used to determine the direction and focus of outreach and enforcement activities that have the greatest impact on CMV safety within Ohio. During the initial year, Ohio will focus on reaching out to potential stakeholders and begin to define objective goals for this project. In future years, not addressed by this plan, once future goals are set several public universities will be engaged to determine who has the capacity and resources to best participate in this project as well as jointly define a comprehensive scope of work.

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
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	110	110	110
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events			
<input type="radio"/>	<input checked="" type="radio"/>	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
 1 Study of Motor Carrier Safety in Ohio
 25 work zone (OSHP)
 25 human trafficking outreaches (OSHP)

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.

Both agencies agree that at this point in time, these goals should remain as is and not see an increase or decrease. As new staff come on, they will primarily be tasked with completing numbers to meet their training goals. After these goals have

been met, staff will begin to do other work such as education and outreach. This number is also expected to remain lower than normal due to COVID 19 and we expect to see it gradually improve.

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 State Safety Data Quality (SSDQ) requirements to ensure 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: Public Utilities Commission of Ohio

Enter the agency or agencies name responsible for DataQs: Public Utilities Commission of Ohio / Ohio State Highway Patrol

Enter the agency name responsible for the Crash Data Repository: Public Utilities Commission of Ohio

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	Poor	Good	Good	Good
Crash Accuracy	Poor	Good	Good	Good
Crash Consistency	Red 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, 2022.

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" 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 person in charge of our data uploads to the FMCSA retired and we have encountered a

number of problems with the system since his departure. We will be working over the next few quarters to address the problems encountered and get our rating back up to the high standards that we enjoyed before.

COVID 19 placed a variety of problems on our plate because staff were not in the office to perform uploads. This appears to be relieved now as work has resumed a more normal pattern.

Program Activities FY 2021 - 2023: Describe activities that will be taken to achieve or maintain a "Good/Green" rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

We will seek to identify what the problem(s) are for crash timeliness and data accuracy and implement the necessary changes to correct them.

For every inspection that receives a DataQ, the request is investigated by the agency that conducted the inspection. If the response received by the carrier is not agreeable, then the complaint is fed up the foodchain and it is reviewed at a higher level. A response from this level is entered into the system and it is final.

However, all inspections whether they are conducted by the PUCO or OSHP are entered into the PUCO system. All violations go through the PUCO's civil forfeiture process. All carriers, drivers, and/or shippers receive a mailed formal letter indicating their options of either paying the associated forfeiture for the violation or how to contest the violation. If they decide to contest the violation, they will be scheduled a settlement conference to attempt to discuss and resolve the violation(s). If this result is not satisfactory, they can request a formal hearing before the Commission to further contest the violations. Once a formal decision has been issued, they have the ability to challenge the decision all the way to the Supreme Court of Ohio.

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance 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
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 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	07/13/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	5639
Current Number of Past Dues	244

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	300	0
# of Safety Audits (Offsite)	800	0	820	0	1600	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	970	0	990	0	1900	0
# of Non-Audit Resolutions	440	0	440	0	800	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).

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. 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.

The PUCO sees its numbers rising during the year as we begin to fill the positions that were created as a result of an increase in federal funds. The number of Safety Audits remains quite high and it is not anticipated to change much in the months ahead. It is anticipated that the Commission should be able to complete its hiring plan by the end of the year, thus seeing an increase in work. Consequently, the numbers in the plan have been raised pursuant to an expected increase in staffing.

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 Imminent Hazard (IH) or UNSAT/UNFIT 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 MCSAP CVSP Planning Memorandum 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. We will commit to a goal of decreasing work zone crashes by 15% in 2023.

