eCVSP

CONNECTICUT

Commercial Vehicle Safety Plan

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

Fiscal Years 2024 - 2026

Date of Approval: September 16, 2024

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a 3-year plan or an Annual Update. 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 2024:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2024 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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.

Comments

Part 1 Section 2 - Mission/Goal Statement

Instructions:

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

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

<div align="center">

Connecticut Department of Motor Vehicles

Our Mission and Vision

</div>

Mission: The mission of the Connecticut Department of Motor Vehicles is to promote and advance public Safety, Security and Service through the regulation of drivers, their motor vehicles and certain motor vehicle-related businesses.

Vision: Our vision is to always evolve as an organization; to employ new and innovative measures and strategies that improve customer service, enhance the security of credentials, foster staff development and satisfaction,streamline agency procedures, and promote clear and timely communication.

<div align="center">

Commercial Vehicle Safety Division

Motor Carrier Unit

Safety is what we do every day.

</div>

To reduce the number and severity of; accidents, fatalities, and injuries involving commercial motor vehicles and hazardous materials incidents through consistent, uniform, and effective commercial motor vehicle safety programs.

Goal: With Connecticut's 2021 fatality rate of .1104 that is less than the national average of .1584, we will strive to maintain our lower than national average percentage and reduce its total number of crashes and reduce our total number of crashes annually by five percent.

Comments

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
●	○	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
○	●	Are initiatives involving rural roads included in the CVSP?
○	●	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
●	○	Are initiatives regarding human trafficking/smuggling included in the CVSP?
●	○	Are activities regarding drug interdiction included in the CVSP?
●	○	Are initiatives regarding work zone safety included in the CVSP?
○	●	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The Connecticut Department of Motor Vehicles, Commercial Vehicle Safety Division (CVSD) continues as this State's MCSAP lead agency. As the State's lead agency, partnering with the Federal Motor Carrier Safety Administration (FMCSA),Connecticut Department of Transportation (ConnDOT) and the Department of Emergency Services and Public Protection, and Division of State Police (CSP), our common goal is to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles.

The primary function of the CVSD is to reduce the number of commercial motor vehicle fatal and serious injury crashes through enforcement and safety inspections of commercial vehicles, its driver(s) and its load. We are firmly committed to our highway safety goals and ensuring that the highways of Connecticut are safe for the motoring public as guided by the National Highway Safety Strategy and that any death above zero is unacceptable. We remain confident that Connecticut will execute a well thought out and comprehensive Commercial Vehicle Safety Plan (CVSP) that will significantly improve motor carrier safety.

All personnel (84) performing roadside inspections submit those inspections to CVSD for uploading into the Federal database. All State (CVSD and CSP) personnel complete their inspections electronically (Inspect) and upload those inspections wirelessly. All personnel are trained and certified by the CVSD in accordance with Connecticut State statutes (Connecticut General Statutes (CGS) 14-163c) and regulations (Regulations of Connecticut State Agencies (RCSA) 14-163c-1, 2, 4 through 12 inclusive).

All participating agencies conduct roadside inspections, complete Driver/Vehicle Examination Reports and file those reports with the CVSD. As previously noted all reports are uploaded electronically. CVSD performs the data entry of the limited number of hand written reports, monitoring all DataQs, provides yearly training, certifies all reports, sends out second notices for delinquent reports and suspends the registrations of those vehicles cited in the delinquent reports that are non-compliant.

CVSD deploys two truck teams: East and West to effectively patrol in all areas across the State for maximum coverage. CVSD schedules include, at a minimum, three days per month for level III driver focused inspections, weekly traffic enforcement (TE) days, two HM days, two destination inspection details, and targeting work zone safety enforcment details. All personnel will include checks for: safety belts; drugs and alcohol; human trafficking; Drug and Alcohol Clearinghouse (DACH) statuses; operating authority (as applicable); violations of Federal OOS orders; and proper and valid license status when conducting inspections through fair equitable enforcement practices as defined in agency policy.

In addition to conducting over 80% of the Driver/Vehicle Examination Reports, which include CMV TE and motor coach terminal inspections, CVSD performs: New Entrant Safety Audits (SAs), the Internal Repair Audit Program (IRAP), Judicial Outreach Program (JOP), and public education and awareness presentations.

Comments

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific activity area.

- *Driver and Vehicle Inspections includes the number of personnel conducting inspection activities.*
- *Traffic enforcement activities includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.*
- *Investigations includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.*
- *Public Education and Awareness includes the number of personnel conducting public education and awareness on CMV topics.*
- *Data Collection and Reporting includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.*

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	CONNECTICUT DEPARTMENT OF MOTOR VEHICLES
Enter total number of personnel participating in MCSAP activities	42
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	42
Traffic Enforcement Activities	42
Investigations[*]	4
Public Education and Awareness	10
Data Collection and Reporting	4
[*] Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	42

Comments

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 2024 - 2026 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, https://ai.fmcsa.dot.gov/Grants. Portal credentials are required to access this website.*

- ***MCSAP Performance Dashboard*** *– States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.*

  It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- ***Activity Dashboard*** *– This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.*

  Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- *States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.*

- *States can also use internal State data sources.*

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Comments

Part 2 Section 2 - CMV Crash Reduction

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2018 - 2022

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the **Actual 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: Other

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:
All CMV fatal & non-fatal Truck Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	31	1056	1512
01/01/2021	12/31/2021	29	1078	1546
01/01/2020	12/31/2020	27	1100	1113
01/01/2019	12/31/2019	25	1232	1151
01/01/2018	12/31/2018	29	1312	1256

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
Fatal & non-fatal Bus Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	4	241	246
01/01/2021	12/31/2021	3	130	218
01/01/2020	12/31/2020	0	205	133
01/01/2019	12/31/2019	4	271	209
01/01/2018	12/31/2018	0	333	277

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: N/A

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	0	0	0
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	0	0	0

Enter the data sources and capture dates of the data listed in each of the tables above.
Data Sources: A&I. MCMIS Large Trucks and Buses Involved in Fatal and Non-Fatal Crashes CY 2019-2023, July 28, 2023 data snapshot, which includes crash records through 03/31/2023, A&I Average CMV Fatal Crash Rate (Per 100 Million VMT)(CY2017-2021) Crash Data from MCMIS as of 6/30/2023. VMT data from FHWA's Highway Statistics annual publication, and PHMSA Annual State Incident Reports.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
Connecticut's Average CMV Fatality Rate per 100 million VMT five year analysis: 2017 – 0.0794; 2018 – 0.0823; 2019 – 0.0823; 2020 – 0.0905; 2021 – 0.1104

While we grasp the seriousness of fatal crashes, due to the small number of fatal crashes, Connecticut uses the total (fatal and non-fatal) truck crash numbers when stating our goals and calculating the actual outcomes. This larger number provides for a more statistically relevant number for us to evaluate our two percent yearly crash reduction goals.

Overall Truck and Bus Crashes combined:

Calendar years: 2019 – 1,352 crashes; 2020 – 1,241 crashes (8.21% decrease in crashes from the previous year); 2021 – 1,763 crashes(39.88% increase in crashes from the previous year); and 2022 – 1,750 crashes (0.74% decrease in crashes from the previous year) The state of Connecticut is following the National trend of a significant crash decrease in 2020 during the pandemic travel decrease along with a sharp crash increase in 2021, 2022, and trending for 2023 due to the increase vehicle travel as the state returns to normal travel volumes. In addition to the increase in crashes, the state saw number of certified personnel retire in 2019 and 2020 due to contractual changes and difficulty in hiring law enforcement. These elements have presented a challenge to the state and through targeted area enforcement and increased traffic enforcement details we have been able to maintain the programs effectiveness.

Hazardous Materials:

A review of the PHMSA Yearly Incident Summary Reports (highway) for the years 2018 through 2022 continue to show zero fatalities and zero injuries that required hospitalization. To that end the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. The total number of incidents remains somewhat flat; 261, 284, 302, 366, and 364 respectively. Damages are flat as well; $353,207 in 2019, $49,186 in 2020, $82,125 in 2021, and $286,739 in 2022 except for the large spike in damages for 2018, which resulted mainly from one incident where a cargo tank rolled over releasing 2,600 gallons (gasoline). Damages for that incident was $806,000 (70.51% of the 2018 year's total damages of $1,143,148).

Regardless, trucks teams continue to be assigned twice per month to specific 'HM days' for a focus on hazardous materials transportation with a concentration on flammable – combustible liquid, corrosive, and oxidizer shipments as these three hazard classes represented 89.74% of the national incidents for 2022. Ultimately, the crash statistics, the PHMSA incident summary reports and the out-of-service rates demonstrate that there is no apparent issue with regards to hazardous material transportation. However, the nature of the product being transported requires us to maintain careful oversight on those motor carriers to ensure they continue safe operating practices. In addition, we have a several terminals (aka 'tank farms') located at a number of ports that supply fuel oils to consumers throughout the State and to surrounding States. We must be mindful of the security risk these terminals pose and continue to maintain a presence at these locations.

