



OHIO

Commercial Vehicle Safety Plan

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

Fiscal Years 2024 - 2026

Date of Approval: July 30, 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.

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.*

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

Part 1 Section 3 - MCSAP Structure Explanation

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
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

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

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

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

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

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

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

Part 1 Section 4 - MCSAP Structure

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:	PUBLIC UTILITIES COMMISSION OF OHIO
Enter total number of personnel participating in MCSAP activities	60
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	44
Traffic Enforcement Activities	0
Investigations*	33
Public Education and Awareness	40
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	OHIO STATE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	166
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	154
Traffic Enforcement Activities	81
Investigations*	0
Public Education and Awareness	137
Data Collection and Reporting	11
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 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.

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: Actual # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	132	128	117
01/01/2021	12/31/2021	178	135	163
01/01/2020	12/31/2020	132	142	125
01/01/2019	12/31/2019	152	150	135
01/01/2018	12/31/2018	166	158	145

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	8	2	5
01/01/2021	12/31/2021	7	2	7
01/01/2020	12/31/2020	6	3	5
01/01/2019	12/31/2019	6	3	4
01/01/2018	12/31/2018	3	3	3

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	11	9	10
01/01/2021	12/31/2021	6	10	5
01/01/2020	12/31/2020	3	10	3
01/01/2019	12/31/2019	9	11	9
01/01/2018	12/31/2018	12	11	10

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

Source of data is the SNET as of July, 2023. Figures do not include government vehicles or any vehicle not regulated by the state.

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

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

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

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

Narrative Overview for FY 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.

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

For the next 3 years the overall goal for the state will be to reduce the actual number of CMV related fatalities. To accomplish this ambitious goal, the below activities will be the focus of work performed by the state:

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

Enter the data source and capture date:

Safetynet as of July, 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	148
2025	144
2026	140

The goals above represent an approximate 3% reduction per year for the next 3 years, based on the 5-year average of 152.

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.
See the specific activity plans contained in each section of this document.

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

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

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

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

Part 2 Section 3 - Roadside Inspections

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	21181	19197	8295	9728	8037
Level 2: Walk-Around	40974	42134	19448	23824	22511
Level 3: Driver-Only	10953	10505	26120	30777	23002
Level 4: Special Inspections	4	9	38	55	59
Level 5: Vehicle-Only	189	74	272	231	224
Level 6: Radioactive Materials	1	5	1	1	2
Total	73302	71924	54174	64616	53835

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.

ASPEN is currently in use. This will change depending upon FMCSA development and deployment of the SafeSpect application. The state of Ohio has an approved Title VI compliance plan for both the OSHP and the PUCO. Both agencies operate in conformance to these plans. In addition, the OSHP has added 6 hybrid patrol vehicles to the motor carrier enforcement fleet. Beyond this both the PUCO and OSHP are constantly evaluating hybrid technology. Rural areas are addressed in an ongoing high priority grant project. Please refer to this section for more information on what the plan is and how it works.

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

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

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

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

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

Projected Goals for FY 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: PUBLIC UTILITIES COMMISSION OF OHIO

Enter the total number of certified personnel in the Lead agency: 44

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	975	400	25	1400	40.00%
Level 2: Walk-Around	1000	970	50	2020	57.71%
Level 3: Driver-Only	25	0	0	25	0.71%
Level 4: Special Inspections	0	5	0	5	0.14%
Level 5: Vehicle-Only	0	0	50	50	1.43%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	2000	1375	125	3500	

MCSAP subrecipient agency

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

Subrecipient is: OHIO STATE HIGHWAY PATROL

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

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	10736	0	0	10736	18.67%
Level 2: Walk-Around	17850	5368	0	23218	40.38%
Level 3: Driver-Only	23546	0	0	23546	40.95%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Subrecipients	52132	5368	0	57500	

Subrecipient is: OHIO BUREAU OF MOTOR VEHICLES

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:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2024:	

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: PUBLIC UTILITIES COMMISSION OF OHIO					
# certified personnel: 44					
Subrecipient Agencies: OHIO BUREAU OF MOTOR VEHICLES, OHIO STATE HIGHWAY PATROL					
# certified personnel: 137					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	11711	400	25	12136	19.90%
Level 2: Walk-Around	18850	6338	50	25238	41.37%
Level 3: Driver-Only	23571	0	0	23571	38.64%
Level 4: Special Inspections	0	5	0	5	0.01%
Level 5: Vehicle-Only	0	0	50	50	0.08%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	54132	6743	125	61000	

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

The FMCSA Large Truck and Bus Facts 2017 indicated that from 2015-2017 only an average of 5.6% of large trucks involved in fatal crashes had a vehicle related factor associated with the crash. The Ohio State Highway Patrol has placed a greater emphasis on Level 3 inspections and traffic enforcement to address driver violations contributing to crashes. Inspectors are instructed to increase the level of inspection whenever potential vehicle defects are identified or suspected. Several level 3 only local post troopers have been certified to bolster this effort, while the number of Motor Carrier Enforcement inspectors who conduct the majority of level 1 inspections has decreased due to budgetary constraints. Analysis Division, Federal Motor Carrier Safety Administration Large Truck and Bus Crash Facts 2017 FMCSA-RRR-18-018 May 2019 With an increase in funds available, the state sees its numbers rising during the year as it begins to fill positions that were created. It is anticipated that the PUCO should be able to complete its hiring plan by the end of the year, thus seeing an increase in work. The state patrol will also be working on filling positions, but it will take longer to fill all that are being created. Consequently, the numbers in the plan have been raised pursuant to an expected increase in staffing, but the state may need longer to meet the goals set as staff have to be hired and trained.

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

Projected Goals for FY 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	3800	58750	0	62550
Enter total number of certified personnel	48	140	0	188
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	4000	60000	0	64000
Enter total number of certified personnel	50	143	0	193

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.

Trend Analysis for 2018 - 2022

Investigative Types - Interstate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	2	0	2	0
CSA Off-Site	0	22	218	48	15
CSA On-Site Focused/Focused CR	421	310	130	248	354
CSA On-Site Comprehensive	41	133	91	157	154
Total Investigations	462	467	439	455	523
Total Security Contact Reviews	0	25	6	8	13
Total Terminal Investigations	9	13	43	53	53

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	1	1	0	1
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	9	7	9	5
CSA On-Site Comprehensive	41	26	33	62	54
Total Investigations	41	36	41	71	60
Total Security Contact Reviews	0	2	1	0	3
Total Terminal Investigations	0	6	31	21	37

Narrative Overview for FY 2024 - 2026**Instructions:**

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

Projected Goals for FY 2024 - 2026

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2024 - 2026.

