



OHIO

Commercial Vehicle Safety Plan

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

**Fiscal Years 2018 - 2020
Annual Update FY 2020**

Date of Approval: April 09, 2020

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

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
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2020)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2020:

Multi-Year plans—For FY 2020, 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—Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2019 plans. States must carefully review and update this information to reflect FY 2020 activities prior to submission to FMCSA.

States are reminded to **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.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that 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.

Part 1 Section 2 - Mission/Goal Statement

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

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

Instructions:

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

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

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

Part 1 Section 3 - MCSAP Structure Explanation

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

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

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: Please do not include activities or expenses associated with any other FMCSA grant program.

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.

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

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

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

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

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

Part 1 Section 4 - MCSAP Structure

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

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

Instructions:

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

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

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

Lead Agency Information	
Agency Name:	PUBLIC UTILITIES COMMISSION OF OHIO
Enter total number of personnel participating in MCSAP activities	50
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	39
Traffic Enforcement Activities	0
Investigations*	23
Public Education and Awareness	29
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	OHIO STATE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	179
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	163
Traffic Enforcement Activities	108
Investigations*	0
Public Education and Awareness	114
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the Activity Dashboard and/or the CVSP Toolkit on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

Part 2 Section 2 - CMV Crash Reduction

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

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

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

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

Goal measurement as defined by your State: 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			
01/01/2016	12/31/2016	142	129	132
01/01/2015	12/31/2015	214	132	201
01/01/2014	12/31/2014	152	111	138
01/01/2013	12/31/2013	170	112	153
01/01/2012	12/31/2012	159	113	144

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			
01/01/2016	12/31/2016	2		2
01/01/2015	12/31/2015	2		2
01/01/2014	12/31/2014	0		0
01/01/2013	12/31/2013	3		3
01/01/2012	12/31/2012	2		2

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	6		6
01/01/2015	12/31/2015	10		10
01/01/2014	12/31/2014	5		5
01/01/2013	12/31/2013	3		3
01/01/2012	12/31/2012	4		4

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 31, 2017. Figures do not include government vehicles.

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

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

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

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

Narrative Overview for FY 2018 - 2020**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. In the past, focus has been on the more comprehensive Level 1 Inspections and traffic enforcement with an inspection.

Beginning two years ago, the state began to shift its focus from mostly Level 1 inspections toward Level 3 inspections that focus on the driver.

For the next 3 years the overall goal for the state will be to reduce the actual number of CMV related fatalities to below 100 by 2020 from a baseline of 143 set in 2016. To achieve this goal, based upon current data, the three-year plan will be to reduce commercial-related fatalities by approximately 9.25% each year.

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 31, 2017

Projected Goal for FY 2018 - 2020:

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

Fiscal Year	Annual Crash Reduction Goals
2018	121
2019	110
2020	99

The goals above represent an approximate 9.25% reduction each year.

Program Activities for FY 2018 - 2020: 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.

Of Ohio's eighty-eight counties, a disproportionate number of large truck crashes occur within three counties that include large metropolitan areas. Cuyahoga (Cleveland), Franklin (Columbus), and Hamilton (Cincinnati) counties account for 23% of all large truck crashes in Ohio (see chart below), based on a previous three year average.

Source: MCMIS 6/30/17

FFY	3C Counties	State Total	Percentage
2016	1596	6599	24%
2015	1581	7127	22%
2014	1438	6573	22%
AVG	1538	6766	23%

Projected Goals for FY 2018 - 2020:
Enter performance goal.

The goal is to reduce the number of large truck crashes in Cuyahoga, Franklin, and Hamilton counties by 5% by the end of FY2020. This would be a reduction of 1,596 large truck crashes in FY2016 to a goal of 1,516 large truck crashes by the end of FY2020.

Source: MCMIS 6/30/17

FFY	Actual	Goal	% of decrease
2016	1596		
2018		1569	1.67
2019		1542	1.67
2020		1516	1.66

Baseline

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.

Tactical squads will be organized to conduct targeted driver/vehicle inspections and traffic enforcement of commercial motor vehicles. One tactical squad per month within the designated counties will conduct targeted inspections and traffic enforcement. Each tactical squad will consist of no less than three certified inspectors working a minimum of 6 hours each. Certified inspectors will conduct driver/vehicle inspections in safe locations on high CMV traveled routes in each of the designated counties.

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.

The goal of the project will be to conduct at least 3 tactical squads per quarter in each of the three high crash counties (nine per quarter total).

The number of tactical squads, inspections conducted, and hours worked will be tracked and reported on a monthly, quarterly, and annual basis.

Tactical squad and crash statistics will be reviewed by general headquarters staff monthly, quarterly, and annually throughout the project to ensure it remains on target.

Part 2 Section 3 - Roadside Inspections

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

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

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

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 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	21181	19197	15810	11763	11421
Level 2: Walk-Around	40974	42134	41070	23639	25251
Level 3: Driver-Only	10953	10505	15381	36466	42945
Level 4: Special Inspections	4	9	9	19	53
Level 5: Vehicle-Only	189	74	93	231	124
Level 6: Radioactive Materials	1	5	1	2	1
Total	73302	71924	72364	72120	79795

Narrative Overview for FY 2018 - 2020

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

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

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

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

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

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2018 - 2020. For FY 2020, 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: 39

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	778	259	23	1060	29.33%
Level 2: Walk-Around	461	1800	90	2351	65.05%
Level 3: Driver-Only	90	0	0	90	2.49%
Level 4: Special Inspections	0	5	0	5	0.14%
Level 5: Vehicle-Only	0	0	108	108	2.99%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	1329	2064	221	3614	

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: 163

Projected Goals for FY 2020 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9100	1012	0	10112	13.86%
Level 2: Walk-Around	29448	3172	100	32720	44.83%
Level 3: Driver-Only	30150	0	0	30150	41.31%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Funded Agencies	68698	4184	100	72982	

OHIO BUREAU OF MOTOR

Subrecipient is: VEHICLES

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

Projected Goals for FY 2020 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2020:	

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 Summary for All Agencies					
MCSAP Lead Agency: PUBLIC UTILITIES COMMISSION OF OHIO					
# certified personnel: 39					
Subrecipient Agencies: OHIO BUREAU OF MOTOR VEHICLES, OHIO STATE HIGHWAY PATROL					
# certified personnel: 163					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9878	1271	23	11172	14.59%
Level 2: Walk-Around	29909	4972	190	35071	45.79%
Level 3: Driver-Only	30240	0	0	30240	39.48%
Level 4: Special Inspections	0	5	0	5	0.01%
Level 5: Vehicle-Only	0	0	108	108	0.14%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	70027	6248	321	76596	