Narrative Overview for FY 2024 - 2026

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.

The Connecticut Department of Motor Vehicles will reduce the total number of CMV crashes by fifteen percent over the three year performance period by using a baseline from FY 2022 of 1,864 crashes to 1,584 crashes by the end of FY 2026, allowing for a five percent crash reduction each year to meet the three year commercial vehicle safety plan goal of 15% .

Using A & I MCMIS Large Truck and Bus Crash data 2022 MCMIS crash data for all large truck and bus crashes occurring on Connecticut's roadways: for the 1,864 large truck and bus crashes (involving 1,968 vehicles) the majority of those crashes occurred during daylight hours between 6 am and 6 pm (1,450 crashes, 73.7%), Monday through Friday (1,747 crashes, 88.8%), on dry roads (1,508, 76.6%), with clear weather condition reported (1,612 crashes, 81.9%), and take place on two-way divided highways 1,028 with barriers and 147 without barriers (1,175, 59.7%). The majority of these large trucks and buses are greater than 26,000 pounds (1,538, 78.2%), have three or more axles (1,154, 58.6%), have van/enclosed body cargo areas (719, 36.5%), are non-domiciled carriers (1,096, 55.7%), and are interstate carriers (1,593, 80.9%). The majority of these crashes (1,625, 82.57%) occur in three of our eight counties, Fairfield (588, 29.88%), Hartford (510, 25.91%) and New Haven (527, 26.78%); we have identified our need to focus in these counties for large trucks with three or more axles operated Monday through Friday between 6 am and 6 pm to achieve our goal of reducing truck and bus crashes by 5% each year of this safety plan.

Enter the data source and capture date:
Data Source: MCMIS Large Trucks and Buses Involved in Fatal and Non-Fatal Crashes FY 2022, snapshot as of 10/27/2023, which includes crash records through 06/23/2023.

Projected Goal for FY 2024 - 2026:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2024	5
2025	5
2026	5

Connecticut must strive to maintain its lower than national average percentage and reduce its total number of truck crashes annually by five percent.

Program Activities for FY 2024 - 2026: 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.
Connecticut plans on utilizing high visibility traffic enforcement, work zone specific details, and strategic inspection location rotations to include the state's fixed inspection locations to achieve it's crash reduction goal. While conducting roadside and facility-based inspections, officers will be using their training to identify human trafficking, drug interdiction, enforce out of service orders, check electronic logging devices, and educate motor carriers to effectively improve road safety and crash reduction.

Through the findings of the LTCCS's recognition of the driver as one of the major factors in 'crash causation', we will conduct CMV Traffic Enforcement focusing on safety belt usage, speeding, distracted driving, reckless driving, following too close and unsafe lane changes, in all areas of the state as well as prior to and within the identified high crash counties. Each CMV stopped will include an inspection and be documented on Driver/Vehicle Examination Reports. In addition, we will perform random roadside inspections, focusing on the driver and provide a high visibility presence prior to or within the identified high crash areas.

Connecticut does not intend to include non-CMV TE as part of the CVSP. CVSD does not have the necessary staffing levels to assign personnel to this task while maintaining our levels of inspections. Personnel will conduct isolated stops at times when unsafe actions by the non-CMV driver are performed in the vicinity of a CMV and warrants immediate action.

Connecticut will assign several personnel from each of our truck teams to work in the identified high crash areas at least twice per week. This should result in approximately 144 hours of CMV TE weekly. Activities will take place M-F between 6 am and 6 pm and focus on drivers of CMVs greater than 26,000 pounds operating on interstates. All CMV TE performed will be documented on Driver/Vehicle Examination Reports.

CT DMV will conduct high-visibility traffic enforcement approaching clearly posted work zones to target unsafe driving of commercial motor vehicles (CMVs) and create a police presence to alert CMV drivers of enforcement utilizing DMV Inspectors on overtime hours when CTDOT has scheduled work zones that contain narrow lanes, shifting traffic patterns, or sudden stops that pose special challenges to large trucks and buses. The CT DMV will coordinate these details based on CT DOT scheduled work zone areas such as major multi-year projects like the Waterbury Mix-master I-84/Rte. 8 interchange. Projects change frequently but usually occur outside of high truck traffic hours during midnight shifts requiring

the use of overtime to ensure enforcement can be conducted to reduce the number of serious CMV crashes in and around work zones.

CT DMV will also schedule two shifts a month to focus on hazardous materials in and around areas of increased crashes and HM truck presence

CT DMV will schedule multiple passenger carrier enforcement details on overtime to ensure passenger carrier safety remains a major focus. The transportation of passengers inherently carries with it an increased risk of multiple injuries. CT remains popular motorcoach passage between New York City and Boston and includes multiple high population destinations such as Lake Compounce, Foxwoods Casino, and Mohegan Casino.

This multifaceted approach to inspections and enforcement allows CT DMV to cover the entire state while maintaining high visibility and effectively reducing crashes in multiple focus areas.

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.
Truck team supervisors will schedule monthly high crash, TE, and HM days accordingly. The MCSAP Coordinator will review monthly schedules submitted by supervisors to ensure high crash, TE and HM days have been scheduled. The MCSAP Coordinator will plan and schedule overtime details monthly to address passenger carrier safety and work zone enforcement initiatives. Those days will be noted in the quarterly reports.

Comments

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. 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 2018 - 2022

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	4088	3807	2615	2966	3469
Level 2: Walk-Around	5603	5501	2749	5259	4945
Level 3: Driver-Only	7739	6176	5048	10245	6161
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	695	616	416	357	370
Level 6: Radioactive Materials	0	0	0	0	0
Total	**18125**	**16100**	**10828**	**18827**	**14945**

Narrative Overview for FY 2024 - 2026

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.
Iteris Inspect

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.

Note: The Inspections numbers are from the State's SAFETYNET files and reflect Federal Fiscal Years (FFY); October 1 - September 30.

Connecticut will perform Driver/Vehicle Inspections (aka inspections) at the levels noted in the activity projections listed below. All personnel will include checks for: safety belts; drugs and alcohol; electronic logs via web services in ERODS; operating authority (as applicable); violations of Federal OOS orders; and proper/valid license status (electronic check) when conducting inspections. These inspections will be done as specified in the other sections of this plan as they relate to crash reduction, TE, HM transportation and passenger-carrying vehicles. Ultimately, we will work to maintain or increase driver focused inspections at or above the 33% level.

When conducting inspections personnel have a number of ways of electronically checking electronic logs, operating authority, Federal OOS orders and licenses:

Electronic logs – Personnel have e-Rods installed on their mobile data terminal laptops, CVSD maintains the latest software updates, and personnel have been trained in the use of e-Rods. Personnel have been directed to transmit logs of subject CMV drivers via web services so they may view the logs using the e-Rods. For those carriers that do not have the web services function in their ELD and have e-mail as their selected form of transmitting logs, our personnel have been trained to have them e-mail using the Inspector's "Official Safety Code". This results in the logs being e-mailed to web services and then personnel can open the logs in the e-Rods. Personnel have been instructed not to e-mail logs to one's regular e-mail address (e.g. first.lastname@ct.gov).

Operating Authority and Federal OOS Orders – Personnel have access to check both operating authority and Federal OOS orders through the FMCSA Portal/Query Central; CT CVIEW and Inspect (Iteris); and Nexgen (our computer aided dispatch (CAD) system). Nexgen has an interface with CT CVIEW.

Licenses – Personnel verify license status through Nexgen that has access to the Connecticut On-Line Law Enforcement Communications Teleprocessing (COLLECT) that connects personnel to NCIC, NLETS and CT DMV license information. Additionally, CDLIS checks can be performed through the NLETS bridge that has been set up within COLLECT.

CVSD deploys two truck teams: East and West portions of the State for maximum coverage. Personnel on two teams work on CMV enforcement full-time and represent approximately twenty-two FTEs.

CVSD schedules include, at a minimum, three days per month for level III driver focused inspections, weekly TE days, two HM days per month, and two destination/MC enforcement inspection details per month. CVSD truck teams also work out of the five States weight and inspection stations. Team supervisors will schedule details according to our objectives and review personnel's activities to ensure they are working to achieve our goals. Work zone and additional Motorcoach and High Crash Area traffic enforcement is scheduled through overtime by the MCSAP Coordinator monthly.

