



**UTAH**

***Commercial Vehicle Safety Plan***

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

**Fiscal Years 2019 - 2021  
Annual Update FY 2020**

**Date of Approval: April 08, 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 2019 - 2021)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2019 - 2021)
- 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.

Utah's lead MCSAP agency is the Utah Department of Transportation's (UDOT) Motor Carrier Division (MCD). The mission of the Motor Carrier Division is threefold:

1. To enhance safety.
2. Protect and preserve Utah's highway infrastructure.
3. Facilitate commerce and optimize mobility.

First and foremost, Utah's Motor Carrier Division is committed to the safety of our roads, with special emphasis on commercial motor vehicles through driver and vehicle inspections, investigations, new entrant safety audits, traffic enforcement (provided by our Utah Highway Patrol partnership), and public education and outreach programs. Although our ultimate goal is "Zero Fatalities" the reduction of our current results are necessary first.

We value our partnerships with the Utah Trucking Association and motor carrier industry, the Utah Highway Patrol, and with FMCSA. They all play a vital role in our success and working together increases our opportunities for improvement and success.

### 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.

UDOT's Motor Carrier Division (MCD) operates eight fully-staffed fixed facility ports of entry in Utah. In addition, there is three other port of entry sites that not regularly staffed but are operated at different times during the week from staff from the other ports of entry and Utah Highway Patrol (UHP) personnel. Supervisors, CVSA qualified Level I inspectors and CVSA certified Level III port agents staff those fixed facilities. The authority of these employees does not extend beyond the borders of the fixed facility.

The Division also has a Safety Investigator team, when at full strength, consist of a supervisor and 10 investigators. They conduct interstate New Entrant Safety Audits and interstate and intrastate carrier investigations within the State.

MCSAP funds are also used for the Division's education and outreach program primarily for the Truck Smart program and teaching CMV safety to the students enrolled in State's Driver Education classes throughout the year. Qualified Division personnel will also go to a carrier's place of business to teach them various aspects of the regulations to help them be compliant and safe.

The Utah Highway Patrol (UHP), operating under the Utah Department of Public Safety is a MCSAP grant sub-grantee. MCSAP funds are utilized by the UHP to conduct CMV traffic enforcement and CVSA inspections at the roadside. Funds are also used to provide professional services related to the MCSAP public education and outreach programs.

MCSAP Coordination meetings with UHP and the MCD is held to review progress toward reaching MCSAP goals, review CMV related crashes and possible prevention, make future plans, and to discuss and address challenges in the MCSAP program. Our FMCSA State Programs Manager and Division Administrator are invited to these meetings during the year.

**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:	UTAH DEPARTMENT OF TRANSPORTATION MOTOR CARRIER DIVISION
Enter total number of personnel participating in MCSAP activities	72
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	72
Traffic Enforcement Activities	0
Investigations*	10
Public Education and Awareness	2
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	DEPARTMENT OF PUBLIC SAFETY UTAH HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	29
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	28
Traffic Enforcement Activities	29
Investigations*	0
Public Education and Awareness	6
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

## 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 2019 - 2021 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 2013 - 2017

#### 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:** Large Truck Fatal Crashes per 100M VMT

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			
01/01/2017	12/31/2017	39	0.10	0.08
01/01/2016	12/31/2016	25	0.10	0.15
01/01/2015	12/31/2015	43	0.09	0.15
01/01/2014	12/31/2014	25	0.10	0.09
01/01/2013	12/31/2013	21	0.10	0.08

**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:** Large Truck Fatal Crashes per 100M VMT

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

0.0060

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	2	0.10	0.0064
01/01/2016	12/31/2016	0	0.10	0
01/01/2015	12/31/2015	1	0.09	0.0030
01/01/2014	12/31/2014	3	0.10	0.01
01/01/2013	12/31/2013	3	0.10	0.0070

## 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:** Large Truck Fatal Crashes per 100M VMT

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

0.00

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	0	0.10	0
01/01/2016	12/31/2016	0	0.10	0
01/01/2015	12/31/2015	0	0.09	0
01/01/2014	12/31/2014	0	0.10	0
01/01/2013	12/31/2013	0	0.10	0

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

All CMV Crashes Source - UDOT Crash Repository Records 6/27/2018. Motor Coach/Passenger Carrier Source - UDOT Crash Repository Records 6/27/2018/ FMCSA A&I eCVSP Dashboard 7/6/2018. Haz Mat Source - UDOT Crash Repository Records 6/27/2018/ FMCSA A&I eCVSP Dashboard 7/6/2018.