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	50	0	50	0	50
CSA Off-Site	10	0	10	0	10	0
CSA On-Site Focused/Focused CR	410	0	450	0	450	0
CSA On-Site Comprehensive	80	0	90	0	90	0
Total Investigations	500	50	550	50	550	50
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

The PUCO sees its numbers rising during the year as we begin to fill the positions that were created as a result of an increase in federal funds. It is anticipated that the Commission should be able to complete its hiring plan by the end of FFY25, thus seeing an increase in the total number of people capable of doing the work. Consequently, the numbers in the plan have been raised pursuant to an expected increase in staffing, but also keeping in mind that they will be new, need to attend training, and not have an entire year to produce the expected numbers.

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

Ohio will conduct interventions pursuant to the CSA Methodology in partnership with the FMCSA Ohio Division office. In addition, intrastate reviews will be conducted pursuant to the state specific project contained within this plan. The number of intrastate investigations was reduced by 25 to offset FMCSA new priorities related to new entrant carriers. When complaints about carriers have been received, reviews will be coordinated with the FMCSA depending upon whether they are inter or intrastate in nature and interventions assigned as necessary.

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

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

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

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

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

The staff of the PUCO will evaluate the progress made toward meeting the goals in the CVSP. Supervisors will meet on a regular basis to determine what changes are necessary to the plan, and whether or not staff are meeting the goals set for them.

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

To assess the CR program the PUCO has requested FMCSA run the scores of motor carriers at 6, 12 and 18 months. This report will bring back the scores of motor carriers that have had a CR and allow the commission to see whether the CRs being conducted are effective or not. This data can then be used later to determine whether or not the carriers being reviewed are effective.

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		
10/01/2022	06/30/2023	7303	11551
10/01/2021	09/30/2022	10672	15258
10/01/2020	09/30/2021	12855	17043
10/01/2019	09/30/2020	9989	14303
10/01/2018	09/30/2019	15662	22400

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

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

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

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 6/30/2023

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](#).

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

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

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

The chart below outlines crash variables in Ohio that are related to traffic enforcement. These variable are a factor in 51% of all CMV crashes.

CMV Crash Variables FFY 2019-2022

Variable	Total	% of Crashes
Distracted Driving	1506	3%
Failure to Yield	4103	9%
Speed	5616	12%
Seatbelt Use	9930	21%
Alcohol Use	635	1%
Drug Use	453	1%
OVI	960	2%
Red Light/Stop Sign	1292	3%
Total	48129	51%

ODPS has identified the ten highest crash corridors (HCC) from the 2020-2022 ODPS Electronic Crash System based on the number of commercial crashes. ODPS utilizes this data to direct enforcement into high crash corridors, including special enforcement and multistate enforcement initiatives

Highest Crash Corridors	Crashes
IR-75	3,828
IR-70	2,743
IR-71	2,357
US-23	800
IR-77	792
IR-90	740
US-30	567
IR-76	554
US-20	549
IR-27	536

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.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	7500	7750	8000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)			

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

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

Part 2 Section 6 - Safety Technology

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	No
PRISM	Enhanced Participation	No

Available 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: Public Utilities Commission of Ohio

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

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.).

NA

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.

NA

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).

Quarterly reports shall be submitted.

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

Trend Analysis for 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	87	83	46	16	61
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings					2
State-Sponsored Outreach Events	0	0	1	2	0
Local Educational Safety Events					0
Teen Safety Events					

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 safety 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.

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

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

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

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

The PUCO and OSHP use the "Just Drive" program assembled by the Training, Research, and Education for Driving Safety (TREDS) to address commercial vehicle distracted driving. The goal of the program is to increase safety awareness and decrease distracted driving among CDL holders. The program includes a one hour interactive PowerPoint presentation. Ohio will track the number of TRED presentations provided during outreach events.

The PUCO plans on engaging a university to study CMV safety with a emphasis on the data collected under the MCSAP program. This will involve contracting with a university to study the data and to meet with various stakeholders under the initial plan of this program. Information obtained from this study will be used to determine the direction and focus of outreach and enforcement activities that have the greatest impact on CMV safety within Ohio. During the initial year, Ohio will focus on reaching out to potential stakeholders and begin to define objective goals for this project. In future years, public universities will be engaged to determine who has the capacity and resources to best participate in this project as well as jointly define a comprehensive scope of work.

Projected Goals for FY 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.

			Performance Goals		
Yes	No	Activity Type	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	108	108	108
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	9	9	9
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	36	36	36
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	9	9	9

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

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

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

108 Safety Talks per year(108 OSHP and 25 PUCO)
 25 work zone (OSHP)
 25 human trafficking outreaches (OSHP)
 9 CMV Safety Belt Education (OSHP)
 4 State Association Talks per year(4 PUCO)
 1 State Sponsored Events per year(1 OSHP Ohio State Fair Booth)
 36 Local Educational Safety Events (OSHP)
 2 Virtual Motor Carrier Safety Workshops (PUCO)
 1 Study of Motor Carrier Safety in Ohio (PUCO)
 9 Teen Safety Events (OSHP)

Increases for OSHP will be from directed, coordinated efforts, throughout all nine Districts in the state. Both work zone and human trafficking outreaches will fall under the reporting of Safety Talks, but will be tracked as sub-category for the primary safety talks captioning.

Ohio's motor carrier safety partners in cooperation with FMCSA's Ohio Office will host one **Virtual Motor Carrier Safety Workshops** during FY 24. There is no cost to attend. The workshop will be viewed using an on-line presentation platform. The presentation will provide an overview of Crash Data and Crash Costs, Operating CMVs Safely in Work Zones, Developing a Safety Culture in your company, Roadside best practices, company best practices and an overview of safety tools. This is an ongoing project targeting at risk carriers in Ohio.

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

Both agencies agree that at this point in time, these goals should remain as is and not see an increase or decrease. As new staff come on, they will primarily be tasked with completing numbers to meet their training goals. After these goals have been met, staff will begin to do other work such as education and outreach. This number is also expected to remain lower than normal due to COVID 19 and we expect to see it gradually improve.

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

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	Fair	Yes

Available data sources:

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

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

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

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

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 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	Fair	Good	Good	Good
Crash Timeliness	Fair	Good	Good	Good
Crash Accuracy	Poor	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Current as of June, 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.).

The state believes that the data should be current and that the changes being made to our system should address the problems that continue to occur. The person in charge of our data uploads to the FMCSA retired and we have encountered a number of problems with the system since his departure. We continue to find problems that impact our rating and as a consequence will be working over the next few quarters to address the problems encountered and get our rating back up to the high standards that we enjoyed before.

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.

We will seek to identify the problem(s) and implement the necessary changes to correct them.

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

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

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

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

OSHP strives to address DataQ requests in a timely fashion and maintain a backlog of 10 days or less from the date of entry. Corrections data is supplied to districts quarterly and district uses data to direct training needs for inspectors. District supervision provide the initial Data Q response. Requests that are re-opened or requesting additional review are elevated to General Headquarters staff.