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 2015 indicate that from 2013-2015 only an average of 5.7% of large trucks involved in fatal crashes had a vehicle related factor associated with the crash (see chart). The Ohio State Highway Patrol has placed a greater emphasis on Level 3 inspections and traffic enforcement to address driver violations contributing to crashes. Inspectors are instructed to increase the level of inspection whenever potential vehicle defects are identified or suspected. Several level 3 only local post troopers have been certified in the last two years 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 2015 FMCSA-RRA-16-021 February 2017 Vehicles Table 31. Large Trucks in Fatal Crashes by Vehicle-Related Factors, 2013-2015 Vehicle-Related Factors 2013 2014 2015 Number Percent Number Percent Number Percent Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle) 15 0.4% 52 1.4% 96 2.4% Tires 56 1.4% 51 1.4% 49 1.2% Brake System 45 1.1% 42 1.1% 46 1.1% Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone) 8 0.2% 15 0.4% 15 0.4% Power Train 5 0.1% 8 0.2% 7 0.2% Vehicle Contributing Factors - No Details 7 0.2% 8 0.2% 7 0.2% Police, Fire, or EMS Vehicle at Scene 4 0.1% 3 0.1% 5 0.1% Wheels 3 0.1% 2 0.1% 3 0.1% Truck Coupling / Trailer Hitch / Safety Chains 3 0.1% 7 0.2% 2 * Safety Systems 0 0.0% 1 * 2 * Windows/Windshield 0 0.0% 0 0.0% 2 * At Least One Vehicle-Related Factor Recorded 169 4.3% 214 5.7% 258 6.4% No Vehicle-Related Factors Recorded 3,752 95.7% 3,535 94.3% 3,792 93.6% Total 3,921 100.0% 3,749 100.0% 4,050 100.0% *Less than 0.05 percent. Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Changes made: PUCO Goals Level Non HM HM Passenger Total % Level L1 778 down from 816 259 down from 280 23 up from 0 1060 29.33 down L2 461 up from 321 1800 up from 463 90 up from 0 2351 65.05 up L3 90 down from 116 0 0 90 2.49 down L4 0 5 up from 0 0 5 0.14 up L5 0 0 108 up from 88 108 2.99 down L6 0 0 0 0 0 Changes were made based on staffing levels and a desire to focus more on HM and passenger.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	2089	69724	0	71813
Enter total number of certified personnel	30	151	0	181
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	2088	69724	0	71812
Enter total number of certified personnel	30	151	0	181

Part 2 Section 4 - Investigations

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

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

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

☐ The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	1	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	561	524	469	415	274
CSA On-Site Comprehensive	41	40	28	45	43
Total Investigations	602	565	497	460	317
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	9	7	11	6	8

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	41	56	44	43	41
Total Investigations	41	56	44	43	41
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2018 - 2020**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 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

Projected Goals for FY 2018 - 2020 - Investigations						
Investigation Type	FY 2018		FY 2019		FY 2020	
	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	49	0	49	0	45
CSA Off-Site	0	0	0	0	45	0
CSA On-Site Focused/Focused CR	363	0	363	0	309	0
CSA On-Site Comprehensive	75	0	75	0	68	0
Total Investigations	438	49	438	49	422	45
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

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

	Interstate	Intrastate	
Compliance	0	0	
Cargo Tank	0	0	
Non-Rated	0	45	Reduced 4 due to staffing changes
CSA Off Site	45	0	Added 45 due to changes in program
CSA On Site	309	0	Reduced 54 due to changes in program/staffing changes
On Site Comprehensive	68	0	Reduced 7 due to staffing changes
Total	422	45	Reduced 16 and 4 due to staffing changes
Total SCR	0	0	
Total Terminal	0	0	

The state has had a number of people retire and they have not been replaced. Once staff have been replaced and trained the number of CRs will go up. It is anticipated that this will not occur until late 2020 and therefore numbers will remain low until that time. Then they will rise as the staff are trained and depending upon the level of staff hired we would expect to see numbers at normal levels about a year from the date they are hired going forward. Ohio will conduct interventions pursuant to the CSA Methodology in partnership with the FMCSA Ohio Division office. In addition, intrastate reviews will be conducted pursuant to the state specific project contained within this plan. When complaints about carriers have been received, reviews will be coordinated with the FMCSA depending upon whether they are inter or intrastate in nature and interventions assigned as necessary. Finally, the state will begin operating under the new system and as such as put 50 reviews off-site on the calendar.

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

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

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

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

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

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

Part 2 Section 5 - Traffic Enforcement

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

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

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2012 - 2016**Instructions:**

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	14315	37488
10/01/2014	09/30/2015	9710	31075
10/01/2013	09/30/2014	10384	58277
10/01/2012	09/30/2013	12939	41033
10/01/2011	09/30/2012	13072	38053

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

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

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

Source: Ohio SafetyNet Database May 2017

Narrative Overview for FY 2018 - 2020

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. 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.

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. 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.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	12000	12000	12000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)			

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

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

FY 2020 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2020 Activities	Average 2004/05 Activities
76596	467	1121	78184	76601

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

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

Part 2 Section 6 - Safety Technology

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

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

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

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

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: Public Utilities Commission of Ohio

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Ohio Bureau of Motor Vehicles

Narrative Overview for FY 2018 - 2020**Problem Statement Narrative and Projected Goal:**

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

NA

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation in PRISM.

NA

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

NA

Part 2 Section 7 - Public Education and Outreach

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

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

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

Trend Analysis for 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	87	141	148	87	100
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings					4
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events					18
Teen Safety Events					

Narrative Overview for FY 2018 - 2020

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

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

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

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

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

Projected Goals for FY 2018 - 2020

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 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	110	110	110
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events			
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

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

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

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

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

4 State Association Talks per year(4 PUCO)

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

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

Please review your State's SSDQ compliance levels and narrative overview and identify if changes are needed for the upcoming fiscal year. You must also update the newly added Crash VIN Accuracy category rating. You must select 'yes' to make changes.

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

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	Yes

Available data sources:

- [FMCSA website SSDQ information](#)

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 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Current as of June, 2019.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

The state has changed its crash reports and as a result, the data file has been modified. As a consequence, the PUCO has had to change its system for uploading crash files. As of July 1, 2019 crashes are being uploaded to FMCSA. For the six months prior to this, crashes could not be uploaded. The end result will be a negative hit to the system, which will begin to be resolved starting in July.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a “Good” rating in any category not currently rated as “Good,” including measurable milestones.

The PUCO will implement a corrected database in July which should result in our data reaching a "good" rating over a number of months.

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

On a monthly basis supervisors from the PUCO will review FMCSA reports to ensure that data quality remains at required levels.