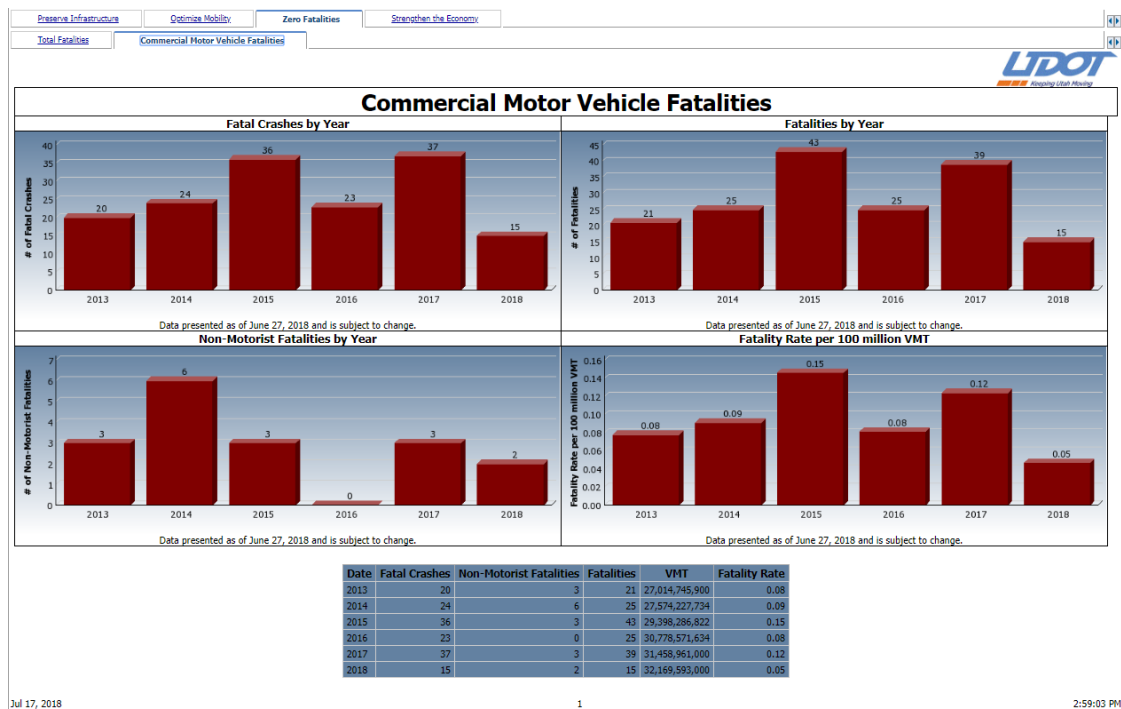
**Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**

Utah measures crash results in a calendar year format. There were 43 CMV related fatalities in CY 2015. That was a tough reality after just 25 in FY 2014. Our CY 2016 was a much improved year for CMV fatalities in Utah, we were down 18 fatalities, back to 25 total fatalities. We did not have a fatality involving a passenger carrier or a hazardous material carrier. Our goal for FY 2016 and CY 2016 was 0.09 per 100M VMT and we achieved 0.08 fatalities per 100M VMT.

In CY 2017, another difficult year with 39 CMV-related fatalities on Utah roads, up 14 from the previous year.

Our MCSAP programs for FY 2016, FY 2017, and into 2018 have been very successful in the areas of public education and outreach, roadside inspections, safety data (data quality), traffic enforcement and New Entrant Safety Audits. Our only area of concern has been carrier investigations. Because of high turnover rates with promotions, and retirements we have met our goal in this one strategy.

In CY 2018 we have experienced 15 fatalities for the first half of the year, trending Utah about 30 for the year. That would be an improvement over CY 2017 but we would not be satisfied with that result.

**Narrative Overview for FY 2019 - 2021****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.**

Thirty-nine CMV related fatalities in CY 2017 is too many, as is 15 for the first half of 2018. Utah needs to reduce that number. That brings our VMT rate for that time period to 0.05, half our annual goal rate. So we have work to do.

We measure our crash results in terms of fatal crashes, fatalities, and fatalities per 100M VMT, but we take every serious crash personally and as a failure. As an aside, Utah only had one work zone crash and hasn't had a work zone fatality since October 2015.

We are looking at a wide range of data to make sense of our crashes and what we can do to help prevent them.

Driver behavior is the main cause of CMV crashes and can be difficult to address. The most serious crashes are investigated by Section 15 of the Utah Highway Patrol (UHP). In CY 2018, they have investigated 54 CMV crashes. The charts below are some of the data from those reports:

UHP Crash Report Analysis							
Injury Level	#	CMV at Fault	%	Pre-Crash OOS	Driver OOS	Log Not Current	Driver Cited
No Injury	44	30	68%	8	14	8	21
Minor Injury	2	1	50%	0	0	0	0
Serious Injury	1	0	0%	0	0	0	0
Obvious Fatal	7	5	71%	4	1	1	0
Total	54	36	67%	12	15	9	21