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

Trend Analysis for 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	1078	1517	1361	1446	2395
Intrastate	0	0	0	0	0
Total Audits	1078	1517	1361	1446	2395

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: Public Utilities Commission of Ohio

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	07/17/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	5388
Current Number of Past Dues	879

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)	300	0	300	0	300	0
# of Safety Audits (Offsite)	2200	0	2200	0	2200	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	2500	0	2500	0	2500	0
# of Non-Audit Resolutions	1000	0	800	0	700	0

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.

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

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

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

Strategy: Safety audits will be used to accomplish the goals of the program. For on-site safety audits carriers currently meet staff at pre-determined locations. Audits are conducted in accordance with FMCSA Policy.

Staff members will be responsible for conducting audits (at full staffing, 12 full time staff will be responsible for 150 audits each and remaining staff will pick up the difference).

Since there is a large volume of carriers entering the program, nearly 3 to 5 times the normal volume, we expect that some will not receive an audit on time (Ohio ranks 5th nationally in audit backlog).

The proposed Safety Audit output metrics are based on PUCO staffing levels, which are currently at full capacity, and the number of Safety Audits that can be completed by this set number of staff while also accounting for other job duties, including but limited to special details, maintenance of certifications, speaking engagements, annual training, etc. The PUCO management team is and has been aware of the trending inventory and continues to work diligently to handle as many Safety Audits as possible, however it's clear from all indications, including from leadership within the Ohio Division Office of FMCSA, that this is consistent with what's happening Nationally. The PUCO continues to abide by the New Entrant Program requirements, as found in 49 CFR Part 350.207(a)(26), by conducting interstate New Entrant safety audits in accordance with MCSAP grant guidelines.

Activity Plan for FY 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.

Step 1 – Identify new entrant Motor Carriers

Step 2 – Contact Motor Carriers

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

Step 4 - Conduct Audits

Step 5 - Submit Completed Report

Step 5 – Follow Up if Necessary

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

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

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

Part 3 - National Emphasis Areas and State Specific Objectives**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).

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: 100.00%

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.

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.

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.

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

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

The overall objective will be to conduct intrastate compliance reviews on approximately 1% (25 carriers) of the highest risk carriers in the state for three years (FFY 24-26). To achieve this, a selection methodology that looks at inspections on a quarterly basis and assigns scores based on violations will be used. Each quarter, a new list of intrastate motor carriers that have had an inspection in the prior quarter will be pulled from Safetynet and ranked based upon the scoring methodology. Those with the highest scores will receive top priority for assignment. This will not impact the normal compliance review program and will be in addition to reviews assigned by the system. Overall from 2024 through 2026, on an annual basis, the top 25 intrastate carriers with the worst safety record will receive a compliance review (75 total over 3 years).

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

For the first 3 quarters of FFY 23 PUCO completed 17 of 25 investigation on Top 25 intrastate carriers.

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

None

Activity #2

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

Ohio continued to conduct investigations and inspections of passenger carrying vehicles. This occurred in several locations during the FFY, and 4 special destination details were sought at popular concerts, sporting events and entertainment venues throughout the state. In FFY 23 PUCO in conjunction with CVSA and the Department of Defense (DOD) started a program of inspecting passenger vehicle at Point of Origin at DOD facilities. Monthly CVSA and DOD provide a list of possible DOD trips.

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

Each year, at least four special destination details were to be scheduled at venues throughout Ohio known to attract a number of passenger carrying vehicles. Passenger certified inspectors from those districts in marked and unmarked vehicles looked for opportunities to inspect unloaded passenger vehicles at the venue.

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

The PUCO met the goal of conducting 4 destination details in all years of the program. In addition, it exceeded the goal of reviewing at least 12 carriers each year. The project overall was a success and will be repeated again.

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

None

Activity #3

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

This objective was aimed at maintaining the high levels of safety that the motoring public in Ohio have come to expect and deserve. It also reminded the regulated community of the need to maintain compliance with the hazardous materials regulations and ensure hazardous material are properly declared.

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

Both PUCO and OSHP will participated in the annual CVSA HM Blitz during the unannounced week long detail. A goal of conducting 200 HM inspections during this detail in each of the 3 years covered by the CVSP was set. The hazardous materials enforcement blitz will focus on both placarded vehicle and non-placarded motor carrier known to transport hazardous materials. An area of focus will be discovering undeclared HM shipments.

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

In the first year of the program we conducted 311 inspections. This was well above the goal of 200. In the second year of the program we did 213 inspections. Although this was quite a bit lower than the year before, it still surpassed the goal. It should be noted that this occurred during COVID 19 and thus was quite successful. The third year resulted in 598 HM inspection during the CVSA HM Blitz.

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

None

Activity #4

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

Ohio is listed as a top 10 state for CMVs involved work zone crashes. We will commit to a goal of decreasing work zone crashes by 15%.

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

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

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

In the first year, the patrol worked 934.5 hours which was far in excess of the goal set for the project. The data did include numbers from Q5, but lacked numbers in Q1 due to the program starting late. In year 2 the project again started late, but ran quite a bit longer than normal. Here, the patrol worked 362 hours and conducted 291 inspections. Both numbers were in excess of the goals for the project. The final year of the project looks good as well and should exceed goals, but the project started nearly 2 quarters late because funding overlapped years.

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

None

Activity #5

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

Ohio has consistently achieved the goal of maintaining a catch rate of federal out of service orders above 85%. To bolster and continue these efforts, Ohio State Highway Patrol has installed mobile license plate readers (LPRs) on

patrol vehicles that identify carriers operating under an OOS order as CMVs pass at highway speed. Additionally, Ohio has worked with FMCSA to add additional screening to identify carriers with higher safety rating (Inspection Selection System scores of 50 or above) and can target those carriers for inspection. This project continues even though the lifespan of the readers installed on vehicles is reaching the end of its lifespan and is not functional on a number of vehicles.

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

Ohio seeks a catch rate of at least 85%.

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

2,271 inspections were conducted in the first year, with a total of 219 being out of service. In the second year, this number went down to 1,252 with 168 being out of service. This represented a decrease in the use of the system, but is likely due to the fact that the OSHP was experiencing significant deficiencies relative to staff. This problem seems to be rectifying itself and the program appears to be on the rise once again. Data on the third year looks good but is incomplete at this time.

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

The major problem with the program has been the loss of many staff. Complicating this is the fact that the devices themselves are reaching the end of their life. This project will be run again for three years, but at the conclusion of that period of time will likely not be renewed as the life of the units will have come to an end.

Activity #6

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

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

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

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

Part 3 Section 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.

State Objective #1

Enter the title of your State-Identified Objective.