It must be noted that our inspection goals include the inspections conducted by the forty-two CSP certified personnel. CSP does receive high priority grant funding independently but does not receive any MCSAP Basic funding. CSP inspections do not show on the summary tab for the MCSAP Lead Agency and as such the table may not show the correct percentages for Connecticut's inspection goals. CSP conducts roughly 1,600 inspections; inspections; 1,440 Non-Hazmat and 160 Hazmat.

The inspection goals reflected are based on inspections performed during regular time and do not include any inspections performed as part of any other grant activities performed on overtime. The inspection numbers are typically larger due to inspection activities performed as part of several different grants; e.g. FHWA Oversize/Overweight grants, Dyed Fuel grants and FMCSA High Priority grants. As part of these overtime activities, CVSD and CSP personnel will perform inspections on those vehicles and/or drivers identified as needing inspections. These grants are not received every year and fluctuations obviously occur when those activities are not conducted.

DACH- CVSD will continue to improve the detection and enforcement of drivers in prohibited status with the Drug and Alcohol Clearing House. All certified personnel members have access to DACH through the FMCSA portal on their laptops. CT has met and exceeded it's to increase the total number of prohibited drivers cited who are found to be prohibited in the Drug and Alcohol Clearinghouse during roadside inspection by 25% to 38.2% in CY 2023, from a baseline of 13.2% in CY2021. In the recent year CT DMV has increased training and resources to all CT CVSA certified officers to increase the number of prohibited drivers cited and placed out of service while operating in prohibited status. Using the new training and advanced warnings in our third-party inspection program CT DMV Inspectors have increase the current catch rate and will continue to do so.

Identifying Impaired Driving in CMV's - CT legislature recently passed the "POLICE ACCOUNTABILUTY BILL" (C.G.A. Bill 1201) which in part requires all CT law enforcement officers to take an additional course in "Advanced Roadside Impaired Driving Enforcement" as part of recertification. This course is focused on identifying drug impaired driving and integrates this training into the SFST program. All CVSD Inspectors must take this course which will lead to better detection of impaired driving.

In addition to the above stated activities, CT Inspectors will continue to receive training in identifying human trafficking and drug interdiction involving commercial vehicles when conducting inspections. This training includes identifying traps/voids in CMV's and behavioral identifiers. Approximately 50% of our staff attended DIAP training in 2021 and CT will continue to send Inspectors to DIAP training when it becomes available in New England again. CT Inspectors will apply this knowledge to daily enforcement activities including overtime. CT Inspectors will also help promote awareness by providing info to truck drivers during inspections and audits such as Truckers Against Trafficking cards.

CVSD will continue monitoring and processing DataQ's by thoroughly investigating and in a timely manner to ensure conformity with the MCSAP comprehensive policy, FMCSA regulations, and CVSA policies and guidance.

CVSD will continue efforts with maintaining it's efforts in HM inspections program including targeting denser HM cargo transportation areas like the oil farms.

CVSD will continue to conduct public education and awareness activities to the industry, the motoring public, and municipal police officers.

CVSD will continue to commit officers fulltime to the new entrant unit to reduce the effectively complete safety audits and reduce overdue numbers as new carriers have been identified as more at risk of being involved in a crash event.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2024, 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: CONNECTICUT DEPARTMENT OF MOTOR VEHICLES

Enter the total number of certified personnel in the Lead agency: 42

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3750	250	100	4100	25.47%
Level 2: Walk-Around	4250	750	100	5100	31.68%
Level 3: Driver-Only	6000	100	300	6400	39.75%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	0	0	500	500	3.11%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**14000**	**1100**	**1000**	**16100**	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2024 - 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 Subrecipients	**0**	**0**	**0**	**0**	

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	42
Enter the total number of inspections projected for FY 2024:	1500

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: CONNECTICUT DEPARTMENT OF MOTOR VEHICLES **# certified personnel: 42**					
Subrecipient Agencies: **# certified personnel: 0**					
Number of Non-Funded Agencies: 1 **# certified personnel: 42** **# projected inspections: 1500**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3750	250	100	4100	25.47%
Level 2: Walk-Around	4250	750	100	5100	31.68%
Level 3: Driver-Only	6000	100	300	6400	39.75%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	0	0	500	500	3.11%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	**14000**	**1100**	**1000**	**16100**	

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.
See description in the narrative above.

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 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	16400	0	1500	17900
Enter total number of certified personnel	45	0	45	90
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	16700	0	1500	18200
Enter total number of certified personnel	50	0	50	100

Comments

Part 2 Section 4 - Investigations

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

Comments

Part 2 Section 5 - Traffic Enforcement

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 2018 - 2022

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2022	12/31/2022	6074	6074
01/01/2021	12/31/2021	8487	8487
01/01/2020	12/31/2020	6886	6886
01/01/2019	12/31/2019	4295	4295
01/01/2018	12/31/2018	4828	4828

☑ *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 MCMIS data snapshot as of 7/28/2023. Note - While the majority of TE stops are accompanied by a ticket (infraction or misdemeanor), Connecticut's Driver/Vehicle Examination Reports are treated and processed as a written warning. Failing to certify a Driver/Vehicle Examination Report may result in a registration suspension for the motor carrier.

Narrative Overview for FY 2024 - 2026

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](#).

Many preventable crashes result from illegal or unsafe driver behaviors as identified in the findings of the LTCCS's recognition of the driver as one of the major factors in 'crash causation', we will conduct CMV TE focusing on safety belt usage, distracted driving, reckless driving, speeding, driver fatigue, driver impairment, following too close and unsafe lane changes, in all areas of the state as well as prior to and within the identified high crash areas. This CMV TE will be documented on Driver/Vehicle Examination Reports. In addition, we will perform random roadside inspections, focusing on the driver and provide a high visibility presence prior to or within the identified high crash areas.

Connecticut does not intend to include non-CMV TE as part of the CVSP. CVSD does not have the necessary staffing levels to assign personnel to this task while maintaining our levels of inspections. Personnel will conduct isolated stops at times when unsafe actions by the non-CMV driver are performed in the vicinity of a CMV and warrants immediate action.

Connecticut will assign several personnel from each of our truck teams to work in the identified high crash areas at least twice per week. This should result in approximately 144 hours of CMV TE weekly. Activities will take place M-F between 6 am and 6 pm and focus on drivers of CMVs greater than 26,000 pounds operating on interstates. All CMV TE performed will be documented on Driver/Vehicle Examination Reports.

In addition to regular scheduled TE shifts on regular time, CVSD will schedule TE overtime assignments rotating through each identified High Crash Corridor with an emphasis on speed enforcement and other bad driver behavior during the time periods in which the majority of our crashes occur (m-f 6a-6p). Increasing the contacts made with CMV's through level III inspections gives our personnel more exposure to identify and increase the catch rate of prohibited drivers and Federal OOS orders. This increase in shifts dedicated to TE will increase our projected CMV Inspections by at least 10% from our previous estimate and improve our DACH catch rate to at or above the national goal of 85%.

The increased funding provided via the BIL has allowed CVSD to add additional overtime details that target work zone safety at night, targeted speed enforcement, and distracted driving enforcement outside of normal operational hours (Monday-Friday 6am-6p). CT work zones are primarily scheduled from 7pm to 7am by the CT Dept. of Transportation and have seen concerning speeds by truck traffic. As large trucks and buses continue to be overrepresented in fatal and serious injury crashes in construction and work zones, the additional funding has allowed CVSD to continue work zone enforcement monthly primarily identifying trucks speeding over 15mph in a posted work zone. These efforts are going to continue as the HP grant funding we receive can only cover a small portion of the activities needed and is not guaranteed each year.

Staffing levels remain a concern and hiring for new officers can take over a year from start to finish, this funding has allowed us to extend our regular shifts to provide the enforcement needed to reduce crashes. All these efforts also aid in identifying prohibited operators, driver's failing to use restraints, driver fatigue, impaired drivers, look for human smuggling, drug interdiction clues, and out of service carriers.

CVSD has maintained a 100% of OOS carriers identified and detained roadside for the last several years, we intend to continue those efforts.

Projected Goals for FY 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. 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.

Yes	No	Traffic Enforcement Activities	Enter Projected Goals (Number of Stops only)		
			FY 2024	FY 2025	FY 2026
●	○	CMV with Inspection	6655	7320	8050
○	●	CMV without Inspection	0	0	0
○	●	Non-CMV	0	0	0
●	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1815	1980	2145

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.

Supervisors will schedule monthly high crash and TE days accordingly. The MCSAP Coordinator will review monthly schedules submitted by supervisors to ensure high crash and TE days have been scheduled. Those days will be noted in the quarterly reports.

All overtime details will be tracked on a R-401 form and completed by each officer at end of shift and submitted to their supervisor for reporting.