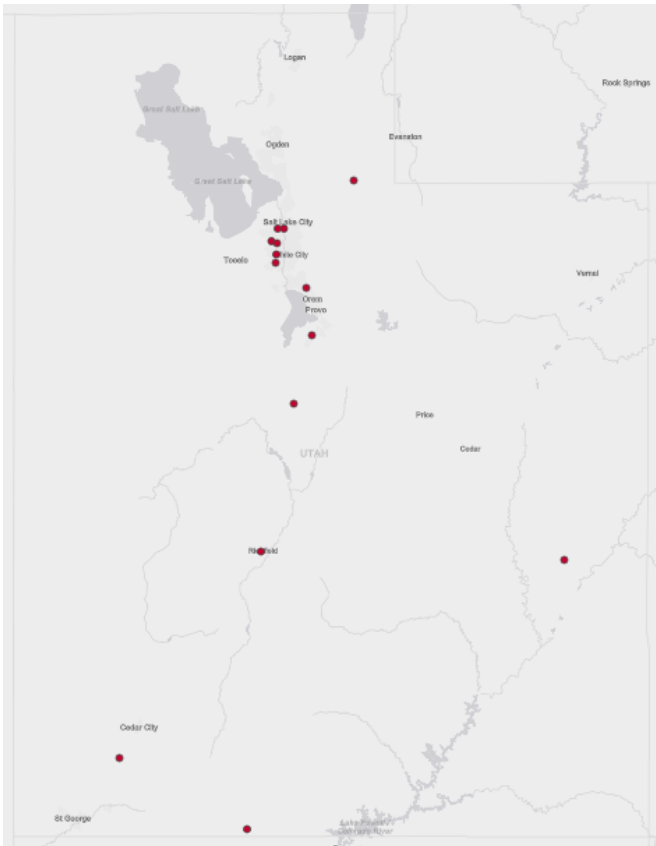
Crash Causation when CMV at Fault		
Causation	#	Comments
Failure to control vehicle	14	13 were single vehicle crashes
Improper lane travel	6	
Fail to Obey Traffic control Device	4	
Fatigued/Asleep	3	2 single vehicle crashes
Vehicle failures	2	Tires - 4, driveline failure - 2, 3 were single vehicle
Load securement	2	
Structure strike	2	both were single vehicle
DUI	2	
Following too close	1	
Improper turn	1	
Medical	1	single vehicle
Speed or too fast for conditions	0	
Distracted driver	0	

We look at a lot of data to determine where best to place our efforts. Our department engineers tell us there is not enough data to establish trends to study, so we look at the information and ask questions like:

- Does OOS play into crash causation? More so in the no injury or minor injury categories, not so much in the serious to the fatal crash range. For CY 2017 in Utah, CMV's are at fault for crashes about half the time. That is a bigger number than we have seen in the past. For CY 2018 the number is 67 %. That tells us we have work to do with CMV operators.
- Was it speed? It is difficult to definitively determine CMV driver behavior causation. Speed could be just that, or is it that they failed to apply their brakes quickly enough? Or maybe because they were distracted or drowsy and didn't see what was happening ahead of them soon enough to act appropriately. Were they speeding and then too late tried to avoid the crash and moved out of their lane and hit another vehicle or were they distracted or drowsy? We try to make the best sense we can with the data available.
- What is causing our single vehicle crashes? Was the CMV driver speeding? Driving too fast for conditions? Drowsy or asleep? Or just distracted? Unless the driver is willing to tell us we have to look deeper for answers to these questions to better define our actions in preventing these crashes.

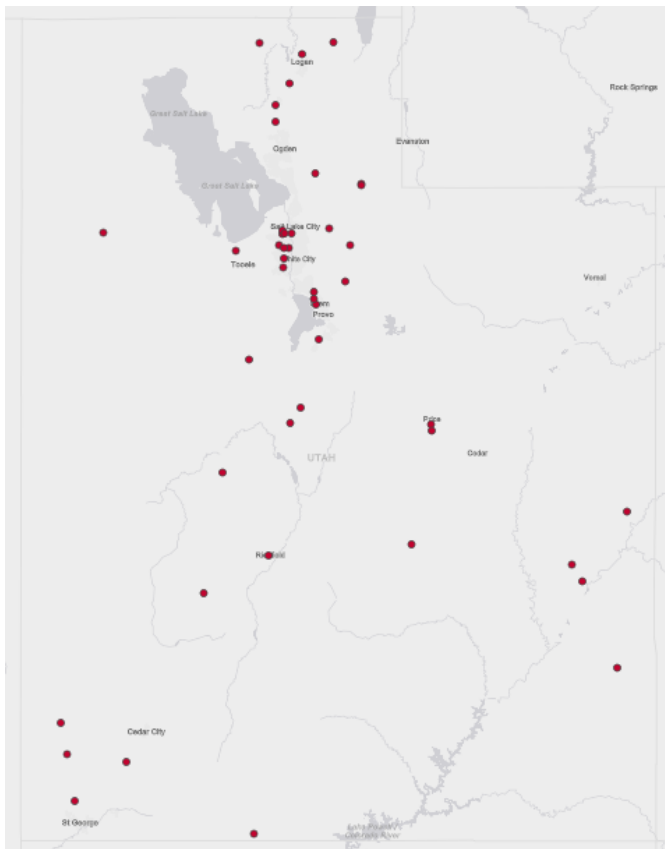
These are some of the frustrations we have, that we can't find all the answers we would like to have.

In mapping our fatal and serious crashes in our Numetrics program, this is what we found:



**CY 2018 Fatal Crash Locations**

When we look at fatal crashes (the map above) only, there is no real correlation to determine crash corridors.