Intrastate Top 25

Narrative Overview for FY 2024 - 2026

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

Based upon 10 years of performing this program, it has been found to be very effective at identifying carriers that need an investigation. The results of these investigations confirm this program is still identifying intrastate carriers that would not otherwise be investigated.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

The overall objective will be to conduct intrastate compliance reviews on approximately 1% (25 carriers) of the highest risk carriers in the state each of the next three years (FFY 24-26). To achieve this, a selection methodology that looks at inspections on a quarterly basis and assigns scores based on violations will be used. Each quarter, a new list of intrastate motor carriers that have had an inspection in the prior quarter will be pulled from SafetyNet and ranked based upon the scoring methodology. Those with the highest scores will receive top priority for assignment. This will not impact the normal compliance review program and will be in addition to reviews assigned by the system.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

On an annual basis, the top 25 intrastate carriers with the worst safety record will receive a compliance review (75 total over 3 years). Reviews will be assigned to the 25 worst intrastate carriers and will be conducted after reviews of interstate carriers considered to pose a higher risk.

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

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

the system to see if the carriers are performing better or worse. Finally, two years later ratings will be recorded on each carrier to see how they are performing.

State Objective #2

Enter the title of your State-Identified Objective.

Passenger Safety Activity Plan

Narrative Overview for FY 2024 - 2026

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

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

Projected Goals for FY 2024 - 2026:

Enter performance goal.

Ohio will not only continue partnering with FMCSA to conduct enhanced investigations on at least 12 carriers during the FFY, and Ohio will continue to conduct at least 4 special destination details with 2 inspections per detail (8 total) each year at popular concerts, sporting events and entertainment venues throughout the state. Ohio will also continue to conduct Point of Origin inspections at DOD facilities with a goal of 1 per quarter.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

Each year there will be at least four special destination details scheduled at destination venues throughout Ohio known to attract a number of passenger carrying vehicles. Passenger certified inspectors from those districts will patrol the venue in marked and unmarked vehicles looking for opportunities to inspect passenger vehicles that have unloaded at the venue. Also on an annual basis, investigations and inspections will be in at least 12 passenger carrier locations during the FFY. Selection of these carriers will be based on a combination of SMS Prioritization, complaints, Out Of Service (OOS) inspection data and inspection performance discovered during the special destination details.

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

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

State Objective #3

Enter the title of your State-Identified Objective.

Hazardous Material Enforcement Blitz

Narrative Overview for FY 2024 - 2026

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

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

Projected Goals for FY 2024 - 2026:

Enter performance goal.

Both PUCO and OSHP will participate in the annual CVSA HM Blitz during the unannounced week long detail. We anticipate conducting at least 200 HM inspections during this detail in each of the 3 years covered by this CVSP.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

Both PUCO and OSHP will participate in the annual CVSA HM Blitz during the unannounced week long detail. The hazardous materials enforcement blitz will focus on both placarded vehicles and non-placarded motor carriers known to transport hazardous materials. Overall the two agencies hope to: 1. Heighten awareness of the HM regulations and to keep the public and the environment safe from HM during transportation. 2. Call attention to the hard work and dedication of the enforcement community that inspects vehicles transporting HM and enforces compliance of the HM regulations. 3. Highlight the steps taken by safety-compliant drivers, shippers and carriers of hazardous materials to ensure HM is appropriately marked, placarded, contained and secured while being shipped from location to location. 4. Discover undeclared HM as outlined in US DOTs check the box initiative.

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

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

State Objective #4

Enter the title of your State-Identified Objective.

Work Zone Enforcement

Narrative Overview for FY 2024 - 2026

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

CMV crashes in construction work zones are a major safety focus for FMCSA. The narrow lanes, shifting traffic patterns, sudden stops, and other factors present in these areas pose special challenges to large trucks and buses. Large trucks and buses continue to be overrepresented in fatal and serious injury crashes in roadway construction and work zones. According to NHTSA crash statistics, more than 26 percent of work zone fatal crashes involved at least one large truck. -2024 MCSAP Planning Memo We will commit to a goal of decreasing work zone crashes by 15% by 2026.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

The goal of the project is to reduce the number of work zone commercial related crashes by 2% each year of the 2021-2023 CVSP. The baseline will be the previous 4-year average. FFY Outcome/Goal 2019 1,286 2020 1,059 2021 959 2022 930 4 yr avg 1,059 2024 1,006 2025 953 2026 900 *Data Source: ODPS Electronic Crash System

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

Monthly tactical squads will be conducted at safe locations near areas identified as high crash work zones (based on current statistical data). Tactical squads will consist of at least two troopers and last at least two hours. Troopers will conduct traffic enforcement inspections on CMVs.

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

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

State Objective #5

Enter the title of your State-Identified Objective.

Mobile License Plate Reader Pre-Screening

Narrative Overview for FY 2024 - 2026

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

Ohio has consistently achieved the goal of maintaining a catch rate of federal out of service orders above 85%. To bolster and continue these efforts, Ohio State Highway Patrol has installed mobile license plate readers (LPRs) on patrol vehicles that identify carriers operating under an OOS order as CMVs pass at highway speed. Additionally, Ohio has worked with FMCSA to add additional screening to identify carriers with higher safety rating (Inspection Selection System scores of 50 or above) and can target those carriers for inspection. The ability to screen for new entrant carriers was added in 2023.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

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

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

CMV Troopers and Motor Carrier Enforcement Inspectors will screen for carriers operating under a federal out of service order using mobile license plate readers and take appropriate enforcement activity. Data listed below will also be tracked and reported on carriers inspected based on ISS score hits on the LPR. Inspections Using LPRs Total Inspections Conducted (with or without LPR) Total Inspections Conducted with LPR Total # Inspections OOS with LPR Total # Violations with LPR Total # OOS Violations with LPR

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

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

State Objective #6

Enter the title of your State-Identified Objective.

Non-CDL drivers operating CDL Required Vehicles

Narrative Overview for FY 2024 - 2026

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

We have discovered an issue with non-CDL drivers operating vehicle that due to the actual weight of the vehicle(s) require the driver to possess a CDL.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

Identify non-CDL drivers operating vehicles that due to actual weight require a CDL.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

PUCO staff in cooperation with other Law Enforcement partners will conduct special projects to obtain the actual weight of the vehicle or combination of vehicles to determine if CDLs are required. An inspection report will be completed for each inspection conducted. Drivers found to be in non-compliance of CDL requirements will be placed out of service.

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

PUCO will report the results of these details in the inspections portion of the CVSP quarterly report.

State Objective #7

Enter the title of your State-Identified Objective.

Drug Interdiction Assistance Program

Narrative Overview for FY 2024 - 2026

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

With the addition of new Motor Carrier Enforcement Inspectors (MCEI) to OSHP, many have not yet received training in detecting and apprehending transporters and/or users of illicit drugs involving a commercial motor vehicle (CMV). Additional inspectors will be added in the future that will also require the training.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

Ohio State Highway Patrol will ensure all MCEIs receive training in detecting and apprehending transporters and/or users of illicit drugs involving a commercial motor vehicle (CMV).

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

OSHP will conduct annual Drug Interdiction Assistance Program (DIAP) training. The training will be mandatory for all MCEIs. Training will also be open to OSHP Troopers, PUCO field staff, and local law enforcement.