Comments

Part 2 Section 6 - Safety Technology

This section covers two of FMCSA's safety technology programs:

- *Innovative Technology Deployment (ITD)*
- *Performance and Registration Information Systems Management (PRISM)*

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- *Is widely available not requiring any product development*
- *Can be fully deployed and operational within the period of performance*
- *Has a direct impact on CMV safety based on verified performance data*
- *Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required*

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Enhanced Participation	Yes

Avaliable data sources:

- The Innovative Technology Deployment (ITD) website is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The PRISM Data and Safety Hub (DASH) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: CT DMV
Enter the agency name responsible for PRISM in the State: CT DMV

Narrative Overview for FY 2024 - 2026

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).
Note: The CT DMV is presently "Enhanced Participation" level of PRISM. CT DMV currently suspends non-IRP vehicle registrations through a manual process. CT DMV is working on program changes for our non-IRP registrations that will automate this process. Once automated we should be fully recognized as "Expanded PRISM". Estimated completion of the project is 9/30/2023.

Program Activities for FY 2024 - 2026: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.
ITD O&M: CT DMV uses Iteris Inspect and CTCVIEW software to complete inspections and ensure personnel has direct access to the required information roadside.

PRISM O&M: All DMV certified personnel are required to be certified to conduct truck inspections. All inspections conducted by State personnel must be completed electronically for timeliness and accuracy of data. CT DMV uses CAD/RMS (Nexgen) as the platform to log calls, run vehicle information, and to verify and document Federal OOS orders, operating authority, and CMV driver's licenses. The program also requires secure Net Motion and Appeon maintenance to ensure secure data transfer through mobile connectivity in vehicles.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).
The CT DMV is presently "Enhanced Participation" level of PRISM, we currently suspend non-IRP vehicle registrations through a manual process and we are working on program changes for our non-IRP registrations that will automate this process. Once automated we should be fully recognized as "Expanded PRISM". PRISM quarterly reports will continue to be submitted as required. Estimated completion of the project is 9/30/2023. Once implemented the CT DMV will only need to maintain the current system with out any extensive program changes, smaller program enhancements to improve CMV safety and inspection timeliness through our third party inspection program is an additional cost the agency will consider in the future when DACH and EROD system patch compatability is available to integrate with our inspection software to reduce inspection completion time.

Comments

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs 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 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	51	44	10	18	21
CMV Safety Belt Education and Outreach	42	45	11	19	22
State Trucking Association Meetings	1	1	1	5	1
State-Sponsored Outreach Events	1	1	1	1	3
Local Educational Safety Events	0	0	3	2	4
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2024 - 2026

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safely initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

Activity #1: Include the 'Share the Road with Trucks' message in the Connecticut Driver's Manual.
Goal: To ensure all new drivers are provided this important information when studying for their driver's license.
Actual: Connecticut Driver's Manual contains the 'Share the Road with Trucks' message. The manual is available on-line for all new drivers as well as anyone who wishes to review the manual. Our web page gets roughly 25,000 hits per month, or 300,000 per year.

Activity #2: Inspectors to visit with Courts to ensure that our daily activities are properly and judicially administered through the State's courthouses in an effort to ensure that those 'high risk' carriers are dealt with swiftly and accordingly.
Goal: Court visits twice per week.
Actual: Average of two visits per month was completed as well as a monthly visit to the Centralized Infraction Bureau this current fiscal year.
Narrative: The twenty-plus courts are spread out across the State of Connecticut making it difficult to visit some of the courts on the fringe areas of the State. Most visits are conducted at those courts that have CMV cases pending.

Activity #3: Conduct in-service commercial vehicle law training for police as well as training in commercial vehicle law to new police recruits. Training to CVSA certified personnel will include the importance of accurate violations and their effect on motor carriers through CSA.
Goal: Two Truck 101 classes and several in-service classes.
Actual: Four Trucks 101 and five in-service classes held this current fiscal year to date.
Narrative: These training classes are helpful for all law enforcement officers throughout the State. The Trucks 101 classes provide training to State and local police and their respective departments on CMV laws as well as the need for accurate and timely accident/crash reporting of all reportable crashes. We have made advancements at the Police Academy and have returned to provide CMV training to new recruits.

Activity #4: Conduct safety briefings and presentations on CMV safety performed when requested.
Goal: Conducting at least one safety briefing/presentation per month. All safety talks will include CSA, safety belt and distracted drivingeducation, workzone safety, the importance of pre-trip inspections, point assesments, Truckers Against Trafficking information, transporting hazardous materials, and CMV safety.

Actual: Schedule one safety briefing/presentation per month in addition to the CVSD's monthly safety presentation geared towards new carriers had at Tunxis Community College.

Narrative: It is important to work with motor carriers and their drivers so they understand the mission of reducing the number and severity of CMV crashes with an emphasis on educating new carriers.

CVSD conducts annual in-service training for all MCSAP Personnel into two days of instruction. The first day of instruction is a classroom event that include CVSA updates, inspection inadequacy, DACH catch rates, human trafficking, and drug interdiction. In addition to our yearly MCSAP training, the CT POSTC police recertification requirements state each officer shall receive 1 hour of human trafficking each year in order to be eligible for recertification. Inservice classes for recertification held once every three years also includes drug interdiction and current trends in drug trafficking/production.

Projected Goals for FY 2024 - 2026

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.

Yes	No	Activity Type	Performance Goals		
			FY 2024	FY 2025	FY 2026
⦿	○	Carrier Safety Talks	40	45	50
⦿	○	CMV Safety Belt Education and Outreach	40	45	50
⦿	○	State Trucking Association Meetings	1	1	1
⦿	○	State-Sponsored Outreach Events	1	1	1
⦿	○	Local Educational Safety Events	1	1	1
⦿	○	Teen Safety Events	1	1	1

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.

Perform inquiry into the CAD/RMS system and provide the number of Educational Events conducted as each event is logged into our computer aided dispatch program by all presenters. Reporting also is to include duration and number of attendees in the quarterly report for the CVSD monthly classroom presentation at Tunxis Community College.

Comments

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

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). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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: CT DMV

Enter the agency or agencies name responsible for DataQs: CT DMV

Enter the agency name responsible for the Crash Data Repository: CT DMV

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 2024 - 2026.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

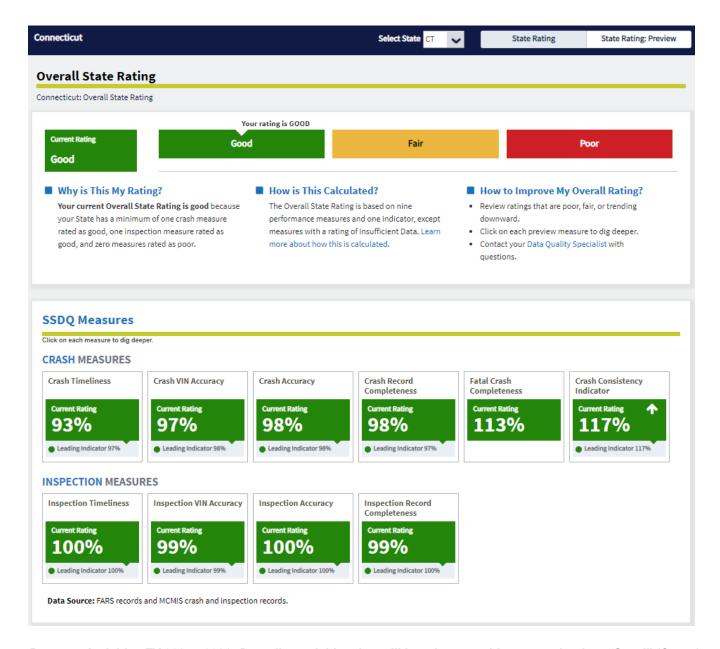***Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.***
A&I Online data current as of August 15, 2023.

Narrative Overview for FY 2024 - 2026

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.).

Connecticut   Select State CT ▾   State Rating   State Rating: Preview

Overall State Rating

Connecticut: Overall State Rating

Your rating is GOOD

Current Rating	Good	Fair	Poor
Good			

Why is This My Rating?

Your current Overall State Rating is good because your State has a minimum of one crash measure rated as good, one inspection measure rated as good, and zero measures rated as poor.

How is This Calculated?

The Overall State Rating is based on nine performance measures and one indicator, except measures with a rating of Insufficient Data. Learn more about how this is calculated.

How to Improve My Overall Rating?

- Review ratings that are poor, fair, or trending downward.
- Click on each preview measure to dig deeper.
- Contact your Data Quality Specialist with questions.

SSDQ Measures

Click on each measure to dig deeper.