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 2023 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 95 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 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$15,556,972.00	\$818,788.00	\$16,375,760.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$2,456,364.00
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 15 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 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$2,456,364.00
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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	24.1191	\$98,519.20	\$95,047.77	\$90,295.38	\$4,752.39	\$60,768.38
Enforcement Support	2	59.5000	\$90,584.00	\$107,794.96	\$102,405.21	\$5,389.75	\$19,022.64
Enforcement Managers	8	68.0000	\$107,120.00	\$582,732.80	\$553,596.16	\$29,136.64	\$102,835.20
Enforcement Investigators	13	68.0000	\$73,665.60	\$651,203.90	\$618,643.70	\$32,560.20	\$114,918.33
Enforcement Examiners	17	68.0000	\$65,801.41	\$760,664.29	\$722,631.08	\$38,033.21	\$134,234.88
HMIS2 (Field)	13	68.0000	\$96,772.80	\$855,471.55	\$812,697.97	\$42,773.58	\$150,965.57
Compliance Managers	3	68.0000	\$121,319.47	\$247,491.71	\$235,117.12	\$12,374.59	\$43,675.01
Compliance Investigators	1	68.0000	\$75,254.40	\$51,172.99	\$48,614.34	\$2,558.65	\$9,030.53
HMIS2 (In House)	2	68.0000	\$89,315.20	\$121,468.67	\$115,395.24	\$6,073.43	\$21,435.65
IT/Data Support	4	68.0000	\$68,338.40	\$185,880.44	\$176,586.42	\$9,294.02	\$32,802.43
Subtotal: Salary				\$3,658,929.08	\$3,475,982.62	\$182,946.46	\$689,688.62
Overtime Project Costs							
Enforcement Support	2	100.0000	\$2,717.52	\$5,435.04	\$5,163.29	\$271.75	\$0.00
Enforcement Managers	8	100.0000	\$3,213.60	\$25,708.80	\$24,423.36	\$1,285.44	\$0.00
Enforcement Investigators	13	100.0000	\$2,209.97	\$28,729.61	\$27,293.12	\$1,436.49	\$0.00
Enforcement Examiners	17	100.0000	\$1,974.04	\$33,558.68	\$31,880.75	\$1,677.93	\$0.00
HMIS2 (Field)	13	100.0000	\$2,903.18	\$37,741.34	\$35,854.28	\$1,887.06	\$0.00
Compliance Investigators	1	100.0000	\$2,257.63	\$2,257.63	\$2,144.75	\$112.88	\$0.00
HMIS2 (In House)	2	100.0000	\$2,679.46	\$5,358.92	\$5,090.97	\$267.95	\$0.00
IT/Data Support	4	100.0000	\$2,050.15	\$8,200.60	\$7,790.57	\$410.03	\$0.00
Subtotal: Overtime				\$146,990.62	\$139,641.09	\$7,349.53	\$0.00
TOTAL: Personnel				\$3,805,919.70	\$3,615,623.71	\$190,295.99	\$689,688.62
Accounting Method:	Cash						

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

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, state share, 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	62.5000	99.0030	\$3,658,929.32	\$2,264,031.12	\$2,150,829.56	\$113,201.56	\$22,799.70
TOTAL: Fringe Benefits				\$2,264,031.12	\$2,150,829.56	\$113,201.56	\$22,799.70

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

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 §200.475](#).

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
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
National Safety Intervention Training	15	2	0.0000	\$0.00	\$0.00	\$0.00	\$3,900.00
MCSG Rad Mtg	1	6	0.0000	\$0.00	\$0.00	\$0.00	\$2,314.00
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
TOTAL: Travel				\$7,211.60	\$6,851.02	\$360.58	\$136,620.40

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

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.
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.
Bulk Package	Training class in bulk packages. This course is key to understanding how to identify and regulate a bulk package. This is a NTC class on Other Bulk Packages for new staff.
Cargo Tank	Cargo Tank-Training class in cargo tanks. This course is essential to understanding the uniqueness of cargo tanks and the many varieties that exist. This is a NTC class on cargo tank inspections for new staff.
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.
National Safety Intervention Training	National Safety Intervention Training- Training required for existing staff to stay current of CSA compliance review changes and changes in the new entrant safety program.

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	10	\$25,896.00	\$24,601.20	\$1,294.80	\$233,064.00
Vehicle Wraps	5	\$7,429.00	100	\$37,145.00	\$35,287.75	\$1,857.25	\$0.00
TOTAL: Equipment				\$63,041.00	\$59,888.95	\$3,152.05	\$284,544.00
Equipment threshold is \$1,000							

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

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.
Vehicle Wraps	These are the wraps put on vehicles that identify them as PUCO enforcement vehicle and are used by the field staff only.
Personal Radiation Devices / RAM Detector	Devices will be purchased to replace similar equipment that is over 10 years old and will be used when conducting Level VI inspections, radioactive escorts, other inspections of loads containing radioactive materials, and shipper/compliance reviews at facilities where radioactive materials are or may be present. These devices serve as an invaluable safety tool that ensures personnel are not accidentally exposed to radioactive materials that may or may not be properly labeled, packaged or have been damaged.
Other Equipment	
SUV	The SUVs are being replaced due to age and/or have reached the end of their useful lifespan. Used to safely transport personnel to conduct work. SUVs will be used by HM investigators and will be the only vehicles equipped with lightbars. SUVs are required for this position due to the additional equipment and gear that is carried by these staff.