**CY 2017 & 2018 Fatal Crash Locations**

When we add in CY 2017 with the CY 2018 fatal crashes there is still little trend information. Most likely I-15 through Salt Lake County and some in mid-Utah County. Those are highly congested areas of the interstate with a mix of CMV intrastate, CMV interstate, and a lot of commuter traffic. Which makes enforcement very difficult. There is nowhere to pull large vehicles off the interstate in those areas for inspection, even ticketing them in those corridors creates traffic slowdowns so we will continue to look for best options for this area for roadside enforcement and we will use our public education and outreach program to affect driver behavior change.

***Enter the data source and capture date:***

The data source is the Utah Crash Repository Data as of Jun 27, 2018.

**Projected Goal for FY 2019 - 2021:**

**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
2019	4
2020	4
2021	4

We plan to achieve a 0.09 per 100M VMT by FY 2021 despite current challenges. We will go from a 0.12 VMT in 2017 to a 0.09 VMT in 2021.

***Program Activities for FY 2019 - 2021: 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.***

Our activities include all commitments outlined in this FY 2019 CVSP concerning conducting roadside inspections, carrier investigations, new entrant safety audits, and efforts in our public education and outreach programs. In addition, we will be involved in the following:

- The Division's MCSAP Manager reviews and analyzes each fatal and serious injury crash as it is reported to identify trends, causation, and look for ways the crash may have been prevented. Crash corridors, if possible, will be identified to target education, communication, and enforcement. The State's Numetric software will be used to assist in these efforts for data and mapping.
- Analysis results will be shared in the monthly MCSAP Coordination meetings, with the Utah Trucking Association, Utah Highway Safety Office, and the UHP to plan future MCSAP traffic enforcement activities.
- As crashes are analyzed, look for methods to communicate to the public and CMV drivers through our public outreach and education programs to prevent these types of crashes in the future. We will work closely with UDOT's Highway Safety Office to investigate other options of communication using our Zero Fatalities and Truck Smart programs through other government entities, social media, interstate variable message signage, and news media communication to better educate all drivers on the road. We have a new media Zero Fatalities marketing partner and we will work closely with them to fashion the best communication program possible.
- Attendance at the Utah Trucking Association's Safety Management Council meetings and all their regional safety meetings across the State. We will prepare a uniform message to the MCD personnel who attend to share at those meetings each month. In addition, we will have information published in their member magazine that comes out 6 times a year.
- We will investigate opportunities to reach out to other industry associations/organizations like the Associated General Contractors to communicate safety messages to those companies and their drivers.

***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.***

In addition to the quarterly reporting to FMCSA, Utah is committed to the following activities to monitor our CMV Crash Reduction Goal:

- Crash results are monitored and discussed monthly in our monthly MCSAP Coordination meetings.
- The Division's MCSAP Manager reviews and analyzes each fatal and serious injury crash as it is reported to monitor trends, causation, and prevention. Crash corridors will be monitored for shifts in trends to target communication and enforcement in these most help needed areas.



## 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 2019 - 2021.

**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 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	11795	11927	12459	11736	12323
Level 2: Walk-Around	2619	1908	1934	1747	1685
Level 3: Driver-Only	19230	22822	19249	19284	21996
Level 4: Special Inspections	506	157	272	481	262
Level 5: Vehicle-Only	248	237	274	440	545
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>34398</b>	<b>37051</b>	<b>34188</b>	<b>33688</b>	<b>36811</b>

### Narrative Overview for FY 2019 - 2021

#### 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.**

Utah's UDOT Motor Carrier Division (MCD) has 11 fixed facility port of entry (POE) sites across the State where fixed facility inspections are conducted. Eight of those facilities are staffed. The MCD has authority granted only at our fixed facility locations and not at the roadside. Of the eight staffed ports of entry, our four busiest ports are:

- Perry POE in northern Utah has both north and southbound operations on I-15. Perry has two supervisors and 11 Level I and Level III qualified agents and inspectors.
- Echo POE in northeastern Utah near the Wyoming border, operates westbound on I-80. Echo has two supervisors and seven Level I and Level III qualified agents and inspectors.
- Wendover POE in northwestern Utah near the Nevada border, east and westbound operations on I-80. Wendover has two supervisors and seven Level I and Level III qualified agents and inspectors.
- St. George POE in southern Utah near the Arizona border, has north and southbound operations on I-15. St. George has two supervisors and 10 Level I and Level III qualified agents and inspectors.

These ports are staffed seven days a week, up to 20 hours a day. They see largely interstate traffic and are equipped with PrePass and Drivewyze bypass systems. We also have 360 Smart View technology that assists us in

making the best possible decisions as to which vehicles and drivers should be inspected. We also use experience and a visual look at equipment, stickers, etc. to make informed decisions on inspections. They have port agents that are CVSA Level III certified and Inspectors that are Level I CVSA certified.

Our other four smaller staffed ports are located at:

- Daniels POE, near Heber City, Utah in eastern Utah, on US-40 has both east and westbound operations. Daniels has a supervisor and two qualified Level I inspectors.
- Kanab POE, near Kanab, Utah, on US-89, both east and westbound operations is near the Arizona border. Kanab has a supervisor and one Level III qualified agent.
- Monticello POE, near Monticello, Utah and the intersection of US-191 and US 491, in the south-central part of Utah near the Colorado border. Monticello has a supervisor and two Level I qualified inspectors.
- Peerless POE near Price, Utah is located on US-6, in central Utah operates both east and westbound. Peerless has a supervisor and a total of five qualified agents and inspectors.