CRASH MEASURES

Crash Timeliness	Crash VIN Accuracy	Crash Accuracy	Crash Record Completeness	Fatal Crash Completeness	Crash Consistency Indicator
Current Rating **93%**	Current Rating **97%**	Current Rating **98%**	Current Rating **98%**	Current Rating **113%**	Current Rating **117%** ↑
● Leading Indicator 97%	● Leading Indicator 98%	● Leading Indicator 98%	● Leading Indicator 97%		● Leading Indicator 117%

INSPECTION MEASURES

Inspection Timeliness	Inspection VIN Accuracy	Inspection Accuracy	Inspection Record Completeness
Current Rating **100%**	Current Rating **99%**	Current Rating **100%**	Current Rating **99%**
● Leading Indicator 100%	● Leading Indicator 99%	● Leading Indicator 100%	● Leading Indicator 100%

Data Source: FARS records and MCMIS crash and inspection records.

Program Activities FY 2024 - 2026: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

CVSD will continue monthly monitoring of SSDQ categories to ensure Connecticut maintains its "green" rating in all categories and continue using the "state preview" function to identify deficiencies to correct prior to the issues becoming the current status. CT is continuing to struggle with reporting crash timeliness under the new requirements as some crashes take municipalities longer to complete or do not upload or have trouble uploading in a timely fashion.

DataQs operations are monitored by the Truck Operations Lieutenant weekly and distributed to the appropriate supervisor to review and complete in a timely fashion. MCSAP Processing technicians review all accident related DataQs and respond/update SafetyNet appropriately.

O&M for SSDQ: Monthly modem services are required for each vehicle to allow all DMV personnel who are MCSAP certified to conduct inspections and immediately upload that inspection for timely reporting and data accuracy. The modems also allow personnel to access to ASPEN/ISS, CAD/RMS (Nexgen), CTCVIEW, Iteris Inspect, FMCSA Portal and SAFER for inspection report accuracy and timeliness as well.

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.

As stated above: CVSD will continue monthly monitoring of SSDQ categories to ensure Connecticut maintains its "green" rating in all categories and continue using the "state preview" function to identify deficiencies to correct prior to the issues becoming the current status. CT is continuing to struggle with reporting crash timeliness under the new requirements as some crashes take municipalities longer to complete or do not upload or have trouble uploading in a timely fashion.

Comments

Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

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

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

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

Trend Analysis for 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	628	586	822	911	1324
Intrastate	0	0	0	0	0
Total Audits	**628**	**586**	**822**	**911**	**1324**

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 2024 - 2026

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: **[New Entrant website (NEWS)](#)**	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/16/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	766
Current Number of Past Dues	36

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 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
	FY 2024		FY 2025		FY 2026	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	200	0	250	0	300	0
# of Safety Audits (Offsite)	1100	0	1000	0	900	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**1300**	**0**	**1250**	**0**	**1200**	**0**
# of Non-Audit Resolutions	300	300	300	300	300	300

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

We continue to see a number of small motor carriers enter and exit the continued volatile business environment, and with the nature of our small State we continue to see a number of motor carriers fluctuating between interstate and intrastate motor carriers. Both areas that make it difficult to determine the actual number of motor carriers that require a New Entrant (NE) Safety Audit (SA). Since June of 2016 we began doing offsite SAs, which helps to complete the required SAs within the statutory time frame. Onsite SAs will be performed as required and will continue to increase each year as we move away from the pandemic, staff permitting, but the offsite SA will continue as the primary focus for SAs.

CT DMV has four dedicated sworn Inspectors trained in SAs and an two non-sworn administrative staff members in our NE SA program. One of the administrative services staff will work as the New Entrant Coordinator, who works in coordination with the FMCSA CT Division Office and the other assisting the New Entrant Coordinator and the MCSAP Coordinator who will work with those motor carriers who are scheduled for an SA. The New Entrant Coordinator was added in FFY 2014 in an attempt to counter the excessive backlog of SAs. This strategy had a tremendous payoff, ultimately reducing the backlog to almost no overdue SAs. The strategy allowed personnel conducting SAs to focus on completing SAs while the New Entrant Coordinator works to fill appointments. The New Entrant Coordinator eliminates those motor carriers: 1) who do not need an SA (no interstate trips), or 2) who do not make contact and are declared OOS after three no contacts. CT DMV has seen a large increase in the amount of SA's that are revoked/inactive, out of business, or converted to Intrastate. The second administrative staff will focus on preliminary paperwork for the SA. All SAs, either onsite or offsite, will be completed by the Inspector. Motor carriers requiring an onsite SA will be visited by an Inspector at the motor carrier's place of business, or in the case of the business office in someone's home, conduct the SA in a separate office (e.g. DMV or FMCSA office).

CT has seen a tremendous increase in new entrant carriers, approximately 400 more in 2022 with an increase in 2023 still showing a trend in growing number of small businesses. This trend shows a need for continued hiring to add additional staff to the New Entrant Unit.

In addition to the SA role, administrative staff will suspend those registration plates for motor carriers who have been issued a Federal OOS order. Inspectors will go to the motor carriers place of business to remove suspended plates for those motor carriers who are not willing to comply with the NE SA program.

With a number of motor carriers entering and exiting the business environment, tracking down those new entrants takes time. Those, along with motor carriers who are trying to avoid an SA, all ultimately affect the number of SAs actually performed. CT has seen a large number of new entrants change to intrastate, go out of business or just not show up resulting in a revocation, again all of which affects the number of SAs performed.

Activity Plan for FY 2024 - 2026: 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.

We now have four full-time CT DMV Inspectors performing SAs and two administrative services staff to work full-time on the NE SA program. The New Entrant Coordinator would coordinate with the FMCSA CT Division Office and Inspectors to monitor the status of the CT's NEs, prioritize the assignment lists and attempt to mitigate those motor carriers who are

overdue for their SA. The New Entrant Coordinator will schedule SAs, both onsite and offsite, for the Inspectors. The second administrative staff will focus on preliminary paperwork for the SA. All SAs, either onsite or offsite, will be completed by the Inspector. Motor carriers requiring and or requiring an onsite SA will be visited by an Inspector at the motor carrier's place of business or conduct the SA in a separate office (e.g. DMV or FMCSA office). This has been very beneficial and eliminates the difficulties of scheduling for field personnel conducting the SAs and the additional staff will help to keep the overdue list to a minimum.

The data was reviewed in NEWS and GOTHAM and we project that we will have roughly 1400 SAs to perform in FFY 2023. Our trends show that there are approximately 1,400 SAs, a third of those carriers are identified as intrastate only, revoked, or never make contact with CT DMV. To date the four CT DMV Inspectors are current with under 50 past dues, which are mostly related to NE program requirement timelines. In order to reduce our overdues by 20% in the coming fiscal year, the DMV is trying to hire more officers so that we could send two additional Inspectors to New Entrant training to combat the growing number of audits on a part time basis and conduct more educational safety events, these individuals will also be utilized to conduct carrier compliance reviews when the SA's are under control. Overtime will also be used to assist in new entrant audits when necessary to complete audits when a carrier has provided all the necessary documentation.

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 New Entrant Coordinator will complete a schedule that all personnel have access too, including the FMCSA CT Division Office personnel. Monthly activity reports will be provided to New Entrant Coordinator. Monthly reports will include: days worked, number of SAs onsite completed, number of offsite SAs completed, number of SAs converted to CRs and reassigned, number of visits resulting in a motor carriers change from interstate to intrastate or US DOT number revoked, number of SAs that were no shows, US DOT number revoked, number of visits canceled, number of roadside inspections, number of days off (vacation, PL or sick) and any other relative information.

A financial and performance quarterly report will be submitted within 30 days of the end of each quarter, as required by FMCSA.

Comments

Part 3 - National Emphasis Areas and State Specific Objectives

Part 3 Section 1 - Overview

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2024 - 2026).

Comments

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

The OOS Catch Rate report is located on the A&I Online website in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: No Data Available

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

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.**

Comments

Part 3 Section 3 - Passenger Carrier Enforcement

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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.**

Comments

Part 3 Section 4 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2023 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 2023 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2023 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2023 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.
While we have been continually "green", we must continue to work with ConnDOT and the electronic upload process to maintain our "green" crash timeliness status. Working with ConnDOT includes: - allowing their systems to interface with CTCVIEW to help identify the proper carriers (aka carrier match) involved in CMV reportable crashes. - Work with ConnDOT and their vendor during the train-the-trainer classes being provided to police departments on the new electronic PR-1 as it relates to CMVs. - fatal crash completeness to ensure our records are matched. - identifying PDs who have consistent issues with crash reporting so their issues do not affect timeliness and accuracy of the crash data especially with the reduced time for crash data reporting

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
Crash timeliness measure remains "green". We must maintain the process that was put in place over the last several years. With the new electronic PR-1 in place (since 2015) and the upload from ConnDOT and CVSD operational, edit checks are continually refined, uploads performed every night when a CMV reportable crash(es) clears ConnDOT edits and is added to their system. This process helps to maintain our crash timeliness measure, but needs to constantly be checked.