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.

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	
Metal Ruler	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used during vehicle inspections to determine compliance with specific regulations
Printer	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used to print documents, inspection reports, compliance reviews, new entrant safety audits and other documents in the course of MCSAP work.
Scanner	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock

	should an individual need a new one. Used to scan documents to support investigations, inspections, compliance reviews, and safety audits under the MCSAP.
Digital Camera	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used to photograph and document violations discovered during an inspection, review, audit or incident.
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.
MARCS Radios	These are radios that are used on the statewide MARCS system. The radios permit the staff to communicate with each other anywhere in the state. In the event of an emergency, the system will also allow our agency to communicate with other state agencies as well.

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.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Ohio Department of Public Safety	UEI	Subrecipient	100.0000	\$9,522,313.00	\$9,046,197.35	\$476,115.65	\$0.00
Description of Services: The Ohio State Highway Patrol							
TBD	UEI	Contract	100.0000	\$241,458.00	\$229,385.10	\$12,072.90	\$0.00
Description of Services: Research project with a university to be selected at a later time.							
TOTAL: Contractual and Subaward				\$9,763,771.00	\$9,275,582.45	\$488,188.55	\$0.00

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

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.

Data Study - Study of efficiency, enforcement, and analysis. We are still in the drafting phase of a proposal and we will reach out to universities to gauge capacity and interest. The scope of the study will ask a university with extensive data science experience to provide best practices of how to apply our organization's current data sources, and potentially additional data sources, to effect MCSAP overall efficiency, enforcement efforts, operational decisions and standardized short, mid and long terms analysis.

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)	31.49	\$1,217,706.54	\$383,455.78	\$364,282.99	\$19,172.79
TOTAL: Indirect Costs			\$383,455.78	\$364,282.99	\$19,172.79

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	2	\$550.00	100.0000	\$1,100.00	\$1,045.00	\$55.00	\$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	100.0000	\$400.00	\$380.00	\$20.00	\$0.00
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- membership	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
Fuel	1 amount	\$130,000.00	50.0000	\$65,000.00	\$61,750.00	\$3,250.00	\$0.00
Conga License	1	\$151,756.82	0.0000	\$0.00	\$0.00	\$0.00	\$151,756.82
Vehicle Maintenance	67	\$900.00	0.0000	\$0.00	\$0.00	\$0.00	\$60,300.00
MARCS Radio Fee	24	\$240.00	0.0000	\$0.00	\$0.00	\$0.00	\$5,760.00
TOTAL: Other Costs				\$70,900.00	\$67,355.00	\$3,545.00	\$243,266.47

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

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 share, state share, and the MOE.

Other (Items Not in Any Other Area)	
Fees	
CVSA Spring	Attendance at the CVSA meeting allows the state 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
CVSA Fall	Attendance at the CVSA meeting allows the state 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
COHMED	Attendance at the annual conference 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	NAIC competitors receive training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures while sharing insights, ideas, techniques and experiences with other inspectors. Those who attend bring back information, materials, and training to the state so it can be implemented, used and shared with other staff.
MCSG Radioactive Trans 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.
Equipment Maintenance	
Rad Equipment Calibration	This fee is used to ensure that Radioactive detection and monitoring equipment is calibrated on a regular basis to ensure it is performing correctly.
Memberships	
CVSA	The Commercial Vehicle Safety Alliance (CVSA) is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety. Its mission is to improve commercial motor vehicle safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and education to enforcement, industry and policy makers.

Health Monitoring	
HMS 2 Annual Physicals	This cost is to conduct required annual physicals of staff that are engaged in the inspection of vehicles and/or facilities where hazardous materials are present.
MARCS Radios	
MARCS Radios	This is the cost to participate in the statewide MARCS radio system. It is a fee per radio.
Fuel	
Fuel	This is the fuel that is used in state vehicles to allow them to function and be useful. Cost was calculated based on actual costs from previous fiscal year which was \$105k & added a slight increase to account for rising fuel costs.
Software Licenses	
CONGA	This software is used by the transportation division to be able to handle cases generated by the division.
Maintenance	
Vehicle Maintenance	Maintenance of vehicles to permit them to continue operation.
ITD Maintenance PUCO	
Prophecy Software License	This software used by field personnel to determine locations and distances as well as directions and routes used by motor carriers and their drivers. It is primarily used to determine driver log/HOS related violations. Periodically the software licenses must be renewed.