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

The number of trainings, OSHP staff trained, and other agency staff trained will be tracked and reported.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The *Spending Plan* is an explanation of each budget component and should support the cost estimates for the proposed work. The *Spending Plan* should focus on how each item will achieve the proposed project goals and objectives and 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	\$15,994,000.00	\$841,789.00	\$16,835,789.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,525,368.00
MOE Baseline:	\$1,052,657.39

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):	\$2,525,368.00
---	----------------

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
Administrative	4	61.0000	\$40,026.58	\$97,664.85	\$92,781.61	\$4,883.24	\$62,441.47
Enforcement Support	2	85.0000	\$63,408.80	\$107,794.96	\$102,405.21	\$5,389.75	\$19,022.64
Enforcement Managers	7	85.0000	\$99,899.43	\$594,401.60	\$564,681.52	\$29,720.08	\$104,894.40
Enforcement Investigators	12	85.0000	\$64,341.33	\$656,281.56	\$623,467.48	\$32,814.08	\$115,814.40
Examiners	13	85.0000	\$68,817.92	\$760,438.01	\$722,416.11	\$38,021.90	\$134,194.94
HMIS2 (Field)	13	85.0000	\$78,836.48	\$871,143.10	\$827,585.95	\$43,557.15	\$153,731.14
Compliance Managers	3	85.0000	\$98,170.45	\$250,334.64	\$237,817.91	\$12,516.73	\$44,176.70
Compliance Investigators	4	85.0000	\$15,050.88	\$51,172.99	\$48,614.34	\$2,558.65	\$9,030.53
HMSI2 (In House)	3	85.0000	\$45,277.44	\$115,457.47	\$109,684.60	\$5,772.87	\$20,374.85
IT/Data Support	4	85.0000	\$56,584.32	\$192,386.68	\$182,767.35	\$9,619.33	\$33,950.59
Subtotal: Salary				\$3,697,075.86	\$3,512,222.08	\$184,853.78	\$697,631.66
Overtime Project Costs							
Enforcement Support	2	100.0000	\$2,717.52	\$5,435.04	\$5,163.29	\$271.75	\$0.00
Enforcement Managers	7	100.0000	\$3,746.23	\$26,223.61	\$24,912.43	\$1,311.18	\$0.00
Enforcement Investigators	12	100.0000	\$2,412.80	\$28,953.60	\$27,505.92	\$1,447.68	\$0.00
Enforcement Examiners	13	100.0000	\$2,580.67	\$33,548.71	\$31,871.27	\$1,677.44	\$0.00
HMIS2 (Field)	13	100.0000	\$2,956.37	\$38,432.81	\$36,511.17	\$1,921.64	\$0.00
Compliance Investigators	4	100.0000	\$564.41	\$2,257.64	\$2,144.76	\$112.88	\$0.00
HMSI2 (In House)	3	100.0000	\$1,697.90	\$5,093.70	\$4,839.02	\$254.68	\$0.00
IT/Data Support	4	100.0000	\$2,121.91	\$8,487.64	\$8,063.26	\$424.38	\$0.00
Subtotal: Overtime				\$148,432.75	\$141,011.12	\$7,421.63	\$0.00
TOTAL: Personnel				\$3,845,508.61	\$3,653,233.20	\$192,275.41	\$697,631.66
Accounting Method:	Cash						

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

The PUCO personnel budget is developed by looking at each individual involved in the MCSAP. The first step is to calculate the annual salary for each person. This is done by multiplying each person's hourly rate X 2080. Based on this annual salary the next step is to determine the portion that is MCSAP eligible. To do this, we use a management report that shows three years worth of personnel activity reporting data. The average amount of time that is MCSAP eligible is calculated for each person based upon the data in this report, then multiplied by their annual salary. This yields the amount of each person's salary that is MCSAP eligible. Once this number has been calculated we determine the amount that will be budgeted toward the federal share, state share, and MOE. The result is the personnel line item budget. Overime amounts are calculated at .03% of estimated payroll costs.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

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

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Fringe	64.2800	95.3881	\$3,845,508.70	\$2,357,891.75	\$2,239,997.17	\$117,894.58	\$114,001.23
TOTAL: Fringe Benefits				\$2,357,891.75	\$2,239,997.17	\$117,894.58	\$114,001.23

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

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

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

Part 4 Section 4 - Travel

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

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.475](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVSA Fall	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
CVSA Spring	5	6	0.0000	\$0.00	\$0.00	\$0.00	\$11,570.00
COHMED	4	6	0.0000	\$0.00	\$0.00	\$0.00	\$9,256.00
NAIC	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$4,628.00
MCSG Rad Mtg	1	6	0.0000	\$0.00	\$0.00	\$0.00	\$2,314.00
NAS A	6	6	0.0000	\$0.00	\$0.00	\$0.00	\$10,884.00
NAS B	6	6	0.0000	\$0.00	\$0.00	\$0.00	\$10,884.00
General Hazmat	6	6	0.0000	\$0.00	\$0.00	\$0.00	\$10,884.00
Compliance Review	10	13	0.0000	\$0.00	\$0.00	\$0.00	\$33,470.00
Passenger	2	5	0.0000	\$0.00	\$0.00	\$0.00	\$3,190.00
New Entrant	10	13	0.0000	\$0.00	\$0.00	\$0.00	\$33,500.00
Bulk Package	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$3,628.00
Cargo Tank	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$3,628.00
MCSAP Leadership Mtg	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
MCSG Data Mgmt Mtg	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$4,628.00
PRISM/ITD Annual Mtg	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$4,628.00
In-service	28	3	100.0000	\$10,248.00	\$9,735.60	\$512.40	\$0.00
NATC	1	3	0.0000	\$0.00	\$0.00	\$0.00	\$1,513.00
Instructor In-service/certification	6	5	0.0000	\$0.00	\$0.00	\$0.00	\$9,570.00
TOTAL: Travel				\$10,248.00	\$9,735.60	\$512.40	\$172,059.00