Where problems arise steps will be taken to identify the cause and implement a remedy.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that 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 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 type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input 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 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	976	908	1046	1084	830
Intrastate	0	0	0	0	0
Total Audits	976	908	1046	1084	830

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 2018 - 2020

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

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

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

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	160	0	160	0	270	0
# of Safety Audits (Offsite)	805	0	805	0	851	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	965	0	965	0	1121	0
# of Non-Audit Resolutions	440	0	440	0	540	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

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

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

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

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

29 Staff members will be responsible for conducting audits (6 full time staff will be responsible for 150 audits each and 23 staff will be responsible for 15 audits per person).

Updates were made to reflect current staffing levels.

	Interstate	Intrastate
# of Safety Audits Onsite	270 up from 160	0

# of Safety Audits Offsite	851 up from 805	0
# of Group Audits	0	0
Total Safety Audits	1121 up from 965	0
Non Audit Resolutions	540 up from 440	0

More SAs are being assigned due to an increase in the program.

Activity Plan for FY 2018 - 2020: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Step1 – Identify new entrant Motor Carriers

Step 2 – Contact Motor Carriers

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

Step 4 - Conduct Audits

Step 5 - Submit Completed Report

Step 5 – Follow Up if Necessary

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

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

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

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

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

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

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☒ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Part 3 Section 2 - Passenger Carrier Enforcement

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

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

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 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 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 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.

Oilfield Operations The three year goal was to lower the number of CMV crashes in each of the following counties by 6% (2% per year). Monroe = Decrease of 3 crashes from 54 to 51; Belmont = Decrease of 36 crashes from 542 to 506; Harrison = Decrease of 9 from 155 to 146; Jefferson = Decrease of 16 from 272 to 256; and Carroll = Decrease of 10 from 163 to 153.

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

OSHP Activity Plan 1. The Ohio State Highway Patrol will identify the posts that cover each of the five counties that were determined to have the most significant increases in CMV related crashes within 10 miles of a permitted well. 2. Within each of the identified post areas, tactical squads will be organized to conduct targeted traffic enforcement and driver/vehicle inspections. 3. One tactical squad (consisting of no less than three certified inspectors working a minimum of 6 hours each) per quarter will conduct traffic enforcement and targeted inspections within each of the three designated post areas that cover the five identified counties. 4. Extra emphasis will be placed on areas near permitted well sites. 5. Certified inspectors will conduct traffic enforcement activities and driver/vehicle inspections Monday through Friday from 6:00 AM to 6:00 PM. 6. Work performed by each squad will be logged and monitored to ensure that it is in line with the activity goals. 7. Supervisors will review reports to ensure the accuracy and goals of the program are being met. 8. Based upon the data collected and reviews performed, OSHP supervisors will work with staff on any identified problems and make any overall programmatic adjustments as needed. PUCO Activity Plan 1. The PUCO will identify shale gas/oil facilities in each of the identified counties where hazardous materials are being offered into transportation. 2. Contact will be made with each site to arrange for safe locations in which to inspect vehicles and/or drivers at each location. 3. Annually, 15 inspections will be conducted in each county. Inspections will take place primarily at identified facilities and focus on entities involved in oil and gas activities and transportation of hazardous materials. 4. Annually educational contacts will be made with the operators of at least 4 facilities per county to ensure they understand the regulatory requirements pertaining to the proper loading, placarding, and transportation of the products they are transporting. The activities identified for this project will not be in addition to projections contained in the national elements. In addition, for 2016 the section pertaining to PUCO activities was updated and modified from 2015 based upon feedback from investigators and supervisors. It was determined that the original activity goals were not feasible and that the focus on conducting inspections based on facility locations was not workable primarily due to the fact that there was not an even distribution of sites where inspections could be conducted. Therefore, the focus changed to an annual goal per county instead of by facility.

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

See Additional Tables and Charts document under the Oilfields Project tab.

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

Overall during the course of the project 3 out of the 5 counties saw a significant reduction in the number of crashes. However, this reduction was likely due to a decrease in drilling operations. Both the PUCO and OSHP generally met the goals of the project and overall it was a success. However, at this time we do not believe that renewing the project would be advisable. Personnel working in areas where high volumes of drilling are occurring will, as a part of their daily work, continue to pay close attention to drivers, vehicles, and companies involved in oilfield operations

and supervisors will closely monitor crashes occurring in those areas to determine if additional effort is warranted. Should activity and crashes begin to rise again, the state would seek to develop a new oilfields project to address the problem.

Activity #2

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

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

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

The overall objective will be to conduct intrastate compliance reviews on approximately 1% of the highest risk carriers in the state each of the next four years (2016-2020). To achieve this, a selection methodology that looks at inspections on a quarterly basis and assigns scores based on violations will be used. Each quarter, a new list of intrastate motor carriers that have had an inspection in the prior quarter will be pulled from Safetynet and then ranked based upon the scoring methodology. Those with the highest scores will receive top priority for assignment. Overall from 2016 through 2020, on an annual basis, the top 25 intrastate carriers with the worst safety record will receive a compliance review (100 total over 4 years).

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

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

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

During the first year of this project (FFY 2016) the PUCO achieved the goals of the project by identifying and conducting 25 intrastate reviews. The PUCO is behind in meeting the goals of the project for FFY 2017 but believe that based on the types of carriers requiring reviews the gap should be closed by the end of the year. Going forward, this project will be ended early due to Ohio's participation in the pilot of a new 3 year CVSP. However, it will be included as a new three year project in the 2018 CVSP to match the 3 year multi-year CVSP format. This will allow for a cleaner start and easier monitoring of results.

Activity #3

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

High Crash Areas In 2013, the state had 132 fatalities resulting from CMV related crashes. In 2014 this number rose to 137 and in 2015 it grew to 176. It is clear from these numbers that crashes resulting in fatalities in Ohio have been on the rise. Analysis of the crash data utilizing geo-mapping of CMV involved reportable crashes (source: Ohio Department of Public Safety Electronic Crash System) has revealed nine areas throughout the state where CMV crashes are over-represented. The attached map shows each of these areas with those causing the most concern hi-lighted in red and yellow.