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$15,556,972.00	\$818,788.00	\$16,375,760.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$2,456,364.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Administrative	\$90,295.38	\$4,752.39	\$95,047.77	\$60,768.38
Enforcement Support	\$102,405.21	\$5,389.75	\$107,794.96	\$19,022.64
Enforcement Managers	\$553,596.16	\$29,136.64	\$582,732.80	\$102,835.20
Enforcement Investigators	\$618,643.70	\$32,560.20	\$651,203.90	\$114,918.33
Enforcement Examiners	\$722,631.08	\$38,033.21	\$760,664.29	\$134,234.88
HMIS2 (Field)	\$812,697.97	\$42,773.58	\$855,471.55	\$150,965.57
Compliance Managers	\$235,117.12	\$12,374.59	\$247,491.71	\$43,675.01
Compliance Investigators	\$48,614.34	\$2,558.65	\$51,172.99	\$9,030.53
HMIS2 (In House)	\$115,395.24	\$6,073.43	\$121,468.67	\$21,435.65
IT/Data Support	\$176,586.42	\$9,294.02	\$185,880.44	\$32,802.43
Salary Subtotal	\$3,475,982.62	\$182,946.46	\$3,658,929.08	\$689,688.62
Enforcement Support	\$5,163.29	\$271.75	\$5,435.04	\$0.00
Enforcement Managers	\$24,423.36	\$1,285.44	\$25,708.80	\$0.00
Enforcement Investigators	\$27,293.12	\$1,436.49	\$28,729.61	\$0.00
Enforcement Examiners	\$31,880.75	\$1,677.93	\$33,558.68	\$0.00
HMIS2 (Field)	\$35,854.28	\$1,887.06	\$37,741.34	\$0.00
Compliance Investigators	\$2,144.75	\$112.88	\$2,257.63	\$0.00
HMIS2 (In House)	\$5,090.97	\$267.95	\$5,358.92	\$0.00
IT/Data Support	\$7,790.57	\$410.03	\$8,200.60	\$0.00
Overtime subtotal	\$139,641.09	\$7,349.53	\$146,990.62	\$0.00
Personnel total	\$3,615,623.71	\$190,295.99	\$3,805,919.70	\$689,688.62

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fringe	\$2,150,829.56	\$113,201.56	\$2,264,031.12	\$22,799.70
Fringe Benefits total	\$2,150,829.56	\$113,201.56	\$2,264,031.12	\$22,799.70

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
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
National Safety Intervention Training	\$0.00	\$0.00	\$0.00	\$3,900.00
MCSG Rad Mtg	\$0.00	\$0.00	\$0.00	\$2,314.00
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
Travel total	\$6,851.02	\$360.58	\$7,211.60	\$136,620.40

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptop	\$0.00	\$0.00	\$0.00	\$51,480.00
Vehicle Lease	\$24,601.20	\$1,294.80	\$25,896.00	\$233,064.00
Vehicle Wraps	\$35,287.75	\$1,857.25	\$37,145.00	\$0.00
Equipment total	\$59,888.95	\$3,152.05	\$63,041.00	\$284,544.00

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	\$9,046,197.35	\$476,115.65	\$9,522,313.00	\$0.00
TBD	\$229,385.10	\$12,072.90	\$241,458.00	\$0.00
Contractual and Subaward total	\$9,275,582.45	\$488,188.55	\$9,763,771.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NAIC	\$1,045.00	\$55.00	\$1,100.00	\$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.	\$380.00	\$20.00	\$400.00	\$0.00
Rad Equipment Calibration	\$0.00	\$0.00	\$0.00	\$1,125.00
Prophecy Software	\$0.00	\$0.00	\$0.00	\$1,324.65
CVSA- membership	\$0.00	\$0.00	\$0.00	\$15,000.00
HMIS 2 Annual Physicals	\$0.00	\$0.00	\$0.00	\$8,000.00
Fuel	\$61,750.00	\$3,250.00	\$65,000.00	\$0.00
Conga License	\$0.00	\$0.00	\$0.00	\$151,756.82
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	\$67,355.00	\$3,545.00	\$70,900.00	\$243,266.47