Actual: Insert year to date progress (#, %, etc., as appropriate).
This activity is and has been complete. Crash timeliness measure has been "green" for quite some time, but needs constant supervision. ConnDOT is performing nightly uploads of reportable CMV crashes. CVSD has access to electronically view crash reports. CVSD uses this functionality to verify crash reports as needed and correct any errors or omissions that may have occurred from the electronic upload of the crash data. All FMCSA MMUCC fields are being electronically uploaded.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
Connecticut is currently "green" in all areas. Connecticut is in a maintenance mode for crash timeliness and is the one area that is outside of our direct control and requires continued communication with ConnDOT and with municipalities. The decreased reporting window on crash reporting will be challenging and require pushing other agencies to submit their crash reporting on time which can get hung up during supervisor approval or fail to transmit electronically. CT DMV is working with ConnDOT to improve the reporting time.

Comments

Part 3 Section 5 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include human trafficking/smuggling initiatives, work zone safety details, 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 2024 - 2026. 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.

Comments

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 justify 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 2024 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	$4,241,802.00	$223,253.00	$4,465,055.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$669,758.00
MOE Baseline:	$538,397.94

Comments

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 prior approval (15% of MCSAP Award Amount):	$669,758.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE - Salary	12	0.0000	$954,720.00	$0.00	$0.00	$0.00	$954,720.00
Inspector (FTE)	15	100.0000	$79,560.00	$1,193,400.00	$1,133,730.00	$59,670.00	$0.00
Lieutenant	1	100.0000	$94,556.80	$94,556.80	$89,828.96	$4,727.84	$0.00
Administrative Services	3	100.0000	$73,278.40	$219,835.20	$208,843.44	$10,991.76	$0.00
Subtotal: Salary				**$1,507,792.00**	**$1,432,402.40**	**$75,389.60**	**$954,720.00**
Overtime Project Costs							
MOE - Overtime Salary	1	0.0000	$15,000.00	$0.00	$0.00	$0.00	$15,000.00
Overtime	1	100.0000	$315,000.00	$315,000.00	$299,250.00	$15,750.00	$0.00
Subtotal: Overtime				**$315,000.00**	**$299,250.00**	**$15,750.00**	**$15,000.00**
TOTAL: Personnel				**$1,822,792.00**	**$1,731,652.40**	**$91,139.60**	**$969,720.00**
Accounting Method:	**Accrual**						

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

MCSAP funding pays for fifteen (15) Inspectors (FTE), one Lieutenant (MCSAP Coordinator) and three Administrative Services personnel (Office Clerks, Processing Technicians, or Analysts) who all work full-time (2,080 hours per year) on MCSAP eligible activities.

With the Inspector's average rate of $38.25 per hour that equates to $1,193400 per year; the Lieutenant's rate of $45.46 per hour that equates to $94,556.80 per year; and the Administrative Services personnel's average rate of $35.23 per hour, equating to $219,835.20 per year; totaling $1,471,828.8.

With an added overtime line item of $315,000, which is approximately 5,490 hours of Inspector overtime ($38.25 per hour x 1.5 x 5,751.13) the total personnel costs are $1,822,792.

All personnel listed are assigned to MCSAP on a full-time basis. Four of the Inspectors are assigned to perform New Entrant Safety Audits (SAs) along with ancillary MCSAP duties. One of the Administrative Services personnel is assigned to coordinate the SAs for the Inspectors and a second Administrative Services personnel assist with SA administration along with ancillary MCSAP administrative duties. The third Administrative Services personnel conducts DataQ's, crash reporting accuracy, and ancillary MCSAP admin duties.

MOE Salaries: Covers 12 Inspectors (FTE) working on Truck Teams and MOE Overtime Salaries covers their overtime.

There is a discrepancy in the number of personnel listed throughout the eCVSP however, it is for the following reasons: MCSAP Overview S4 states our current certified personnel number as 42 which is acurate for our current staffing level, Crash Reduction S3 is our modest projected inspector numbers of at least 45 by FY 2025 and at least 50 certified personnel by FY2026 based on current staffing needs, recruitment, and selection. In the financial section equipment and software are listed at 60 as that is our full staffing operating number. Recruitment and retention have been an extreme challenge for our specialized agency since the state's 2021 retirement benefit changes causing a mass exit in certified personnel. As we hire, we also lose to retirement and higher paying departments. 60 certified Inspectors is our standard operating number, and we continue to recruit and hire to reach that staffing level. Although the numbers are not consistent through the eCVSP, I believe those amounts are accurate to our agency needs this FY.

Comments

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: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation**

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
Lieutenant	125.0000	100.0000	$94,556.80	$118,196.00	$112,286.20	$5,909.80	$0.00
Administrative Services (3 FTE)	90.0000	100.0000	$219,835.20	$197,851.68	$187,959.10	$9,892.58	$0.00
Inspectors (15 FTE)	121.0000	100.0000	$1,193,400.00	$1,444,014.00	$1,371,813.30	$72,200.70	$0.00
MOE Fringe - Salaries	121.0000	0.0000	$954,720.00	$0.00	$0.00	$0.00	$1,155,211.20
MOE Fringe - Overtime Salaries	121.0000	0.0000	$15,000.00	$0.00	$0.00	$0.00	$18,150.00
Overtime	121.0000	100.0000	$315,000.00	$381,150.00	$362,092.50	$19,057.50	$0.00
TOTAL: Fringe Benefits				**$2,141,211.68**	**$2,034,151.10**	**$107,060.58**	**$1,173,361.20**

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.
Fringe benefits are a summation of the actual fringe benefits per employee in hazardous duty (regardless of job category or overtime hours) and include medical/dental insurance (28.89% avg), FICA-Social Security (66.20%), FICA-Medicare (1.45%), employer-share of their retirement plan (83.05%*), unemployment comp (0.00%), and employer-share group life (119% avg). We estimate the fringe rate average at 121.00%.

Fringe benefits are a summation of the actual fringe benefits per employee not in hazardous duty (regardless of job category) and include medical/dental insurance (21.2426% avg), FICA-Social Security (6.2%), FICA-Medicare

(1.45%), employer-share of their retirement plan (59.57%*), unemployment comp (0.18), and employer-share group life (.2649% avg). We estimate the fringe rate average at 90%.

Where there is a singular person (Lieutenant 125%) listed on the line item above, their actual fringe rate is used.

Based on the proposed personnel costs, fringe rate costs are proposed to be $2,141,211.68.

*The memorandum from the Connecticut Office of the State Comptroller as it relates to the calculations for 2023-2024 Fringe Benefit Cost Recovery Rates. The direct link to the memorandum found on the Comptroller's website is:2023-16.pdf (ct.gov)

The percentages listed in the eCVSP are a summation of the actual state employee salary fringe rates. The State memo lists the maximum percentage rates based on job class for hazardous duty and non-hazardous duty which is then added to the Employer Share Group Life Insurance, Medical Insurance, FICA-Social Security, and Medicare. The salaries of all employees both hazardous duty and nonhazardous duty are collected and that average rate is depicted on the eCVSP. The rates vary based on what the employee has selected for benefits (family, single, etc). A few hazardous duty employees have opted out of the retirement package and therefore reduced the fringe rate average from what is listed on the memo. The salary rates include personal identifying information so it was not attached with the eCVSP.

Comments

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
UMASS Safety Summit	2	2	100.0000	$1,000.00	$950.00	$50.00	$0.00
NAIC Training/Judging	2	5	100.0000	$6,000.00	$5,700.00	$300.00	$0.00
CVSA Data Mgmt	2	3	100.0000	$4,550.00	$4,322.50	$227.50	$0.00
COHMED	3	5	100.0000	$8,625.00	$8,193.75	$431.25	$0.00
CVSA Spring Workshop	3	7	100.0000	$10,200.00	$9,690.00	$510.00	$0.00
CVSA Annual Conference	5	7	100.0000	$17,000.00	$16,150.00	$850.00	$0.00
MCSAP Planning Meetings	2	2	100.0000	$4,050.00	$3,847.50	$202.50	$0.00
NTC Training	14	10	100.0000	$18,000.00	$17,100.00	$900.00	$0.00
TOTAL: Travel				**$69,425.00**	**$65,953.75**	**$3,471.25**	**$0.00**

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.
Conference travel for three CVSA conferences/meetings; Annual, Spring Workshop and COHMED to integrate travel opportunities to include more members of the department to discuss and integrate more innovative enforcement and technology:

CVSA Spring Workshop - Three Lieutenants/Sergeants (or designee) to attend– air fare $1,400; hotel $1,750 and per diem/incidentals $250 each;

CVSA Annual Meeting – Five Lieutenants/Sergeants (or designee) to attend - air fare $1,400; hotel $1,750 and per diem/incidentals $250 each

Two Processing Techs (or designee) to attend CVSA Data Mgmt – air fare $1,400; hotel $750 and per diem/incidentals $125 each

COHMED - Three Lieutenants/Sergeants (or designee) to attend– air fare $1,400; hotel $1,250 and per diem/incidentals $225 each

Two Lieutenants/Sergeants (or designee) to attend MCSAP Planning Meeting/Workshop date and location to be determined – air fare $3,000; hotel $800 and per diem/incidentals $250 each.