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

Starting in FFY 2017, the objective is to reduce the total number of fatalities in CMV-involved traffic crashes occurring in Ohio to less than 120 through increased enforcement in the highest density crash areas. This project is scheduled to end on September 30, 2020. The Ohio State Highway Patrol will identify each of the districts that are located within the nine high crash areas. Within each of the identified districts, tactical squads will be organized to conduct targeted driver/vehicle inspections. One tactical squad (consisting of no less than three certified inspectors working a minimum of 6 hours each) per month will conduct targeted inspections in safe locations in high crash, high visibility areas within each designated high crash area. Certified inspectors will conduct driver/vehicle inspections Monday through Friday from 6:00 AM to 6:00 PM. Inspections will be conducted in safe locations on high CMV traveled routes in each of the designated high crash areas. There will be 1,944 staff hours dedicated to this project for FY2017. The number of inspections conducted will be determined by the below table. The number of inspections is an estimate based on prior year's activities. Actual activity will vary based on man power, observed violations, traffic conditions, etc. Projected Number of Inspections in High Crash Areas Goal FY Inspections (.02 Increase) 2016 46,661 * *baseline through 9/26/16 2017 47,594 933 2018 48,546 952 2019 49,517 971 2020 50,507 990 Within

each of the high crash areas, Commercial Vehicle Related (CVR) Details will be organized to conduct targeted traffic enforcement on CMVs. Two tactical squads consisting of no less than five Troopers working a minimum of 6 hours each will be conducted in the high crash areas. Inspections conducted during tactical squads will be uploaded within 48 hours of the completion of the inspection, with 98% accuracy. Work performed by each squad will be logged and monitored to ensure that it is in line with the activity goals. Supervisors will review reports to ensure the accuracy and goals of the program are being met. There will be 36 safety talks conducted annually aimed at educating carriers and the general public about traffic safety and awareness around commercial motor vehicles. ted and reviews performed, OSHP supervisors will work with staff on any identified problems and make any overall programmatic adjustments as needed.

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

See Additional Tables and Charts document under the High Crash Areas Project tab.

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

This project represents the mandatory project found in the crash reduction area of Ohio's CVSP from 2017. Annual crash data is not yet available to determine if the overall objective for the state is being achieved. However in terms of the activities that were planned, the state is ahead of its goals. Going forward, this project will be terminated due to Ohio's participation in the 3 year CVSP pilot and a new project spanning the 3 year pilot period will be implemented to take its place.

Part 3 Section 4 - State Specific Objectives – Future

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

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

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2018 - 2020. 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 2018 - 2020

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

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 that contained at least one out-of-service violation, 29.23% involved an intrastate carrier domiciled in the state. Finally, research conducted by the FMCSA on the effectiveness of interventions shows that such activities can contribute to the reduction in crashes. Therefore, the state believes that a dedicated program to ensure the highest risk intrastate carriers receive a compliance review is a worthwhile safety investment.

Projected Goals for FY 2018 - 2020:

Enter performance goal.

The overall objective will be to conduct intrastate compliance reviews on approximately 1% of the highest risk carriers in the state each of the next three years (2018, 2019, 2020). 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.

Program Activities for FY 2018 - 2020: 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).

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.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2020 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$9,936,757.00	\$1,753,544.00	\$11,690,301.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,753,544.00
MOE Baseline:	\$1,052,657.39

Part 4 Section 2 - Personnel

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

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

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$1,753,544.00
--	----------------

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 Staff	6	65.0000	\$64,629.42	\$252,054.73	\$214,246.52	\$37,808.21	\$135,721.77
Enforcement Support	4	74.0000	\$67,184.00	\$198,864.64	\$169,034.94	\$29,829.70	\$69,871.36
Enforcement Managers	7	74.0000	\$83,315.83	\$431,575.99	\$366,839.59	\$64,736.40	\$151,634.78
Investigators	11	74.0000	\$59,814.99	\$486,894.01	\$413,859.91	\$73,034.10	\$171,070.81
Examiners	6	74.0000	\$55,246.76	\$245,295.61	\$208,501.27	\$36,794.34	\$86,184.92
Compliance Managers	1	80.0000	\$71,011.11	\$56,808.88	\$48,287.55	\$8,521.33	\$14,202.22
Compliance Support	1	80.0000	\$46,158.85	\$36,927.08	\$31,388.02	\$5,539.06	\$9,231.77
Investigators (Compliance)	1	80.0000	\$62,112.45	\$49,689.96	\$42,236.47	\$7,453.49	\$12,422.49
HMIS2 (In House)	3	100.0000	\$78,909.49	\$236,728.47	\$201,219.20	\$35,509.27	\$0.00
IT/Data Support	2	100.0000	\$59,302.62	\$118,605.24	\$100,814.45	\$17,790.79	\$0.00
HMIS2 (Field)	12	84.8040	\$73,364.81	\$746,595.52	\$634,606.19	\$111,989.33	\$133,782.11
Subtotal: Salary				\$2,860,040.13	\$2,431,034.11	\$429,006.02	\$784,122.23
Overtime Project Costs							
Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$2,860,040.13	\$2,431,034.11	\$429,006.02	\$784,122.23
Accounting Method:	Cash						

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

The PUCO personnel budget is developed by looking at each individual involved in the MCSAP. The first step is to calculate the annual salary for each person. This is done by multiplying each person's hourly rate X 2080. Based on this annual salary the next step is to determine the portion that is MCSAP eligible. To do this, we use a management report that shows three years worth of personnel activity reporting data. The average amount of time that is MCSAP eligible is calculated for each person based upon the data in this report, then multiplied by their annual salary. This yields the amount of each person's salary that is MCSAP eligible. Once this number has been calculated we determine the amount that will be budgeted toward the federal share (85%), state share (15%) and MOE. The result is the personnel line item budget.

Part 4 Section 3 - Fringe Benefits

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

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

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

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies.
- Costs are equitably allocated to all related activities, including Federal awards.
- Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

*The **Base Amount** is:*

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Fringe Benefits	64.6700	67.0000	\$2,350,185.60	\$1,018,309.56	\$865,563.13	\$152,746.43	\$501,555.45
TOTAL: Fringe Benefits				\$1,018,309.56	\$865,563.13	\$152,746.43	\$501,555.45

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). The letter detailing this approval is attached to the ECVSP.

The fringe rate is 64.67 per employee.