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$15,192,689.19	\$799,615.23	\$15,992,304.42	\$1,385,001.09
Indirect Costs	\$364,282.99	\$19,172.79	\$383,455.78	NA
Total Costs Budgeted	\$15,556,972.18	\$818,788.02	\$16,375,760.20	\$1,385,001.09

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$15,556,972.00	\$818,788.00	\$16,375,760.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$2,456,364.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$3,475,982.62	\$182,946.46	\$3,658,929.08	\$689,688.62
Overtime Subtotal	\$139,641.09	\$7,349.53	\$146,990.62	\$0.00
Personnel Total	\$3,615,623.71	\$190,295.99	\$3,805,919.70	\$689,688.62
Fringe Benefits Total	\$2,150,829.56	\$113,201.56	\$2,264,031.12	\$22,799.70
Travel Total	\$6,851.02	\$360.58	\$7,211.60	\$136,620.40
Equipment Total	\$59,888.95	\$3,152.05	\$63,041.00	\$284,544.00
Supplies Total	\$16,558.50	\$871.50	\$17,430.00	\$8,081.90
Contractual and Subaward Total	\$9,275,582.45	\$488,188.55	\$9,763,771.00	\$0.00
Other Costs Total	\$67,355.00	\$3,545.00	\$70,900.00	\$243,266.47
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$15,192,689.19	\$799,615.23	\$15,992,304.42	\$1,385,001.09
Indirect Costs	\$364,282.99	\$19,172.79	\$383,455.78	NA
Total Costs Budgeted	\$15,556,972.18	\$818,788.02	\$16,375,760.20	\$1,385,001.09

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 OHIO 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



U.S. Department
of Transportation

1200 New Jersey Avenue, S.E.
Washington, DC 20590

**Federal Motor Carrier
Safety Administration**

March 8, 2022

Beverly Hoskinson, Chief Financial Officer
Finance & Services Division, PUCO
180 East Broad Street
Columbus, OH 43215-3793

Re: Indirect Cost Rate Agreement No. 2023-01

Please find enclosed two sets of the Public Utilities Commission of Ohio's indirect cost rate agreement documents for your fiscal year ending June 30, 2023. The approved indirect cost rate of 31.49% and the approved fringe benefit rate of 62.50% are applicable to direct salary and wage costs as fixed rates.

Please have this agreement signed by a duly authorized official of your organization and return to Lisa Ensley within fifteen calendar days of the date of this letter, while retaining a copy for your files. Please send to the email listed below.

For any questions concerning this matter, please contact Lisa Ensley by email at lisa.ensley@dot.gov, or by telephone at 202-366-1736.

Sincerely,

Carrie A. Hug
Chief Financial Officer
Federal Motor Carrier Safety Administration
US Department of Transportation

Enclosures

Public Utilities Commission of Ohio

Title VI Program Compliance Plan

Policy Statement

This document shall serve as the official Title VI Compliance Plan (Plan) for the Public Utilities Commission of Ohio (PUCO or Commission). As such, the Commission affirms that it will comply with 49 CFR Part 21 and 49 CFR Part 303 and take all necessary steps to carry out those provisions.

The Title VI program coordinator for the Commission is designated by the director of human resources and has responsibility for the coordination and implementation of the Commission's Title VI program (Title VI program or program) as outlined in this Plan. The Title VI Program coordinator serves as the primary point of contact for questions, concerns, and/or complaints related to the program and has the full support and cooperation of all Commission departments and employees, especially those personnel responsible for interacting with members of the public, in order to effectively implement and administer the program.

In addition to the requirements enumerated in the Plan, other applicable provisions may be required by The United States Department of Transportation (DOT) Standard Title VI/Non-Discrimination Assurances, DOT Order No. 1050.2A (Attachment A), which is incorporated and becomes part of the Plan.