Two Sergeants or Inspectors to attend NAIC for competition/training/judging/volunteering - air fare $1,300; hotel $1,500 and per diem/incidentals $200.

Approximately 14 Sergeants or Inspectors to attend NTC Courses: NASTI Part A & B, General HM, Bulk Packaging, PVI, DIAP, and CR courses as needed. NTC training locations are not known at this time. Based on previous training in Maryland, New Jersey, New York and Pennsylvania NTC trainings, we project expenses as follows: hotel $12,800; and per diem/incidentals $5,200. NTC Training travel covers the cost of personnel attending NTC/NAIC Training, which will be greatly increased as a result of the loss of the Regional Training Academy that was hosted by the Massachusetts State Police:

Approximately 2 Lieutenants or Sergeants to attend UMASS Safety Summit. The summit is regional and does not require air faire therefore we project the following expenses: hotel $800 and per diem/incidentals $200 each.

Total travel expenses $69,425.

Comments

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see 2 CFR § 200.1 Definitions.*

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

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

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
LTI 20/20 TruVision Laser	5	$6,862.00	100	$34,310.00	$32,594.50	$1,715.50	$0.00
TOTAL: Equipment				**$34,310.00**	**$32,594.50**	**$1,715.50**	**$0.00**
Equipment threshold is greater than $5,000.							

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

Five LTI 20/20 TRUVSION Photo/Video (or similar) Laser units at a total unit cost of $6,862 (TruVision Kit $6,355, Magnifier Assembly $112, and distance between cars trucam $395) to effectively enforce bad CMV behavior that are crash causation factors. The laser unit has photo and video capability aiding immensely in prosecution of CMV speeding and following too close violations. These units would only be used during MCSAP related details on CMV's or vehicles operating unsafely near a CMV. Total cost for 5 units is $6,862.2.

Comments

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in 2 CFR §200.1 Definitions. 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.

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
Office Supplies/Inspection Equipment	1 Each	$15,542.00	100.0000	$15,542.00	$14,764.90	$777.10	$0.00
Uniform/Other Related Supplies	1 Each	$11,460.72	100.0000	$11,460.72	$10,887.68	$573.04	$0.00
MOE - Supplies	1 Each	$32,000.00	0.0000	$0.00	$0.00	$0.00	$32,000.00
Printers	10 each	$175.00	100.0000	$1,750.00	$1,662.50	$87.50	$0.00
TOTAL: Supplies				**$28,752.72**	**$27,315.08**	**$1,437.64**	**$32,000.00**

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

Office supplies/Inspection Equipment: Based on historical data these funds are used to purchase printer cartridges and paper supplies needed for printing of Driver/Vehicle Examination Reports and associated supporting documents (e.g. Federal out-of-service orders) by law enforcement personnel and office staff when processing/certifying reports. Inspection items such as creepers, chock blocks, tape measures, flashlights, soap stone holders, soap stones and other items related to the inspection of commercial vehicles. $15,542.

Uniforms/Other Related Supplies: Uniforms are purchased for the Inspectors and Lieutenant funded under this program. Purchase is based on individual needs such as shirts, trousers, jacket, rain gear, duty gear (holsters, magazine pouches, handcuff pouches, pistols, batons, baton holders, flashlights, flashlight batteries, flashlight holders, and other duty belt items needed for daily operations), etc. Purchase is typically replacement for worn out items; 8 to 10 items per person. $11,460.72.

Printers: Purchase of ten HP M102W or similar printers to replace failing HP printers that are more than 5 years old. $1,750.

MOE - Supplies: Office Supplies and Equipment, $15,000; Uniforms and Other Related Supplies, $15,000; and Printers, $2,000.

Total for Supplies: $28,752.72

Comments

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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 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 §200.1 Definitions and 2 CFR §200.331).

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 §200.1 Definitions).

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 non-proprietary identifier that replaced 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
DAS (State Agency)		Contract	100.0000	$109,272.00	$103,808.40	$5,463.60	$0.00
Description of Services: State Agency lease of Police Intercepors and SUVs							
DAS (State Agency)		Contract	100.0000	$0.00	$0.00	$0.00	$77,040.00
Description of Services: State Agency lease of Police Interceptors and SUVs							
NexGen Solutions		Contract	100.0000	$34,658.00	$32,925.10	$1,732.90	$0.00
Description of Services: CAD/RMS O & M							
Iteris Inc		Contract	100.0000	$57,750.00	$54,862.50	$2,887.50	$0.00
Description of Services: Inspection Software O & M							
TOTAL: Contractual and Subaward				**$201,680.00**	**$191,596.00**	**$10,084.00**	**$77,040.00**

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

Sixteen vehicles are leased from the State's Department of Administrative Services (DAS). The fee includes maintenance and routine repairs. At the end of the lease the vehicles are returned to DAS and new vehicles are leased from DAS to replace those that were turned in at the end of their lease. DAS lease is based on six-year leases. Vehicle replacement takes place after the lease has expired. Two Chevrolet Tahoes at $774 per month, Twelve Ford Police Interceptors are leased at $535 per month, and two Ford Expeditions are leased at $569 per month.

2 Chevrolet Tahoe: $774/month/12 months = $18,576
12 Ford Police Interceptors; $535/month/12 months = $77,040
2 Ford Expeditions; $569/month/12 months = $13,656
Total lease costs = $109,272

MOE Costs: 12 Ford Police Interceptors; $535/month/12 months = $77,040 for the 12 State funded Truck team members.

Nexgen Solutions:

CAD/RMS costs (PRISM updates, maintenance and support): Costs cover: Nexgen maintenance/support $24,895; $8,715 Net motion upgrade/maintenance; $1,048 Appeon maintenance. $34,658. (General O&M)

Iteris Inc:

Iteris Inspect costs (O&M): Costs cover: Iteris Inspect maintenance $57,750 (General O&M).

Comments

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 §200.1 Definitions) 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. For more information, please see 2 CFR § 200.414 Indirect (F&A) costs.

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

Your State will not claim reimbursement for Indirect Costs.

				Other Costs Project Costs			
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Training Costs (Tuition, materials, etc.)	1 Each	$15,000.00	100.0000	$15,000.00	$14,250.00	$750.00	$0.00
CVSA Dues	1 Each	$10,300.00	100.0000	$10,300.00	$9,785.00	$515.00	$0.00
CVSA Decals	1 Each	$3,094.00	100.0000	$3,094.00	$2,939.30	$154.70	$0.00
Fuel Costs	32640 Gallons	$3.04	100.0000	$99,225.60	$94,264.32	$4,961.28	$0.00
Modem Services (PRISM/SaDIP))	60 Each	$438.00	100.0000	$26,280.00	$24,966.00	$1,314.00	$0.00
WiFi Hotspots	2 Each	$408.00	100.0000	$816.00	$775.20	$40.80	$0.00
Cellular Phones	8 Each	$396.00	100.0000	$3,168.00	$3,009.60	$158.40	$0.00
Conference Registration Fees	12 Each	$750.00	100.0000	$9,000.00	$8,550.00	$450.00	$0.00
MOE Costs	1 Each	$79,675.20	0.0000	$0.00	$0.00	$0.00	$79,675.20
TOTAL: Other Costs				**$166,883.60**	**$158,539.42**	**$8,344.18**	**$79,675.20**

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.
Training costs covers the cost of personnel attending NTC classes for the materials needed, printing supplies and other associated training coasts. Additionally, these funds purchase of the CVSA North American Standard Out-of-Service Criteria Handbook for all certified personnel. $15,000. Note: CT coordinates their NTC Training requests through the Massachusetts State Police (MAP) and rarely schedules our own classes. When MAP is unable to handle our request(s) we work with our Region One partners to coordinate training.

CVSA Decals: 7,200 at projected cost of .42 cents per decal ($750/qtr + $23.47 shipping). Total cost $3,094

CVSA yearly dues: $10,300.

Conference costs listed cover the conference/meeting registration fees for the four conferences/meetings of $750 each; grand total of $9,000.