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, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
NAS A	6	6	0.0000	\$0.00	\$0.00	\$0.00	\$10,884.00
NAS B	6	6	0.0000	\$0.00	\$0.00	\$0.00	\$10,884.00
General Hazmat	6	6	0.0000	\$0.00	\$0.00	\$0.00	\$10,884.00
Compliance Review	4	13	0.0000	\$0.00	\$0.00	\$0.00	\$13,388.00
Passenger	2	5	0.0000	\$0.00	\$0.00	\$0.00	\$3,190.00
New Entrant	2	13	0.0000	\$0.00	\$0.00	\$0.00	\$6,694.00
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
National Safety Intervention Training	15	2	0.0000	\$0.00	\$0.00	\$0.00	\$3,870.00
CR Offsite	22	3	0.0000	\$0.00	\$0.00	\$0.00	\$11,154.00
In-Service	22	4	0.0000	\$0.00	\$0.00	\$0.00	\$13,112.00
CVSA Fall	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
CVSA Spring	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
COHMED	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
NAIC	4	6	0.0000	\$0.00	\$0.00	\$0.00	\$9,256.00
MCSAP Leadership Mtg	3	6	0.0000	\$0.00	\$0.00	\$0.00	\$6,942.00
MCSG Rad Mtg	1	6	0.0000	\$0.00	\$0.00	\$0.00	\$2,314.00
MCSG Data Mgmt Mtg	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$4,628.00
PRISM/ITD Annual Mtg	2	6	0.0000	\$0.00	\$0.00	\$0.00	\$4,628.00
TOTAL: Travel				\$0.00	\$0.00	\$0.00	\$139,910.00

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. It is important to note that all travel in this budget will be used to meet the state's MOE and will not be used for either the federal or state share.

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.

Travel	
Training	
NAS A	Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicle operators.
NAS B	Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicles.
General Hazmat	Required course for those who conduct driver/vehicle inspections involving hazardous materials. Designed to train personnel to inspect HM shipments for compliance with Hazardous Materials Regulations, either on the roadside or at a carrier's or shipper's place of business.
Compliance Review	Required course for those who conduct compliance reviews. Designed to prepare investigators to conduct investigations and complete a quality Compliance Review in accordance with the Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations.
Passenger	Required course for those who conduct driver/vehicle inspections involving buses. Designed to train personnel to inspect bus related equipment and drivers either on the roadside or at a carrier's place of business.
New Entrant	Required course for those who conduct new entrant safety audits. Designed to provide participants with the knowledge, skills and ability to conduct a new entrant safety audit.
ELD Phase 2	Training to provide knowledge and skills on how to utilize Electronic Logging Devices. Training is required by FMCSA for all staff in positions that analyze log book data. Details on classes will be provided by FMCSA once a schedule and course materials have been finalized.
Refresher Training	
In-service	Annual training to reinforce proper techniques to conduct inspections, investigations and safety audits. Focus is on identifying new and changing regulations, enforcement procedures, rules, and laws as well as identifying areas where it has been determined additional training is necessary based upon prior year performance.
Conferences	
CVSA Fall	Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations
CVSA Spring	Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations
COHMED	Provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the

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

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Laptop	10	\$2,500.00	100	\$25,000.00	\$21,250.00	\$3,750.00	\$0.00
Personal Radiation Devices - RAM Detector	6	\$3,000.00	100	\$18,000.00	\$15,300.00	\$2,700.00	\$0.00
SUV	3	\$25,000.00	100	\$75,000.00	\$63,750.00	\$11,250.00	\$0.00
TOTAL: Equipment				\$118,000.00	\$100,300.00	\$17,700.00	\$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. It is important to note that all equipment in this budget will be used to meet the state's MOE and will not be used for either the federal or state share.

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

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

Office Equipment	
------------------	--

Laptop	Laptops will be purchased and placed into stock, to replace items that are beyond their useful lifespan. They are used by staff to: 1) complete driver vehicle inspections; 2) complete investigations (CRs); 3) complete new entrant safety audits; 4) conduct research on motor carriers; 5) maintain files, upload/download documents, and utilize state and federal online/offline computer systems and software.
HM Equipment	
Personal Radiation Devices / RAM Detector	Devices will be purchased to replace similar equipment that is over 10 years old and will be used when conducting Level VI inspections, radioactive escorts, other inspections of loads containing radioactive materials, and shipper/compliance reviews at facilities where radioactive materials are or may be present. These devices serve as an invaluable safety tool that ensures personnel are not accidentally exposed to radioactive materials that may or may not be properly labeled, packaged or have been damaged.
Other Equipment	
SUV	The SUVs are being replaced due to age and/or have reached the end of their useful lifespan. Used to safely transport personnel to conduct work. SUVs will be used by HM investigators and will be the only vehicles equipped with lightbars. SUVs are required for this position due to the additional equipment and gear that is carried by these staff.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in [§200.33](#) Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also [§200.20](#) Computing devices and [§200.33](#) Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Scanner	10	\$150.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,500.00
Metal Ruler	5	\$2.00	0.0000	\$0.00	\$0.00	\$0.00	\$10.00
Printer	10	\$400.00	0.0000	\$0.00	\$0.00	\$0.00	\$4,000.00
MARCS Radio	1	\$4,320.00	0.0000	\$0.00	\$0.00	\$0.00	\$4,320.00
HMR Books	40	\$20.00	0.0000	\$0.00	\$0.00	\$0.00	\$800.00
FMCSR Books	50	\$20.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,000.00
NAS OOS Criteria Books	40	\$35.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,400.00
Hard Hat	5	\$15.00	0.0000	\$0.00	\$0.00	\$0.00	\$75.00
CVSA Decals	30700	\$0.37	0.0000	\$0.00	\$0.00	\$0.00	\$11,359.00
In-Vehicle Workstand	18	\$500.00	0.0000	\$0.00	\$0.00	\$0.00	\$9,000.00
Vehicle Battery Charger	2	\$150.00	0.0000	\$0.00	\$0.00	\$0.00	\$300.00
Uniforms	1	\$4,580.00	0.0000	\$0.00	\$0.00	\$0.00	\$4,580.00
TOTAL: Supplies				\$0.00	\$0.00	\$0.00	\$38,344.00

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.

Supplies	
Office Supplies	
Metal Ruler	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used during vehicle inspections to determine compliance with specific regulations

Printer	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used to print documents, inspection reports, compliance reviews, new entrant safety audits and other documents in the course of MCSAP work.
Scanner	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used to scan documents to support investigations, inspections, compliance reviews, and safety audits under the MCSAP.
Digital Camera	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used to photograph and document violations discovered during an inspection, review, audit or incident.
MARCs Radio	Item is being replaced due to wear and age and to ensure that all staff are equipped with a radio. Used to communicate with supervisors and other staff as well as with other state agencies when necessary.
HM Inspection Supplies	
HMR Books	HMR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR.
Inspection Supplies	
FMCSR Books	FMCSR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR.
NAS OOS Criteria Books	NAS Criteria is revised annually and new books must be purchased to ensure inspectors have access to the most recent, up-to-date information regarding the NAS OOS criteria.
Hard Hat	Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Hard hats are an essential piece of safety equipment used when conducting vehicle inspections or at carrier/shipper facilities where they are required to access certain areas of a facility.
CVSA Decals	Decals are applied in conformance with the Standard North American Inspection procedure and are ordered based on prior use and need to ensure sufficient supplies are available but not in excess of what is

	required
Other Supplies	
In-Vehicle Workstand	Device is being replaced for staff that are receiving new laptops that are no longer compatible with the existing stand in the vehicle they are assigned. Stands are used to hold laptops secure in a vehicle so that staff can conduct work from the driver's seat of the vehicle.
Vehicle Battery Charger	Item is being purchased to replace existing chargers that are no longer functioning properly. Chargers are used to provide power to a vehicle when a battery has lost charge or is not working properly. During colder months vehicles equipped with light bars and other equipment have been susceptible to battery failures. Keeping a handful of chargers on hand throughout the state allows supervisors to assist staff who experience issues and prevents additional cost and loss of work time.