Jenifer French

Printed Name of Chairman


Signature of Chairman

7/29/22

Date

Federal-Aid Programs

The Commission participates in four grant programs with the Federal Motor Carrier Safety Administration (FMCSA). Below are brief summaries of each grant program and the activities performed therein:

- Commercial Vehicle Information Systems and Networks (CVISN) – Deploy, operate, and maintain elements of the state’s CVISN program including commercial vehicle, driver, and carrier specific information systems and networks involving company credentials, data exchange, enforcement, and roadside pre-screening.
- Motor Carrier Safety Assistance Program (MCSAP) Basic/Incentive Grants – Conduct driver/vehicle inspections, traffic enforcement, compliance reviews, education and outreach, data upload and quality control, and various administrative activities tied to the requirements of the grant.
- MCSAP High Priority Grants – Conduct driver/vehicle inspections, traffic enforcement, compliance reviews, education and outreach, data upload and quality control, and various administrative activities tied to the requirements of the grant.
- New Entrant Program - Conduct new entrant audits, education and outreach, data upload and quality control, and various administrative activities tied to the requirements of the grant. To the extent necessary conduct compliance reviews and driver/vehicle inspections pursuant to requirements of the grant and to ensure inspectors remain certified.

Notification to Beneficiaries/Participants

To ensure public knowledge of the Commission’s Title VI program, dissemination of programmatic information will occur primarily through the Commission’s dedicated web page that describes the Commission’s Title VI program. This page, contains a clear statement that reads: “The PUCO operates without regard to race, color, national origin, sex, age, disability, income-level or limited English proficiency (LEP)” Furthermore, the page also provides basic information about the Title VI program and the complaint process, including instructions on how to file a complaint, both electronically or by printing and mailing a paper form, if an individual believes a violation has occurred. Additionally, contact information for those wishing to obtain additional information about the Title VI program is provided

In addition to the Commission’s Title VI web page, a separate written brochure has been produced and is maintained for dissemination to the public. Like the Commission’s Title VI web page, the brochure describes the Commission’s Title VI program, and provides a statement that: “The PUCO operates without regard to race, color, national origin, sex, age, disability, income-level or limited English proficiency (LEP).” The brochure also provides basic information about the Title VI program and the complaint process, and includes instructions on how to file a complaint if an individual believes a violation has occurred. The brochure will be made available upon request, is available at the offices of the Commission, and will be used at events and meetings to inform the public about the Commission’s Title VI program.

Those seeking information about the program will first be directed to the Title VI web page. However, for those who do not have internet access, or prefer a paper copy, the Commission will provide a physical copy of its brochure at no cost.

Members of the public wishing to file a complaint shall be directed to the PUCO website where they can complete and submit an online complaint form. For those who do not have internet access, or prefer to file a complaint in written form, a paper copy of the PUCO’s paper complaint form, along with instructions on how to complete and return it, will be provided free of charge to any individual making a request. A phone number to contact the PUCO to request a copy of the form is provided in the Title VI brochure, on the Title VI web page, and in outreach materials maintained by the PUCO for the Title VI program.

Sub-Recipient Compliance Reports

Pursuant to state law, there is only one eligible sub-grantee for Ohio and it is the Ohio Department of Public Safety (ODPS).

The ODPS is already required to have a Title VI program for other federal grants and, as such, is required to adhere to the same requirements outlined in this Plan. The Commission will request that the ODPS annually provide a copy of its plan highlighting any changes and/or updates and make available information and data tied to filed complaints, responses, and/or corrective actions that have been implemented. The ODPS will be responsible for all activities related to the implementation and enforcement of its Title VI plan including but not limited to complaint tracking, investigations, notifications, training and follow-up actions.

The Commission will conduct an annual Title VI program review of the sub-recipient and request documentation related to requirements under the Title VI program from the prior year. A checklist of documents that must be provided as a part of the review will be used to track and document the components needed to ensure compliance. At a minimum, the list of required documents will include: a signed Title VI Program Assurance, a copy of its current Title VI program plan; a report containing a list of all complaints filed; the status and result of each complaint; and any discipline/corrective action/programmatic changes that have occurred. Based upon this list, if corrective actions were required, the sub-grantee will be asked to document any plans to ensure future compliance.

Training

All Commission staff whose official work duties carryout the four grant programs with the FMCSA and receive reimbursement for their work from FMCSA will receive annual Title VI compliance training by the human resources department, legal department, or other appropriate staff. At a minimum, such training consists of the provision of a copy of the PUCO Title VI Program Compliance Plan and signed Standard Title VI Nondiscrimination Assurance document.