These smaller ports are also staffed with CVSA Level I and Level III certified inspectors, but with small staffs. These facilities are open traditionally five days per week, 10 to 12 hours per day. They will change up hours of operation to keep an eye on nighttime traffic for off-hours enforcement. Their traffic is a mix of interstate and intrastate movements.

We have three other fixed facilities that are not regularly staffed. They are:

- Dog Valley on US-40 in eastern Utah near Myton, UT. It has fixed scales and is used intermittently by the Utah Highway Patrol (UHP) to keep an eye on crude oil traffic in the Uintah Basin.
- Roto Flats on UT-10, staffed intermittently by port employees of the Peerless POE to watch coal traffic prevalent in that part of the state.
- Thompson Springs eastbound on I-70 near the Colorado border in east-central Utah. It is staffed by the UHP intermittently and plans are to also staff it from the Peerless and Monticello POE's.

The UHP Section 15 is charged with Motor Carrier enforcement and they are the State's roadside enforcement agency. They have teams distributed across the State to cover all counties Statewide. The section consists of a captain, two lieutenants, five sergeants, and 23 troopers. Of the 31 total FTE's, 29 are CVSA Level I certified inspectors. They do traffic enforcement, inspections, carrier outreach, and CMV crash investigations.

## **Projected Goals for FY 2019 - 2021**

### **Instructions for Projected Goals:**

*Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2019 - 2021. 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:** UTAH DEPARTMENT OF TRANSPORTATION MOTOR CARRIER DIVISION

**Enter the total number of certified personnel in the Lead agency:** 72

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4332	755	140	5227	20.50%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	20200	0	0	20200	79.22%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	73	0	0	73	0.29%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>24605</b>	<b>755</b>	<b>140</b>	<b>25500</b>	

**MCSAP subrecipient agency**

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

DEPARTMENT OF PUBLIC

**Subrecipient is:** SAFETY UTAH HIGHWAY PATROL

**Enter the total number of certified personnel in this funded agency:** 29

Projected Goals for FY 2020 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3045	755	200	4000	50.00%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	4000	0	0	4000	50.00%
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%
<b>Sub-Total Funded Agencies</b>	<b>7045</b>	<b>755</b>	<b>200</b>	<b>8000</b>	

**Non-Funded Agencies**

Total number of agencies:	1
Enter the total number of non-funded certified officers:	1
Enter the total number of inspections projected for FY 2020:	40

**Summary**

## Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 Summary for All Agencies					
<b>MCSAP Lead Agency: UTAH DEPARTMENT OF TRANSPORTATION MOTOR CARRIER DIVISION</b>					
<b># certified personnel: 72</b>					
<b>Subrecipient Agencies: DEPARTMENT OF PUBLIC SAFETY UTAH HIGHWAY PATROL</b>					
<b># certified personnel: 29</b>					
<b>Number of Non-Funded Agencies: 1</b>					
<b># certified personnel: 1</b>					
<b># projected inspections: 40</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	7377	1510	340	9227	27.54%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	24200	0	0	24200	72.24%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	73	0	0	73	0.22%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Total ALL Agencies</b>	<b>31650</b>	<b>1510</b>	<b>340</b>	<b>33500</b>	

**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.

N/A

Projected Goals for FY 2020 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	25550	8000	40	33590
Enter total number of certified personnel	72	29	1	102
Projected Goals for FY 2021 Roadside Inspections				
Enter total number of projected inspections	25550	8000	40	33590
Enter total number of certified personnel	72	29	1	102

**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 2013 - 2017**

Investigative Types - Interstate	2013	2014	2015	2016	2017
Compliance Investigations		0	0	0	0
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		0	0	0	0
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR		173	182	182	177
CSA On-Site Comprehensive		62	84	61	55
<b>Total Investigations</b>	<b>0</b>	<b>235</b>	<b>266</b>	<b>243</b>	<b>232</b>
Total Security Contact Reviews		2	4	14	5
Total Terminal Investigations		1	0	2	4

Investigative Types - Intrastate	2013	2014	2015	2016	2017
Compliance Investigations		0	0	0	0
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		31	21	20	18
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR		0	0	0	0
CSA On-Site Comprehensive		0	0	0	0
<b>Total Investigations</b>	<b>0</b>	<b>31</b>	<b>21</b>	<b>20</b>	<b>18</b>
Total Security Contact Reviews		0	0	0	0
Total Terminal Investigations		0	0	0	0

**Narrative Overview for FY 2019 - 2021****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 2019 - 2021**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019 - 2021.

Projected Goals for FY 2019 - 2021 - Investigations						
Investigation Type	FY 2019		FY 2020		FY 2021	
	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	30	0	20	0	20
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	140	0	160	0	160	0
CSA On-Site Comprehensive	21	7	21	0	21	0
<b>Total Investigations</b>	<b>161</b>	<b>37</b>	<b>181</b>	<b>20</b>	<b>181</b>	<b>20</b>
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.**

We estimate that Utah can conduct 200 carrier investigations in FFY 2019. That estimate is based on currently having a partially trained workforce. five fully trained and certified investigators that can complete 40 investigations each and we are planning 30 investigations each for our four new investigators that will be available as certified mid-year FY 2108.