Fuel costs are calculated from our previous year's expenditures and are only associated with the law enforcement vehicles assigned to the Lieutenant and the fifteen Inspectors assigned to MCSAP eligible activities. Fuel costs beyond the MCSAP line-item budgeted amount are included as part of our maintenance of effort. MCSAP personnel generally average 170 gallons per month that equates to 32,640 gallons per year. The current cost for fuel in June of 2022 is $3.04 a gallon. MCSAP fuel costs for sixteen vehicles is budgeted at $99,225.60.

Modem monthly service costs $36.50/month for 60 units, twelve months; $26,280. Costs cover the monthly cellular service for all DMV personnel who complete and upload inspections. All DMV personnel are required to be certified to conduct truck inspections. All inspections conducted by State personnel must be completed electronically for timeliness and accuracy of data (SSDQ). The modems allow personnel access to ASPEN/ISS, CAD/RMS (Nexgen), CTCVIEW (PRISM), Iteris Inspect, FMCSA Portal and SAFER, which in turn is designed to ensure that personnel have the required systems to verify and document Federal OOS orders (PRISM), operating authority and CMV driver's licenses. $26,280. (PRISM/SSDQ O&M).

WiFi Hot spots cost $34/month for 1 unit, twelve months for two units. $816. Hot spots for use by personnel conducting NE SAs, MCSAP Coordinator duties, NTC travel, Safety presentations and other MCSAP functions.

Cellular phone services – Lieutenant (MCSAP Coordinator), three truck team Sergeants and four NE Inspectors. Cost includes cellular service fees for Lieutenant's and NE SA personnel's smart phones. Monthly cost of $33 x 12 months; Proposed fees $3,168.

MOE Costs: Fuel - $74,419.20; Additional Communications costs - $5,253.

NOTE: Indirect fees of $ $465,907.73 are not billed directly to the MCSAP grant.

Comments

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	$4,241,802.00	$223,253.00	$4,465,055.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$669,758.00
MOE Baseline:	$538,397.94

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MOE - Salary	$0.00	$0.00	$0.00	$954,720.00
Inspector (FTE)	$1,133,730.00	$59,670.00	$1,193,400.00	$0.00
Lieutenant	$89,828.96	$4,727.84	$94,556.80	$0.00
Administrative Services	$208,843.44	$10,991.76	$219,835.20	$0.00
Salary Subtotal	**$1,432,402.40**	**$75,389.60**	**$1,507,792.00**	**$954,720.00**
MOE - Overtime Salary	$0.00	$0.00	$0.00	$15,000.00
Overtime	$299,250.00	$15,750.00	$315,000.00	$0.00
Overtime subtotal	**$299,250.00**	**$15,750.00**	**$315,000.00**	**$15,000.00**
Personnel total	**$1,731,652.40**	**$91,139.60**	**$1,822,792.00**	**$969,720.00**

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Lieutenant	$112,286.20	$5,909.80	$118,196.00	$0.00
Administrative Services (3 FTE)	$187,959.10	$9,892.58	$197,851.68	$0.00
Inspectors (15 FTE)	$1,371,813.30	$72,200.70	$1,444,014.00	$0.00
MOE Fringe - Salaries	$0.00	$0.00	$0.00	$1,155,211.20
MOE Fringe - Overtime Salaries	$0.00	$0.00	$0.00	$18,150.00
Overtime	$362,092.50	$19,057.50	$381,150.00	$0.00
Fringe Benefits total	**$2,034,151.10**	**$107,060.58**	**$2,141,211.68**	**$1,173,361.20**

Travel

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
UMASS Safety Summit	$950.00	$50.00	$1,000.00	$0.00
NAIC Training/Judging	$5,700.00	$300.00	$6,000.00	$0.00
CVSA Data Mgmt	$4,322.50	$227.50	$4,550.00	$0.00
COHMED	$8,193.75	$431.25	$8,625.00	$0.00
CVSA Spring Workshop	$9,690.00	$510.00	$10,200.00	$0.00
CVSA Annual Conference	$16,150.00	$850.00	$17,000.00	$0.00
MCSAP Planning Meetings	$3,847.50	$202.50	$4,050.00	$0.00
NTC Training	$17,100.00	$900.00	$18,000.00	$0.00
Travel total	**$65,953.75**	**$3,471.25**	**$69,425.00**	**$0.00**

Equipment

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
LTI 20/20 TruVision Laser	$32,594.50	$1,715.50	$34,310.00	$0.00
Equipment total	**$32,594.50**	**$1,715.50**	**$34,310.00**	**$0.00**

Supplies

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies/Inspection Equipment	$14,764.90	$777.10	$15,542.00	$0.00
Uniform/Other Related Supplies	$10,887.68	$573.04	$11,460.72	$0.00
MOE - Supplies	$0.00	$0.00	$0.00	$32,000.00
Printers	$1,662.50	$87.50	$1,750.00	$0.00
Supplies total	**$27,315.08**	**$1,437.64**	**$28,752.72**	**$32,000.00**

Contractual and Subaward

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
DAS (State Agency)	$103,808.40	$5,463.60	$109,272.00	$0.00
DAS (State Agency)	$0.00	$0.00	$0.00	$77,040.00
NexGen Solutions	$32,925.10	$1,732.90	$34,658.00	$0.00
Iteris Inc	$54,862.50	$2,887.50	$57,750.00	$0.00
Contractual and Subaward total	**$191,596.00**	**$10,084.00**	**$201,680.00**	**$77,040.00**

Other Costs

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Training Costs (Tuition, materials, etc.)	$14,250.00	$750.00	$15,000.00	$0.00
CVSA Dues	$9,785.00	$515.00	$10,300.00	$0.00
CVSA Decals	$2,939.30	$154.70	$3,094.00	$0.00
Fuel Costs	$94,264.32	$4,961.28	$99,225.60	$0.00
Modem Services (PRISM/SaDIP))	$24,966.00	$1,314.00	$26,280.00	$0.00
WiFi Hotspots	$775.20	$40.80	$816.00	$0.00
Cellular Phones	$3,009.60	$158.40	$3,168.00	$0.00
Conference Registration Fees	$8,550.00	$450.00	$9,000.00	$0.00
MOE Costs	$0.00	$0.00	$0.00	$79,675.20
Other Costs total	**$158,539.42**	**$8,344.18**	**$166,883.60**	**$79,675.20**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	$4,241,802.25	$223,252.75	$4,465,055.00	$2,331,796.40
Total Costs Budgeted	$4,241,802.25	$223,252.75	$4,465,055.00	$2,331,796.40

Comments

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	$4,241,802.00	$223,253.00	$4,465,055.00

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$669,758.00
MOE Baseline:	$538,397.94

Estimated Expenditures

	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	$1,432,402.40	$75,389.60	$1,507,792.00	$954,720.00
;;;Overtime Subtotal	$299,250.00	$15,750.00	$315,000.00	$15,000.00
Personnel Total	$1,731,652.40	$91,139.60	$1,822,792.00	$969,720.00
Fringe Benefits Total	$2,034,151.10	$107,060.58	$2,141,211.68	$1,173,361.20
Travel Total	$65,953.75	$3,471.25	$69,425.00	$0.00
Equipment Total	$32,594.50	$1,715.50	$34,310.00	$0.00
Supplies Total	$27,315.08	$1,437.64	$28,752.72	$32,000.00
Contractual and Subaward Total	$191,596.00	$10,084.00	$201,680.00	$77,040.00
Other Costs Total	$158,539.42	$8,344.18	$166,883.60	$79,675.20
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$4,241,802.25	$223,252.75	$4,465,055.00	$2,331,796.40
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$4,241,802.25**	**$223,252.75**	**$4,465,055.00**	**$2,331,796.40**

Comments

Part 5 - Certifications and Documents
Part 5 Section 1 - Overview

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Comments

Part 5 Section 2 - 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? Evelyn C. Stender
2. What is this person's title? MCSAP Coordinator
3. Who is your Governor's highway safety representative? Garrett T. Eucalitto
4. What is this person's title? CT DOT Deputy Commissioner

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

(●) Yes

( ) Yes, uploaded certification document

( ) No

State Certification declaration:

> I, Evelyn C. Stender, MCSAP Coordinator, on behalf of the State of CONNECTICUT, 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.

Comments

Part 5 Section 3 - 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? Michelle Givens, Esq.
2. What is the title of your certifying State official? CT DMV Acting Agency Legal Director
3. What are the phone # and email address of your State official? 860-263-5130 michelle.givens@ct.gov

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

○ Yes

◉ Yes, uploaded certification document

○ No

> I, Michelle Givens, Esq., certify that CONNECTICUT 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.

Comments

Part 5 Section 4 - 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

Comments