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Ohio Department of Public Safety	DUNS 808847842	Subrecipient	100.0000	\$7,198,047.00	\$6,118,339.95	\$1,079,707.05	\$0.00
Description of Services: The Ohio State Highway Patrol							
TOTAL: Contractual and Subaward				\$7,198,047.00	\$6,118,339.95	\$1,079,707.05	\$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).

Within ODPS two separate entities are funded. The first is the Ohio State Highway Patrol (OSHP) which is primarily responsible for conducting Driver/Vehicle Inspections, Traffic Enforcement, and Education and Outreach under the MCSAP Grant. The OSHP also receives funding for membership in Help Inc. This membership allows the state of Ohio to have a voting seat on the Help Inc. Board and is part of the state's ITD program. By participating on the board as a member of a public private partnership, Ohio can ensure future wireless roadside inspections and bypass decisions meet the ITD and MCSAP plan for the state. It also allows Ohio to learn best practices for crash

reduction.

The second entity within ODPS funded through the sub-award from the PUCO is the Ohio Bureau of Motor Vehicles (BMV). BMV utilizes funds sub-awarded to it for ITD/PRISM maintenance. Below is a table that outlines the specific items funded:

ITD Maintenance BMV	
IRP Hosting Fees	As a part of the PRISM program Ohio BMV pays monthly fees to host/administer the online commercial renewal process (OCRCP). All OCRCP transaction processing includes real time VIN and Registrant level validations with PRISM data to ensure compliant safety status. The OCRCP prohibits any online transaction if the motor carrier is prohibited from interstate operations or Safety and Responsibility information is missing. The OCRCP allows Registrants to update Safety and Responsibility data allowing credentials to have the most up to date information in an easy to read bar code format.
IRP Circuit Monitoring	Under Ohio's IRP program The Ohio Bureau of Motor Vehicles (BMV) pays a fee to monitor three T1 lines for IRP registrations from Xerox offices to their data center. BMV contracts with Xerox to run 3 branch offices where IRP plates are issued (\$1,200 per branch X 3 branches). These dedicated lines allow Ohio IRP to comply with the PRISM requirement - Check carrier safety status before issuing credentials and deny the registration if the motor carrier is prohibited from interstate operations without delay of same day credentialing.
IRP Membership Dues	IRP serves as the framework for the PRISM program and by paying annual membership dues to the IRP Inc. as a member jurisdiction allows Ohio IRP Program to participate as a voting member to support PRISM related initiatives as well as access to educational and technological forums to advance the Safety and Responsibility reporting for Registrants.
Attend FMCSA ITD/PRISM Annual Workshop	The ITD/PRISM workshop allows attendees to better understand FMCSA's programmatic goals and priorities; provides a forum for stakeholders to discuss program management and technical issues; enables access to multiple program resources; and, allows states to share best practices and lessons learned to advance grant investments and the deployment of technology to improve safety and compliance

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 may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries and Wages (SW)	32.93	\$1,505,943.64	\$495,907.24	\$421,521.15	\$74,386.09
TOTAL: Indirect Costs			\$495,907.24	\$421,521.15	\$74,386.09

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
CVSA Spring	3	\$550.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,650.00
CVSA Fall	3	\$550.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,650.00
COHMED	2	\$550.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,100.00
NAIC	4	\$550.00	0.0000	\$0.00	\$0.00	\$0.00	\$2,200.00
MCSG Radioactive Trans Mtg.	1	\$400.00	0.0000	\$0.00	\$0.00	\$0.00	\$400.00
Rad Equipment Calibration	15	\$75.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,125.00
MARCS Radio Fee	24	\$240.00	0.0000	\$0.00	\$0.00	\$0.00	\$5,760.00
Prophecy Software	1	\$1,324.65	0.0000	\$0.00	\$0.00	\$0.00	\$1,324.65
CVSA	1	\$15,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$15,000.00
HMIS 2 Annual Physicals	16	\$500.00	0.0000	\$0.00	\$0.00	\$0.00	\$8,000.00
Fuel	1	\$21,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$21,000.00
TOTAL: Other Costs				\$0.00	\$0.00	\$0.00	\$59,209.65

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 it Cognizant Federal Agency (FMCSA) and applies that rate against eligible costs pursuant to the method described in the instructions provided in the ECVSP.

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

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

COHMED	Attendance at the annual conference provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the conference, coupled with hands-on training and in-depth education, is critical to building cooperation among stakeholders. The COHMED Conference is an unparalleled opportunity to network, build better working relationships, learn the latest trends and techniques, and provide input into future changes and regulations
NAIC	NAIC competitors receive training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures while sharing insights, ideas, techniques and experiences with other inspectors. Those who attend bring back information, materials, and training to the state so it can be implemented, used and shared with other staff.
MCSG Radioactive Trans Mtg.	The Midwest Council on State Governments Radioactive transportation meetings allow states from throughout the region to meet and discuss issues related to the transportation of radioactive materials.
Equipment Maintenance	
Rad Equipment Calibration	This fee is used to ensure that Radioactive detection and monitoring equipment is calibrated on a regular basis to ensure it is performing correctly.
Memberships	
CVSA	The Commercial Vehicle Safety Alliance (CVSA) is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety. Its mission is to improve commercial motor vehicle safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and education to enforcement, industry and policy makers.
MARCs Radio Fee (\$20/Month)	This fee allows the PUCO to gain access to the statewide Multi Agency Radio Communications (MARCs) system and allows for communication by and between PUCO staff and their supervisors and can also be used to communicate with other state agencies that use the system.