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

At full staffing, our Safety Investigator team has one manager, two supervisors, and nine certified investigators. At present, we have seven investigators, and only two of those have been with us over a year, due to promotions and turnover. Retirements and promotions have kept us scrambling for a certified investigator workforce. Four of the seven are now certified to conduct investigations and Safety Audits, but they are brand new. That is the reason for having two supervisors. There is still a lot of training to be completed. We expect to hire two more investigators soon. We expect the other investigators and the two new hires to be certified by mid-2019. Meanwhile, our totals for compliance reviews have declined significantly. This will continue until our workforce is fully trained. We look forward to the challenge of getting these new folks certified and being fully utilized.

We cover the entire state from our office in Salt Lake City. When carriers have to be seen outside a days travel area, we plan so they can visit several carriers for reviews or safety audits on a single trip to conserve cost and time.

The manager and supervisors train the team regularly in monthly staff meetings and make the assignments and will follow up on all activities of the team. We coordinate our activities with the state division office of FMCSA.

All investigations, once completed are reviewed by the supervisor prior to being uploaded to ensure they are completed in accordance with the current Field Operations Training Manual (eFOTM). Any errors discovered are corrected prior to the upload. Investigations resulting in Federal enforcement are reviewed by the Utah FMCSA Division office. Investigators will complete the enforcement using UFA and CaseRite.

Copies of the review are sent to the Motor Carrier Division Director for review if a state enforcement action is proposed. Monthly staff meetings are held during which training is provided for accuracy, consistency, changes in policy and regulation and so they remain proficient in eFOTM policies, how to discover violations and ensuring

violations are cited properly.

***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.***

Each member of our Safety Investigator team has the number of carrier investigation required of them in their annual performance management program goals.

Quarterly review meetings are held with investigators to review their progress toward their individual commitments.

Investigation results are also reviewed monthly in the MCSAP Coordination meeting.



**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 2013 - 2017****Instructions:**

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	7467	714
01/01/2016	12/31/2016	8199	561
01/01/2015	12/31/2015	4768	0
01/01/2014	12/31/2014	9437	0
01/01/2013	12/31/2013	11545	0

☐ 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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	798	30
01/01/2016	12/31/2016	819	42
01/01/2015	12/31/2015	493	0
01/01/2014	12/31/2014	0	0
01/01/2013	12/31/2013	0	0

☐ **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.**

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	8179	7483
01/01/2016	12/31/2016	9684	8807
01/01/2015	12/31/2015	0	0
01/01/2014	12/31/2014	0	0
01/01/2013	12/31/2013	0	0

**Enter the source and capture date of the data listed in the tables above.**  
Department of Public Service-Utah Highway Patrol Data Record - 7/19/2018.

### **Narrative Overview for FY 2019 - 2021**

#### **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 primary assignment of Section 15 of the Utah Highway Patrol (UHP) is roadside CMV enforcement and inspection. Section 15 also has safety inspection and school bus inspection responsibilities, as well as assisting field UHP sections. The section personnel includes one captain, two lieutenants, five sergeants, two corporals, 27 troopers, and one full-time office assistant. A technology expert is also assigned to assist Section 15. There are also approximately 12 field troopers who have completed NSA Parts A and B.

The members of Section 15 are stationed throughout the State to allow coverage and access to interstate and major highways in Utah. Most of the shifts cover from approximately 0600 to 1700 hours, depending on whether the trooper is working an eight or 10-hour shift. Most shifts are worked Monday through Friday. Each area has a call-out if a Section 15 trooper is needed during off-hours.

**Projected Goals for FY 2019 - 2021**

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019 - 2021. 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 2019	FY 2020	FY 2021
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	8000	8000	8000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	810	8000	8000
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	4100	4100	4100
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	20	20	20

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
33540	201	325	34066	28326

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

The Projected Goals listed above for Traffic Enforcement is an estimate only because UHP only tracks CMV vs. non-CMV stops or citations for Section 15 personnel. The UHP will conduct 10 special enforcement projects across the state. The location and focus will be based on data analysis of CMV crashes or other issues or areas of emphasis. Additionally, Section 15 UHP personnel will participate in FMCSA and CVSA special projects included Brake Check, Road Check, Driver Appreciation Week, Passenger Carrier Strike Force, and Operation Safe Driver. Participation in department-wide initiatives will continue. Department initiatives include enforcement emphasis on DUI, seat belts, speed / aggressive driving, distracted driving, and drowsy driving. We will concentrate enforcement on these violations to reduce crashes and related injuries. We will utilize data to monitor behaviors causing crashes and plan accordingly. The UHP methodology for identifying CMV related stops include MCSAP troopers conducting CVSA Level I, II, and III, inspections at the roadside. Troopers identify trucks to stop and inspect in the following ways: The first is public safety-related – a violation of statute related to driving or equipment. We also conduct post-crash CMV inspections to help identify primary and/or secondary collision contributors. Non-CMV related stops can be related to CMVS's during TACT-type enforcement activities and poor behavior of non-CMV drivers around big trucks.