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

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

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

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

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

Travel	
Training	
NAS A	Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicle operations.
NAS B	Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicles.
General Hazmat	Required course for those who conduct driver/vehicle inspections involving hazardous materials. Designed to train personnel to inspect HM shipments for compliance with Hazardous Materials Regulations, either roadside or at a carrier's or shipper's place of business.
MCSG Rad Meeting	Allows states from throughout the region to meet and discuss issues related to the transportation of hazardous materials.
Passenger	Required course for those who conduct driver/vehicle inspections involving buses. Designed to train personnel to inspect bus related equipment and drivers either on the roadside or at a carrier's place of business.
New Entrant	Required course for those who conduct new entrant safety audits. Designed to provide participants with knowledge, skills and ability to conduct a new entrant safety audit.
Bulk Package	Training class in bulk packages. This course is key to understanding how to identify and regulate a bulk package. This is a NTC class on Other Bulk Packages for new staff.
Compliance Review	The investigative Safety and Analysis training class for new and promoted PUCO staff.
Cargo Tank	Cargo Tank-Training class in cargo tanks. This course is essential to understanding the uniqueness of cargo tanks and the many varieties that exist. This is a NTC class on cargo tank inspections for new staff.
Refresher Training	
In-service	Annual training to reinforce proper techniques to conduct inspections, investigations and safety audits. Focus is on identifying new and changing regulations, enforcement procedures, rules, and laws as well as identifying where it has been determined additional training is necessary based upon prior year performance.
Conferences	
CVSA Fall	Allows staff to participate in committees, exchange information with other states, interact with FMC's, bring back information and training to enable Ohio's program to stay up-to-date and consistent with criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and safety regulations
CVSA Spring	Allows staff to participate in committees, exchange information with other states, interact with FMC's, bring back information and training to enable Ohio's program to stay up-to-date and consistent with criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and safety regulations
COHMED	Provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the conference

	coupled with hands-on training and in-depth education, is critical to building cooperation among sta The COHMED Conference is an unparalleled opportunity to network, build better working relations the latest trends and techniques, and provide input into future changes and regulations.
NAIC	Allows inspectors to compete against other jurisdictions across North America. During the week tra latest commercial motor vehicle safety trends, technologies, standards and inspection procedures i and attendees are afforded the chance to share insights, ideas, techniques and experiences with o inspectors. Attendees bring back information, materials, and training to the state so it can be impler and shared with other staff.
MCSAP Leadership Mtg	Meetings and training designed to offer policy, procedure and legislative/regulatory updates to lead the state level. Sessions permit state and federal officials to exchange information and ideas, receiv specific training and understand federal expectations/priorities regarding MCSAP work.
MCSG Rad Mtg	The Midwest Council on State Governments Radioactive transportation meetings allow states from the region to meet and discuss issues related to the transportation of radioactive materials.
MCSAP Data Mgmt Mtg	The MCSAP data management meeting allows state personnel engaged in the analysis, reporting, correction and maintenance of data to receive training, identify issues and work collaboratively to in quality and timeliness of data stored in state / federal systems.
Instructor In-service	Provide PUCO employees that instruct CVSA/NTC classes with updates to training course material and CVSA Out of Service Criteria. It will also be the forum where instructors take the required certifi
NATC	The hands-on training is for performing Cargo Tank Test and Inspections required in 180.407. The training is essential for those who will perform CT facility audits to confi proper testing, inspection and documentation.

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
Ludlum Model 3001 Multi-Detector Digital Survey Meters	8	\$1,385.00	100	\$11,080.00	\$10,526.00	\$554.00	\$0.00
RadEye Personal Radiation detectors	22	\$2,120.00	100	\$46,640.00	\$44,308.00	\$2,332.00	\$0.00
RadEye Personal Radiation detector Kit	1	\$3,240.00	100	\$3,240.00	\$3,078.00	\$162.00	\$0.00
Vehicle Lease	30	\$3,350.00	100	\$100,500.00	\$95,475.00	\$5,025.00	\$0.00
TOTAL: Equipment				\$161,460.00	\$153,387.00	\$8,073.00	\$0.00
Equipment threshold is \$1,000							

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

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

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

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

Inspection Equipment	
----------------------	--

RadEye Personal Radiation detector Kit	Replace equipment at end of service life.
RadEye Personal Radiation detectors	Replace equipment at end of service life.
Ludlum Model 3001 Multi- Detector Digital Survey Meters	Ludlum Radioactive Meter upgrades to replace current meters nearing end of life.
Other Equipment	
Vehicle Lease	Lease cost for transportation staff vehicles.

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
NAS OOS Criteria Books	70 each	\$40.00	100.0000	\$2,800.00	\$2,660.00	\$140.00	\$0.00
HMR Books	70 each	\$39.19	100.0000	\$2,743.30	\$2,606.14	\$137.16	\$0.00
FMCSR Books	70 each	\$27.99	100.0000	\$1,959.30	\$1,861.34	\$97.96	\$0.00
FMCSR Books	10 each	\$53.98	100.0000	\$539.80	\$512.81	\$26.99	\$0.00
MARCS Radio	25 each	\$300.00	0.0000	\$0.00	\$0.00	\$0.00	\$7,500.00
RadEye Holsters	22 each	\$57.00	100.0000	\$1,254.00	\$1,191.30	\$62.70	\$0.00
Brake Inspection Tool	5 each	\$45.00	100.0000	\$225.00	\$213.75	\$11.25	\$0.00
Practical Cargo Securement	10 each	\$25.00	100.0000	\$250.00	\$237.50	\$12.50	\$0.00
CVSA Decals	4000 each	\$3.84	100.0000	\$15,360.00	\$14,592.00	\$768.00	\$0.00
Vehicle Battery Charger	7 each	\$93.00	100.0000	\$651.00	\$618.45	\$32.55	\$0.00
Chamber Tech Tool	10 each	\$70.00	100.0000	\$700.00	\$665.00	\$35.00	\$0.00
Ludlum Model 3000/3001 Bluetooth add on module for Ludlum Model 3001 Digital Survey Meters	8 each	\$270.00	100.0000	\$2,160.00	\$2,052.00	\$108.00	\$0.00
Ludlum Model 180-2 Sample Holder	1 each	\$505.00	100.0000	\$505.00	\$479.75	\$25.25	\$0.00
Uniforms	100 each	\$100.00	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
TOTAL: Supplies				\$39,147.40	\$37,190.04	\$1,957.36	\$7,500.00

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

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

the federal or state share. Below are the various supplies included in the budget with descriptions of their purpose and need.

RadEye Holsters	Inspection supplies - holster for personal radiation detectors.
Brake Inspection Tool	Inspection supplies.
Practical Cargo Securement	Inspection supplies.
HMR Books	HMR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR.
Chamber Tech Tool	Inspection supplies.
FMCSR Books	FMCSR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR.
NAS OOS Criteria Books	NAS Criteria is revised annually and new books must be purchased to ensure inspectors have access to the most recent, up-to-date information regarding the NAS OOS criteria.
Uniforms	Uniforms for transportation staff.
CVSA Decals	Decals are applied in conformance with the Standard North American Inspection procedure and are ordered based on prior use and need to ensure sufficient supplies are available but not in excess of what is required. The decals are used by both the lead agency and sub-grantee in the program.
Other Supplies	
Ludlum Model 3000/3001 Bluetooth add on module for Ludlum Model 3001 Digital Survey Meters	Ludlum Radioactive Meter upgrades and accessories to replace current meters nearing end of life.