Health Monitoring	
HMS 2 Annual Physicals	This cost is to conduct required annual physicals of staff that are engaged in the inspection of vehicles and/or facilities where hazardous materials are present.
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

	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$9,936,757.00	\$1,753,544.00	\$11,690,301.00

Summary of MCSAP Funding Limitations

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,753,544.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures**Personnel**

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Administrative Staff	\$214,246.52	\$37,808.21	\$252,054.73	\$135,721.77
Enforcement Support	\$169,034.94	\$29,829.70	\$198,864.64	\$69,871.36
Enforcement Managers	\$366,839.59	\$64,736.40	\$431,575.99	\$151,634.78
Investigators	\$413,859.91	\$73,034.10	\$486,894.01	\$171,070.81
Examiners	\$208,501.27	\$36,794.34	\$245,295.61	\$86,184.92
Compliance Managers	\$48,287.55	\$8,521.33	\$56,808.88	\$14,202.22
Compliance Support	\$31,388.02	\$5,539.06	\$36,927.08	\$9,231.77
Investigators (Compliance)	\$42,236.47	\$7,453.49	\$49,689.96	\$12,422.49
HMIS2 (In House)	\$201,219.20	\$35,509.27	\$236,728.47	\$0.00
IT/Data Support	\$100,814.45	\$17,790.79	\$118,605.24	\$0.00
HMIS2 (Field)	\$634,606.19	\$111,989.33	\$746,595.52	\$133,782.11
Salary Subtotal	\$2,431,034.11	\$429,006.02	\$2,860,040.13	\$784,122.23
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$2,431,034.11	\$429,006.02	\$2,860,040.13	\$784,122.23

Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fringe Benefits	\$865,563.13	\$152,746.43	\$1,018,309.56	\$501,555.45
Fringe Benefits total	\$865,563.13	\$152,746.43	\$1,018,309.56	\$501,555.45

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NAS A	\$0.00	\$0.00	\$0.00	\$10,884.00
NAS B	\$0.00	\$0.00	\$0.00	\$10,884.00
General Hazmat	\$0.00	\$0.00	\$0.00	\$10,884.00
Compliance Review	\$0.00	\$0.00	\$0.00	\$13,388.00
Passenger	\$0.00	\$0.00	\$0.00	\$3,190.00
New Entrant	\$0.00	\$0.00	\$0.00	\$6,694.00
Bulk Package	\$0.00	\$0.00	\$0.00	\$3,628.00
Cargo Tank	\$0.00	\$0.00	\$0.00	\$3,628.00
National Safety Intervention Training	\$0.00	\$0.00	\$0.00	\$3,870.00
CR Offsite	\$0.00	\$0.00	\$0.00	\$11,154.00
In-Service	\$0.00	\$0.00	\$0.00	\$13,112.00
CVSA Fall	\$0.00	\$0.00	\$0.00	\$6,942.00
CVSA Spring	\$0.00	\$0.00	\$0.00	\$6,942.00
COHMED	\$0.00	\$0.00	\$0.00	\$6,942.00
NAIC	\$0.00	\$0.00	\$0.00	\$9,256.00
MCSAP Leadership Mtg	\$0.00	\$0.00	\$0.00	\$6,942.00
MCSG Rad Mtg	\$0.00	\$0.00	\$0.00	\$2,314.00
MCSG Data Mgmt Mtg	\$0.00	\$0.00	\$0.00	\$4,628.00
PRISM/ITD Annual Mtg	\$0.00	\$0.00	\$0.00	\$4,628.00
Travel total	\$0.00	\$0.00	\$0.00	\$139,910.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptop	\$21,250.00	\$3,750.00	\$25,000.00	\$0.00
Personal Radiation Devices - RAM Detector	\$15,300.00	\$2,700.00	\$18,000.00	\$0.00
SUV	\$63,750.00	\$11,250.00	\$75,000.00	\$0.00
Equipment total	\$100,300.00	\$17,700.00	\$118,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Scanner	\$0.00	\$0.00	\$0.00	\$1,500.00
Metal Ruler	\$0.00	\$0.00	\$0.00	\$10.00
Printer	\$0.00	\$0.00	\$0.00	\$4,000.00
MARCS Radio	\$0.00	\$0.00	\$0.00	\$4,320.00
HMR Books	\$0.00	\$0.00	\$0.00	\$800.00
FMCSR Books	\$0.00	\$0.00	\$0.00	\$1,000.00
NAS OOS Criteria Books	\$0.00	\$0.00	\$0.00	\$1,400.00
Hard Hat	\$0.00	\$0.00	\$0.00	\$75.00
CVSA Decals	\$0.00	\$0.00	\$0.00	\$11,359.00
In-Vehicle Workstand	\$0.00	\$0.00	\$0.00	\$9,000.00
Vehicle Battery Charger	\$0.00	\$0.00	\$0.00	\$300.00
Uniforms	\$0.00	\$0.00	\$0.00	\$4,580.00
Supplies total	\$0.00	\$0.00	\$0.00	\$38,344.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Ohio Department of Public Safety	\$6,118,339.95	\$1,079,707.05	\$7,198,047.00	\$0.00
Contractual and Subaward total	\$6,118,339.95	\$1,079,707.05	\$7,198,047.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Spring	\$0.00	\$0.00	\$0.00	\$1,650.00
CVSA Fall	\$0.00	\$0.00	\$0.00	\$1,650.00
COHMED	\$0.00	\$0.00	\$0.00	\$1,100.00
NAIC	\$0.00	\$0.00	\$0.00	\$2,200.00
MCSG Radioactive Trans Mtg.	\$0.00	\$0.00	\$0.00	\$400.00
Rad Equipment Calibration	\$0.00	\$0.00	\$0.00	\$1,125.00
MARCS Radio Fee	\$0.00	\$0.00	\$0.00	\$5,760.00
Prophecy Software	\$0.00	\$0.00	\$0.00	\$1,324.65
CVSA	\$0.00	\$0.00	\$0.00	\$15,000.00
HMIS 2 Annual Physicals	\$0.00	\$0.00	\$0.00	\$8,000.00
Fuel	\$0.00	\$0.00	\$0.00	\$21,000.00
Other Costs total	\$0.00	\$0.00	\$0.00	\$59,209.65

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$9,515,237.19	\$1,679,159.50	\$11,194,396.69	\$1,523,141.33
Indirect Costs	\$421,521.15	\$74,386.09	\$495,907.24	NA
Total Costs Budgeted	\$9,936,758.34	\$1,753,545.59	\$11,690,303.93	\$1,523,141.33