**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	No

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:

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:

**Narrative Overview for FY 2019 - 2021****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.*

Current State PRISM compliance is at Step 7, and Step 8 is ready to be certified.

**Program Activities for FY 2019 - 2021: Describe any actions that will be taken to implement full participation**

*in PRISM.*

Current State PRISM compliance is at Step 7, and Step 8 is ready to be certified.

***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.***

Current State PRISM compliance is at Step 7, and Step 8 is ready to be certified.

## 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 2013 - 2017**

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

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	154	132	150	89	91
CMV Safety Belt Education and Outreach	1	2	2	3	2
State Trucking Association Meetings	4	5	10	12	17
State-Sponsored Outreach Events	5	1	2	3	3
Local Educational Safety Events	2	3	6	15	6
Teen Safety Events	22	98	88	262	366

### **Narrative Overview for FY 2019 - 2021**

**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.**

Utah is committed to public safety education and outreach activities to reduce the number of CMV related crashes, serious injuries, and fatalities on Utah's roads. We feel this is a vital portion of crash reduction.

We will continue the activities we began years ago to share safety messages with the public, and with the CMV company owners and commercial drivers. All of these activities fall under the State's Zero Fatalities program and uses the name Truck Smart. Truck Smart includes all outreach and education activities geared to both the public and the CMV drivers. These activities include the following:

- **Carrier Safety talks** - the Motor Carrier Division (MCD) and the Utah Highway Patrol (UHP) make themselves available to carriers to teach a wide variety of subjects to companies, owners, safety managers, dispatchers, mechanics, and driver groups. Subjects include hours of service, pre and post trip inspections, roadside inspections, vehicle maintenance, CSA, load securement, distracted driving, crash prevention, and any other subject requested involving safety.
- **Seat belt usage** - we have not tracked this individually because it is a subject discussed in almost every class, talk, presentation, and fair we participate in. It continues to be a subject all our people talk about to both the public and CMV drivers..
- **State Trucking Association Meetings** - we have a wonderful relationship with the Utah Trucking Association (UTA). They hold monthly safety meetings in northern (NUTA), southern (SUTA), central (CUTA), Uintah Basin (UBUTA) and for the Wasatch Front, the Safety Management Council (SMC). We have supervisors from the

nearest port of entry attend those meetings to share safety messages and answer questions for those carriers attending. UTA also holds an annual three-day convention in May that we support and attend. In addition, we staff a booth where safety messages are available, services are offered, and questions are answered. The SMC of UTA sponsors regular classes throughout the year and offered several times per year that we present. They include "How to Avoid/Survive a DOT Audit" taught by one of our investigators, an Hours of Service/log book class taught by NTC certified UHP personnel, and a HazMat class taught by either UHP or MCD NTC certified personnel.

- **State Sponsored Outreach Events** - There are several State sponsored safety fairs including the Department of Public Safety & UDOT Safety Fair and Department of Health we participate in each year to get our messages out.
- **Local Educational Safety Events** - There are many local safety events and fairs across the State. We have participated in many of those and found some to be of value and others not productive to justify the use of our funding to participate - no bang for the buck. We will continue to investigate local events and participate in those with the most value in sharing our messages.
- **Teen Safety Events** - This is our Truck Smart driver education program. We are enjoying tremendous success with this program. We teach a one day class for driver education students on how to drive safely around big trucks. We currently have two full-time instructors to meet the demand of the high schools. The industry provides a truck and driver so the students can sit in the driver seat of a tractor and see what they can't see! The MCD acquired a tractor and 53-foot trailer to assist the growing demand on the industry to provide a vehicle for these classes. It is important these students experience first hand a big truck as part of this education. We have a series of videos to help them understand the principles we are teaching. They are given a pre-test at the beginning of class and a post-test at the end of class to assess their learning. The driver education teacher gives the students the quiz to take home for their parents to take as an assignment. When the students bring the test back, they are given class credit, this so we can get our message into homes/families as well. We are currently in almost 80 high schools and working to expand the program further.

#### **Projected Goals for FY 2019 - 2021**

***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 2019	FY 2020	FY 2021
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	50	55	60
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	20	20	20
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	300	350	400

***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.***

We have Google Docs set up to report outreach activities. At our monthly MCSAP coordination meetings progress toward all our goals listed above are evaluated in terms what have we accomplished and what was the effectiveness of sharing our messages. Upcoming events are scheduled and preparations are made so we have the proper messaging, personnel, and supplies ready for the event. All activities are tracked and reported on the quarterly grant report.



**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	No

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 2019 - 2021.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019	Goal for FY 2020	Goal for FY 2021
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	Fair	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.**

July 19, 2018

**Narrative Overview for FY 2019 - 2021**

**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.

Utah has worked diligently to have all the data categories listed as "Good." Years ago we struggled with the crash timeliness reports but corrected the problem, but with an organizational and management change, we lost some traction this year. But with our systems previously put in place, we were able to catch the problem early enough and



are now turning the fair or yellow around. We will be green again in the near future.