Access to Records

All records relating to the Commission's Title VI program will be available to the FMCSA for review upon written request sent to the Title VI program coordinator. Such a request will include documents required for compliance reviews and/or complaint investigations conducted by the FMCSA.

Complaint Disposition Process

The following steps will constitute the Commission's Title VI Program Complaint Process:

All complaints must be provided in writing either through an online or paper complaint form. The Commission only has jurisdiction to receive complaints or investigate Title VI Program matters involving staff involved in the operations of the four grant programs with the FMCSA who receive reimbursement for their work from FMCSA, and is not responsible for the Title VI Program complaints of sub recipients, subcontractors, or other individuals not directly employed by the Commission.

1. When received, complaints will be date/time stamped, assigned an identification number, and a file will be created;
2. Information regarding each complaint will be maintained separately and tracked via an electronic complaint log (Excel spreadsheet) by the Title VI program coordinator;
3. Complaints will be monitored by the Title VI program coordinator;
4. The Title VI program coordinator will assign a person to conduct an investigation;
5. The investigation will be held and a report detailing the nature of the complaint, findings, and recommendations will be produced and provided to the Title VI program coordinator;
6. Attached to the investigation will be supporting documents and materials that have been developed as a part of the investigation;

7. The report and associated materials will be reviewed by the Title VI program coordinator who, based on the report and associated materials, will make a recommendation for any necessary action, to the human resources director;
8. The human resources director, in consultation with the chief-of-staff, legal department director, and the director of the department from which the allegation of a violation originates will determine follow-up action, including, but not limited to, the following:
 - a. Discipline
 - b. Training
 - c. Dismissal
 - d. Referral for further prosecution
 - e. No Further Action
9. If necessary, based upon the final determination of a complaint and any associated recommendations, a monitoring plan will be developed by the Title VI program coordinator to ensure follow-up action is completed in a timely, effective manner.
10. If disciplinary actions are warranted, based upon a final determination of a complaint, the Title VI program coordinator, human resources director, and director of the department involved will work with the chief of staff, legal department director, and appropriate supervisors to carry out the recommended discipline.
11. If future prosecution is determined to be necessary, based upon the final determination of a complaint, the Title VI program coordinator will work with the legal department director, Ohio Attorney General's Office, chief-of-staff, department director(s) whose department(s) are involved, and the appropriate supervisors to follow the proper steps to refer the complaint to the correct legal authority, and provide all relevant documentation and files associated with the complaint.
12. Depending upon the result of the complaint, the Title VI program coordinator will track each of the actions taken throughout the pendency of the complaint in the tracking spreadsheet. Once a complaint has been resolved, the Title VI program coordinator will notify the complainant of all actions taken and that the complaint has been closed. Such notice will also inform the complainant of any appeal rights afforded to him or her.

The PUCO maintains a Title VI Program Complaint Log that includes at a minimum the following information: name of complainant, identification by demography (i.e., race, color, national origin, etc.), allegation(s), complaint date, date of Report of Investigation, determination made and date. The PUCO will make the complaint log available to the FMCSA upon request.

Status of Corrective Actions

No Federal Agency has conducted a Title VI Program compliance review of the PUCO to date. If a Title VI Program compliance review is conducted by the government of the United States and, as a result, the Commission is directed to address deficiencies, all necessary corrective actions to ensure compliance will be undertaken. The Commission will cooperate with the FMCSA Office of Civil Rights (OCR), or any other applicable federal agency responsible for the review, and communicate on a regular basis with the FMCSA OCR, or other applicable federal agency, regarding the progress on any corrective actions. Such communications will provide timelines for completion of work as well as any problems that may negatively impact such efforts.

Community Participation Process

This section of the Plan is not applicable to the PUCO as it does not provide motorist licensure/motor vehicle registration-related services/activities (including knowledge tests, skills tests, etc.).

Contractors

In the case where the PUCO sub-contracts work to another entity, the Commission will ensure that any request for proposal/solicitation for bid, contract, or agreement with a contractor contain the necessary provisions required in Appendix A and E attached to this plan. Any contractor hired to perform work on behalf of the commission will be responsible for all activities related to the implementation and enforcement of a Title VI compliant plan including but not limited to complaint tracking, investigations, notifications, training, and follow-up actions. Any agreement entered into between the PUCO and a contractor will contain specific language requiring the contractor to ensure that any sub-contractor used to perform work under the provisions of the agreement with the Commission shall do so only if they comply with the same terms, conditions, obligations, and requirements contained in the agreement between the PUCO and the Contractor related to the Title VI Program.