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$9,936,757.00	\$1,753,544.00	\$11,690,301.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,753,544.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,431,034.11	\$429,006.02	\$2,860,040.13	\$784,122.23
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$2,431,034.11	\$429,006.02	\$2,860,040.13	\$784,122.23
Fringe Benefits Total	\$865,563.13	\$152,746.43	\$1,018,309.56	\$501,555.45
Travel Total	\$0.00	\$0.00	\$0.00	\$139,910.00
Equipment Total	\$100,300.00	\$17,700.00	\$118,000.00	\$0.00
Supplies Total	\$0.00	\$0.00	\$0.00	\$38,344.00
Contractual and Subaward Total	\$6,118,339.95	\$1,079,707.05	\$7,198,047.00	\$0.00
Other Costs Total	\$0.00	\$0.00	\$0.00	\$59,209.65
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$9,515,237.19	\$1,679,159.50	\$11,194,396.69	\$1,523,141.33
Indirect Costs	\$421,521.15	\$74,386.09	\$495,907.24	NA
Total Costs Budgeted	\$9,936,758.34	\$1,753,545.59	\$11,690,303.93	\$1,523,141.33

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Sam Randazzo
2. What is this person's title? Chairman
3. Who is your Governor's highway safety representative? Sam Randazzo
4. What is this person's title? Chairman

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

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

State Certification declaration:

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

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

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

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

1. What is the name of your certifying State official? Sam Randazzo
2. What is the title of your certifying State official? Chairman
3. What are the phone # and email address of your State official? 180 E. Broad St., 14th Floor Columbus, OH 43215

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

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

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

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

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

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

☐ Yes ☒ No

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

☐ Yes ☒ No



MIKE DEWINE

GOVERNOR OF OHIO

Administration
Office 614.644.4357

77 S. High Street, 30th Floor
Columbus, OH 43215
www.governor.ohio.gov

July 8, 2019

Mr. Stephen McCormick
Division Administrator
Ohio Division, Federal Motor Carrier Safety Administration
U.S. Department of Transportation
200 North High Street – Room 609
Columbus, OH 43215

Re: Governor's Designation for Ohio's Motor Carrier Safety Assistance Program Lead Agency

Dear Mr. McCormick:

Please accept this letter as my formal notification that, in accordance with 49 CFR Part 350, I hereby designate the Public Utilities Commission of Ohio (PUCO) as the lead agency responsible for implementing the Commercial Vehicle Safety Plan (CVSP) for the Federal Motor Carrier Safety Administration (FMCSA) Motor Carrier Safety Assistance Program (MCSAP).

Furthermore, in accordance with 49 CFR Section 350.209 and other federal regulations and statutes, I hereby authorize the Chairman of the PUCO to submit any certification for the state of Ohio that may be required for the MCSAP.

If you have any questions regarding this letter or need additional information, please do not hesitate to contact John Williams, Director of the PUCO Transportation Department at (614) 995-7098.

Sincerely,

A handwritten signature in blue ink, reading "Mike DeWine", is positioned below the "Sincerely," text.

Mike DeWine
Governor of Ohio



Public Utilities Commission

Mike DeWine, Governor
Sam Randazzo, Chairman

Commissioners

M. Beth Trombold
Lawrence K. Friedeman
Dennis P. Deters
Daniel R. Conway

July 2, 2019

Authorization

To Whom It May Concern:

With this letter I certify the state's compliance with the "State Certification" and "Annual Review of Laws, Regulations, Policies, and Compatibility Certifications." To achieve this certification I am directing PUCO staff member Alan Martin to electronically execute such compliance using the online Electronic Commercial Vehicle Safety Plan (ECVSP) tool. Furthermore, I also authorize Mr. Martin to serve as my point of contact for any questions, concerns, or issues that may arise related to these certification documents.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sam Randazzo', written over a horizontal line.

Sam Randazzo
Chairman



U.S. Department
of Transportation

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

**Federal Motor Carrier
Safety Administration**

July 17, 2019

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

Re: Indirect Cost Rate Agreement No. 2019-01

Please find enclosed two sets of the Public Utilities Commission of Ohio's indirect cost rate agreement documents for your fiscal year ending June 30, 2020. The approved indirect cost rate of 32.93% and the approved fringe benefit rate of 64.67% are applicable to direct salary and wage costs for fiscal year 2020, as fixed rates.

Please have both sets of documents signed by a duly authorized official of your organization and return one set within fifteen calendar days of the date of this letter, while retaining the other set for your files. Please mail to:

Lisa Ensley, Financial Management Specialist
USDOT - Federal Motor Carrier Safety Administration
1200 New Jersey Av SE
W66-422
Washington, DC 20590

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

Sincerely,

SIOBHAN LOUISE
CRAWFORD
Siobhan Crawford
Deputy Chief Financial Officer
Federal Motor Carrier Safety Administration
US Department of Transportation

Digitally signed by SIOBHAN
LOUISE CRAWFORD
Date: 2019.08.05 14:50:19
-04'00'

Enclosures

INDIRECT COST RATE AGREEMENT STATE AGENCY

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

Date: July 24, 2019
AGREEMENT NO. 2019-01
Filing Reference: This replaces previous
Agreement 2017-05, dated March 16, 2018

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

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

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

<u>TYPE</u>	<u>Effective Period</u>		<u>Rate</u>	<u>Base</u>	<u>Coverage</u>	<u>Applicability</u>
	<u>From</u>	<u>To</u>			<u>Location</u>	
<u>INDIRECT RATE</u>						
Fixed	07-01-11	06-30-12	8.06%	1/	All	All Programs
Fixed	07-01-12	06-30-13	11.32%	1/	All	All Programs
Fixed	07-01-13	06-30-14	14.83%	1/	All	All Programs
Fixed	07-01-14	06-30-15	27.18%	1/	All	All Programs
Fixed	07-01-15	06-30-16	30.15%	1/	All	All Programs
Fixed	07-01-16	06-30-17	28.69%	1/	All	All Programs
Fixed	07-01-17	06-30-18	12.03%	1/	All	All Programs
Fixed	07-01-18	06-30-19	9.55%	1/	All	All Programs
Fixed	07-01-19	06-30-20	32.93%	1/	All	All Programs
<u>FRINGE BENEFIT RATE</u>						
Fixed	07-01-11	06-30-12	51.91%	1/	All	All Programs
Fixed	07-01-12	06-30-13	56.22%	1/	All	All Programs
Fixed	07-01-13	06-30-14	61.64%	1/	All	All Programs
Fixed	07-01-14	06-30-15	59.18%	1/	All	All Programs
Fixed	07-01-15	06-30-16	61.45%	1/	All	All Programs
Fixed	07-01-16	06-30-17	62.43%	1/	All	All Programs
Fixed	07-01-17	06-30-18	61.11%	1/	All	All Programs
Fixed	07-01-18	06-30-19	61.06%	1/	All	All Programs
Fixed	07-01-19	06-30-20	64.67%	1/	All	All Programs

INDIRECT COST RATE AGREEMENT
STATE AGENCY

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

ORGANIZATION: Public Utilities Commission of Ohio

Section II - Particulars

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

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

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

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

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

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

process of a subsequent year.

Date _____