Ludlum Model 180-2 Sample Holder	Ludlum Radioactive Meter upgrades and accessories to replace current meters nearing end of life.
Vehicle Battery Charger	Item is being purchased to replace existing chargers that are no longer functioning properly. Chargers are used to provide power to a vehicle when a battery has lost charge or is not working properly. During colder months vehicles equipped with light bars and other equipment have been susceptible to battery failures. Keeping a handful of chargers on hand throughout the state allows supervisors to assist staff who experience issues and prevents additional cost and loss of work time.
MARCS Radios	These are radios that are used on the statewide MARCS system. The radios permit the staff to communicate with each other anywhere in the state. In the event of an emergency, the system will also allow our agency to communicate with other state agencies as well.

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.1 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
Ohio Department of Public Safety	FTUMN5FWKMK4	Subrecipient	100.0000	\$9,732,746.00	\$9,246,108.70	\$486,637.30	\$0.00
Description of Services: The Ohio State Highway Patrol							
TBD	TBD	Contract	100.0000	\$1,984.00	\$1,884.80	\$99.20	\$0.00
Description of Services: Research project with a university to be selected at a later time.							
TOTAL: Contractual and Subaward				\$9,734,730.00	\$9,247,993.50	\$486,736.50	\$0.00

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

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

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

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

Data Study - Study of efficiency, enforcement, and analysis. We are still in the drafting phase of a proposal and we will reach out to

universities to gauge capacity and interest. The scope of the study will ask a university with extensive data science experience to provide

best practices of how to apply our organization's current data sources, and potentially additional data sources, to effect MCSAP overall

efficiency, enforcement efforts, operational decisions and standardized short, mid and long terms analysis.

Part 4 Section 8 - Other Costs

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

Operations and Maintenance-If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.1 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 claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries and Wages (SW)	17.60	\$3,845,508.70	\$676,809.53	\$642,969.05	\$33,840.48
TOTAL: Indirect Costs			\$676,809.53	\$642,969.05	\$33,840.48

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
NAIC	2	\$550.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,100.00
CVSA Spring	5	\$750.00	100.0000	\$3,750.00	\$3,562.50	\$187.50	\$0.00
CVSA Fall	3	\$750.00	100.0000	\$2,250.00	\$2,137.50	\$112.50	\$0.00
COHMED	4	\$750.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
MCSG Radioactive Trans Mtg.	1	\$400.00	0.0000	\$0.00	\$0.00	\$0.00	\$400.00
Rad Equipment Calibration	10	\$162.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,620.00
CVSA- membership	1	\$19,100.00	0.0000	\$0.00	\$0.00	\$0.00	\$19,100.00
HMIS 2 Annual Physicals	16	\$500.00	0.0000	\$0.00	\$0.00	\$0.00	\$8,000.00
MARCS Radio Fee	12	\$625.00	0.0000	\$0.00	\$0.00	\$0.00	\$7,500.00
Conga License	1	\$151,756.82	0.0000	\$0.00	\$0.00	\$0.00	\$151,756.82
Vehicle Maintenance	30	\$900.00	0.0000	\$0.00	\$0.00	\$0.00	\$27,000.00
NATC	1	\$995.00	100.0000	\$995.00	\$945.25	\$49.75	\$0.00
TOTAL: Other Costs				\$9,995.00	\$9,495.25	\$499.75	\$216,476.82

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

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

Other costs are those that are not found in any other area of the budget. They are calculated by determining the number of items/units, that are eligible under the MCSAP, times the cost per unit. Once this number is determined the amount is allocated between the federal share, state share, and the MOE.

Other (Items Not in Any Other Area)	
Fees	
CVSA Spring	Attendance at the CVSA meeting allows the state to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform
CVSA Fall	Attendance at the CVSA meeting allows the state to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform

COHMED	Attendance at the annual conference provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the conference, coupled with hands-on training and in-depth education, is critical to building cooperation among stakeholders. The COHMED Conference is an unparalleled opportunity to network, build better working relationships, learn the latest trends and techniques, and provide input into future changes and regulations
NAIC	NAIC competitors receive training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures while sharing insights, ideas, techniques and experiences with other inspectors. Those who attend bring back information, materials, and training to the state so it can be implemented, used and shared with other staff.
MCSG Radioactive Trans Mtg.	The Midwest Council on State Governments Radioactive transportation meetings allow states from throughout the region to meet and discuss issues related to the transportation of radioactive materials.
NATC	The hands-on training is for performing Cargo Tank Test and Inspections required in 49 CFR 180.407. The training is essential for those who will perform CT facility audits to confirm proper testing, inspection and documentation.
Equipment Maintenance	
Rad Equipment Calibration	This fee is used to ensure that Radioactive detection and monitoring equipment is calibrated on a regular basis to ensure it is performing correctly.
Memberships	
CVSA Membership	The Commercial Vehicle Safety Alliance (CVSA) is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety. Its mission is to improve commercial motor vehicle safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and

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

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$15,994,000.00	\$841,789.00	\$16,835,789.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,525,368.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Administrative	\$92,781.61	\$4,883.24	\$97,664.85	\$62,441.47
Enforcement Support	\$102,405.21	\$5,389.75	\$107,794.96	\$19,022.64
Enforcement Managers	\$564,681.52	\$29,720.08	\$594,401.60	\$104,894.40
Enforcement Investigators	\$623,467.48	\$32,814.08	\$656,281.56	\$115,814.40
Examiners	\$722,416.11	\$38,021.90	\$760,438.01	\$134,194.94
HMIS2 (Field)	\$827,585.95	\$43,557.15	\$871,143.10	\$153,731.14
Compliance Managers	\$237,817.91	\$12,516.73	\$250,334.64	\$44,176.70
Compliance Investigators	\$48,614.34	\$2,558.65	\$51,172.99	\$9,030.53
HMSI2 (In House)	\$109,684.60	\$5,772.87	\$115,457.47	\$20,374.85
IT/Data Support	\$182,767.35	\$9,619.33	\$192,386.68	\$33,950.59
Salary Subtotal	\$3,512,222.08	\$184,853.78	\$3,697,075.86	\$697,631.66
Enforcement Support	\$5,163.29	\$271.75	\$5,435.04	\$0.00
Enforcement Managers	\$24,912.43	\$1,311.18	\$26,223.61	\$0.00
Enforcement Investigators	\$27,505.92	\$1,447.68	\$28,953.60	\$0.00
Enforcement Examiners	\$31,871.27	\$1,677.44	\$33,548.71	\$0.00
HMIS2 (Field)	\$36,511.17	\$1,921.64	\$38,432.81	\$0.00
Compliance Investigators	\$2,144.76	\$112.88	\$2,257.64	\$0.00
HMIS2 (In House)	\$4,839.02	\$254.68	\$5,093.70	\$0.00
IT/Data Support	\$8,063.26	\$424.38	\$8,487.64	\$0.00
Overtime subtotal	\$141,011.12	\$7,421.63	\$148,432.75	\$0.00
Personnel total	\$3,653,233.20	\$192,275.41	\$3,845,508.61	\$697,631.66

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fringe	\$2,239,997.17	\$117,894.58	\$2,357,891.75	\$114,001.23
Fringe Benefits total	\$2,239,997.17	\$117,894.58	\$2,357,891.75	\$114,001.23