Commercial Motor Vehicle Inspection Selection & Unbiased Enforcement Policies

The PUCO has a CMV inspection selection methodology that does not permit inspections to be conducted at random. As such, inspections of vehicles must follow standards set forth by rule 4901:2-5-13. This is consistent with the Commercial Vehicle Safety Alliance's (CVSA) Operational Policy #13 ("Selecting Vehicles for Inspection").

Furthermore, Compliance Reviews of motor carriers shall only be conducted upon, 1) carriers assigned for review by the FMCSA; 2) carriers in which a complaint has been received; or, 3) carriers that are part of a pre-defined study contained in the state's Commercial Vehicle Safety Plan (CVSP) reviewed and approved by the FMCSA.

Finally, Safety Audits (SAs) are conducted only on interstate motor carriers according to a list generated by the FMCSA based upon the age of the carrier. No SA shall be conducted if it does not appear on such list or has not been assigned by the US DOT.

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FMCSA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FMCSA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY
APPENDIX B

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the **(Title of Recipient)** will accept title to the lands and maintain the project constructed thereon in accordance with **(Name of Appropriate Legislative Authority)**, the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program**, and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, nondiscrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the **(Title of Recipient)** all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto **(Title of Recipient)** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the **(Title of Recipient)**, its successors and assigns.

The **(Title of Recipient)**, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the **(Title of Recipient)** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, nondiscrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

**CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY
OR PROGRAM**

APPENDIX C

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the **(Title of Recipient)** pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above nondiscrimination covenants, **(Title of Recipient)** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above nondiscrimination covenants, the **(Title of Recipient)** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the **(Title of Recipient)** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

**CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY,
FACILITY OR PROGRAM**

APPENDIX D

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by **(Title of Recipient)** pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above nondiscrimination covenants, **(Title of Recipient)** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above nondiscrimination covenants, **(Title of Recipient)** will there upon revert to and vest in and become the absolute property of **(Title of Recipient)** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. § 21.1 *et seq.* and 49 C.F.R. § 303;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (102 Stat. 28.), (“...which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.”);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*), as implemented by 49 C.F.R. § 25.1 *et seq.*

Attachment A

The United States Department of Transportation

Standard Title VI/ Nondiscrimination Assurances

DOT Order No. 1050.2A

The Public Utilities Commission of Ohio (herein referred to as the “Recipient”), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Motor Carrier Safety Administration (FMCSA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq.*), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 49 C.F.R. Part 303 (FMCSA’s Title VI/Nondiscrimination Regulation);
- 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898, 3 C.F.R. 859 (1995), entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” emphasizes that Federal agencies should use existing laws to achieve Environmental Justice, in particular Title VI, to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FMCSA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice:
<http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm>.

Additionally, Executive Order 13166, 3 C.F.R. 289 (2001) on Limited English Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the *“application of Title VI’s prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency.”* When receiving Federal funds Recipients are expected to conduct a Four-Factor Analysis to prevent discrimination based on National Origin. (See also U.S. DOT’s *“Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons,”* dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the FMCSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above General Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FMCSA Program**:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations;
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [Public Utilities Commission of Ohio], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner’s race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award.”;
3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient;
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith;
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property;
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to

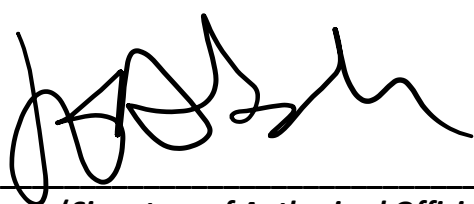
give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this Assurance, [Name of the recipient] also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FMCSA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FMCSA**. You must keep records, reports, and submit the material for review upon request to **FMCSA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Public Utilities Commission of Ohio gives this Assurance in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the **FMCSA Program**. This Assurance is binding on [insert State], other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person (s) signing below is authorized to sign this Assurance on behalf of the Recipient.

Jenifer French
(Name of Recipient)

by 
(Signature of Authorized Official)

7/29/22

Date

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, Chair, 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.

Susan Patterson for Jenifer French

Signature

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.

Susan Patterson for Jenifer French

Signature