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Fall	\$0.00	\$0.00	\$0.00	\$6,942.00
CVSA Spring	\$0.00	\$0.00	\$0.00	\$11,570.00
COHMED	\$0.00	\$0.00	\$0.00	\$9,256.00
NAIC	\$0.00	\$0.00	\$0.00	\$4,628.00
MCSG Rad Mtg	\$0.00	\$0.00	\$0.00	\$2,314.00
NAS A	\$0.00	\$0.00	\$0.00	\$10,884.00
NAS B	\$0.00	\$0.00	\$0.00	\$10,884.00
General Hazmat	\$0.00	\$0.00	\$0.00	\$10,884.00
Compliance Review	\$0.00	\$0.00	\$0.00	\$33,470.00
Passenger	\$0.00	\$0.00	\$0.00	\$3,190.00
New Entrant	\$0.00	\$0.00	\$0.00	\$33,500.00
Bulk Package	\$0.00	\$0.00	\$0.00	\$3,628.00
Cargo Tank	\$0.00	\$0.00	\$0.00	\$3,628.00
MCSAP Leadership Mtg	\$0.00	\$0.00	\$0.00	\$6,942.00
MCSG Data Mgmt Mtg	\$0.00	\$0.00	\$0.00	\$4,628.00
PRISM/ITD Annual Mtg	\$0.00	\$0.00	\$0.00	\$4,628.00
In-service	\$9,735.60	\$512.40	\$10,248.00	\$0.00
NATC	\$0.00	\$0.00	\$0.00	\$1,513.00
Instructor In-service/certification	\$0.00	\$0.00	\$0.00	\$9,570.00
Travel total	\$9,735.60	\$512.40	\$10,248.00	\$172,059.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Ludlum Model 3001 Multi-Detector Digital Survey Meters	\$10,526.00	\$554.00	\$11,080.00	\$0.00
RadEye Personal Radiation detectors	\$44,308.00	\$2,332.00	\$46,640.00	\$0.00
RadEye Personal Radiation detector Kit	\$3,078.00	\$162.00	\$3,240.00	\$0.00
Vehicle Lease	\$95,475.00	\$5,025.00	\$100,500.00	\$0.00
Equipment total	\$153,387.00	\$8,073.00	\$161,460.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NAS OOS Criteria Books	\$2,660.00	\$140.00	\$2,800.00	\$0.00
HMR Books	\$2,606.14	\$137.16	\$2,743.30	\$0.00
FMCSR Books	\$1,861.34	\$97.96	\$1,959.30	\$0.00
FMCSR Books	\$512.81	\$26.99	\$539.80	\$0.00
MARCS Radio	\$0.00	\$0.00	\$0.00	\$7,500.00
RadEye Holsters	\$1,191.30	\$62.70	\$1,254.00	\$0.00
Brake Inspection Tool	\$213.75	\$11.25	\$225.00	\$0.00
Practical Cargo Securement	\$237.50	\$12.50	\$250.00	\$0.00
CVSA Decals	\$14,592.00	\$768.00	\$15,360.00	\$0.00
Vehicle Battery Charger	\$618.45	\$32.55	\$651.00	\$0.00
Chamber Tech Tool	\$665.00	\$35.00	\$700.00	\$0.00
Ludlum Model 3000/3001 Bluetooth add on module for Ludlum Model 3001 Digital Survey Meters	\$2,052.00	\$108.00	\$2,160.00	\$0.00
Ludlum Model 180-2 Sample Holder	\$479.75	\$25.25	\$505.00	\$0.00
Uniforms	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Supplies total	\$37,190.04	\$1,957.36	\$39,147.40	\$7,500.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Ohio Department of Public Safety	\$9,246,108.70	\$486,637.30	\$9,732,746.00	\$0.00
TBD	\$1,884.80	\$99.20	\$1,984.00	\$0.00
Contractual and Subaward total	\$9,247,993.50	\$486,736.50	\$9,734,730.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NAIC	\$0.00	\$0.00	\$0.00	\$1,100.00
CVSA Spring	\$3,562.50	\$187.50	\$3,750.00	\$0.00
CVSA Fall	\$2,137.50	\$112.50	\$2,250.00	\$0.00
COHMED	\$2,850.00	\$150.00	\$3,000.00	\$0.00
MCSG Radioactive Trans Mtg.	\$0.00	\$0.00	\$0.00	\$400.00
Rad Equipment Calibration	\$0.00	\$0.00	\$0.00	\$1,620.00
CVSA- membership	\$0.00	\$0.00	\$0.00	\$19,100.00
HMIS 2 Annual Physicals	\$0.00	\$0.00	\$0.00	\$8,000.00
MARCS Radio Fee	\$0.00	\$0.00	\$0.00	\$7,500.00
Conga License	\$0.00	\$0.00	\$0.00	\$151,756.82
Vehicle Maintenance	\$0.00	\$0.00	\$0.00	\$27,000.00
NATC	\$945.25	\$49.75	\$995.00	\$0.00
Other Costs total	\$9,495.25	\$499.75	\$9,995.00	\$216,476.82

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$15,351,031.76	\$807,949.00	\$16,158,980.76	\$1,207,668.71
Indirect Costs	\$642,969.05	\$33,840.48	\$676,809.53	NA
Total Costs Budgeted	\$15,994,000.81	\$841,789.48	\$16,835,790.29	\$1,207,668.71

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$15,994,000.00	\$841,789.00	\$16,835,789.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,525,368.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$3,512,222.08	\$184,853.78	\$3,697,075.86	\$697,631.66
;;;Overtime Subtotal	\$141,011.12	\$7,421.63	\$148,432.75	\$0.00
Personnel Total	\$3,653,233.20	\$192,275.41	\$3,845,508.61	\$697,631.66
Fringe Benefits Total	\$2,239,997.17	\$117,894.58	\$2,357,891.75	\$114,001.23
Travel Total	\$9,735.60	\$512.40	\$10,248.00	\$172,059.00
Equipment Total	\$153,387.00	\$8,073.00	\$161,460.00	\$0.00
Supplies Total	\$37,190.04	\$1,957.36	\$39,147.40	\$7,500.00
Contractual and Subaward Total	\$9,247,993.50	\$486,736.50	\$9,734,730.00	\$0.00
Other Costs Total	\$9,495.25	\$499.75	\$9,995.00	\$216,476.82
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$15,351,031.76	\$807,949.00	\$16,158,980.76	\$1,207,668.71
Indirect Costs	\$642,969.05	\$33,840.48	\$676,809.53	NA
Total Costs Budgeted	\$15,994,000.81	\$841,789.48	\$16,835,790.29	\$1,207,668.71

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.

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

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

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

State Certification declaration:

I, Jenifer French, Chair, on behalf of the State of OHIO, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

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

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

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

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

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

Part 5 Section 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