**New: 2020 Update** - The State of Utah moved its crash repository systems up to the University of Utah earlier this year. The transition went well for all the pieces of that move with the exception of being able to upload CMV verified crashes into SafetyNet. Through many hours of study, work, and re-programming, we were able, as of mid-July to re-upload crashes. We felt it necessary to re-upload all CMV crashes from January 1, 2019 to the present to make sure the data is correct. That may affect our crash timeliness rating from the 89% we had risen to, down. So we may take a hit over the next few months. Kevin Berry is aware and with us on this fix. It will take some time, but we feel the data will not be compromised and the system now seems to be working properly once again. This new system will be a boon in the long run as it is now a much better crash verification system.

***Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.***

The Crash timeliness reporting is currently at 80%. This reporting is now being tracked closely - weekly - and we are making sure the rating does not fall further. As we continue on, our rating will increase as we are now verifying records inside the 90-day window. We do not anticipate this Fair rating will be with us much longer and we will be back in the Green within the next couple of months.

**New:** We now anticipate the less than "Good" rating to be with us throughout the remainder of CY 2019 due to the reason listed in the Narrative update. We will continue our practices to make sure moving forward we are well within the 90% to overcome as quickly as possible the Re-upload of all CY 2019 crash reports.

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

We will continue to monitor our ratings to address items before they become an issue.

**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 checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

**Trend Analysis for 2013 - 2017**

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

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	357	392	363	448	368
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>357</b>	<b>392</b>	<b>363</b>	<b>448</b>	<b>368</b>

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 2019 - 2021**

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 2019 - 2021**

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 2019 - 2021 - New Entrant Safety Audits						
	FY 2019		FY 2020		FY 2021	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	25	0	25	0	25	0
# of Safety Audits (Offsite)	275	0	300	0	300	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>300</b>	<b>0</b>	<b>325</b>	<b>0</b>	<b>325</b>	<b>0</b>
# of Non-Audit Resolutions	305	0	305	0	305	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.

Utah dual utilizes their Investigator team. The two supervisors and currently qualified investigators conduct interstate New Entrant Safety Audits and interstate and intrastate Carrier Investigations. We will hire two more investigators to be at full staffing. Utah results for New Entrant Safety Audits has been outstanding. Our on-time completion rate has been over 99% effective but we slipped a bit in the 3rd quarter of FY 2018 down to 96%. We will regain that 99% on-time rate in FY 2019. The on-time percentage has been our focus rather than a specific number of safety audits. The investigators are committed to meeting their goals and conducting their assigned audits timely. The Supervisors watch NEWS daily for inventory and for audits that are not assigned or approaching the deadline. Those items are followed-up on immediately so a carrier does not slip through the cracks.

We have projected 25 on-site and 300 off-site audits to be completed for FY 2019 and moving forward into the future. Those projected goals are based on past results. All audits that meet the off-site criteria will be conducted off-site. The only challenges we have faced over the past couple of years is turnover. Retirements and promotions have kept us scrambling for a certified investigator workforce. Currently, 44% of our staff has been in place less than a month. We anticipate that it will be at least February 2019 before they are fully trained and certified to function in their Safety Audit investigator role. That creates some challenges for Utah in this area but we are prepared to move forward.

**Activity Plan for FY 2019 - 2021:** 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.

1. Training and certification of our two new investigators.

2. The Investigator Supervisors reviews NEWS daily. They check for new inventory and upcoming due dates to make sure all assignments are made and are being followed up on properly.
3. Monthly staff meetings to check progress and make sure the investigators have all the tools necessary to complete their assignments.

***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.***

1. The supervisors review program progress daily. Notes any areas of concern and follow-up is made.
2. Investigators are given annual goals to meet for safety audits. Current investigators are expected to conduct at least 50 safety audits during the course of the year, new auditors are asked to conduct 25 for the year. These goals are included in their annual performance plan.
3. MCSAP Manager runs monthly reports to follow-up with the supervisor and reports progress during the monthly MCSAP Coordination meeting. Discrepancies are noted and follow up is conducted on any areas of concern.
4. Results are followed up on and reported in the Quarterly MCSAP report to FMCSA.

### 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 2019 - 2021).*

#### 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 FY2018 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 2018 CVSP.*

**Progress Report on State Specific Objectives(s) from the FY 2018 CVSP**

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.*

**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 2019 - 2021. 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.*



## 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	\$3,096,689.00	\$546,473.00	\$3,643,162.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount ):	\$546,473.00
MOE Baseline:	\$455,655.59

## 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):	\$546,473.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
POE Agents	22	15.0000	\$37,638.00	\$124,205.40	\$105,574.59	\$18,630.81	\$0.00
Personnel MOE	1	0.0000	\$305,289.24	\$0.00	\$0.00	\$0.00	\$305,289.24
Division Director	1	50.0000	\$74,235.00	\$37,117.50	\$31,549.88	\$5,567.62	\$0.00
Operations Manager	2	50.0000	\$59,596.00	\$59,596.00	\$50,656.60	\$8,939.40	\$0.00
MCSAP Manager	1	100.0000	\$60,341.00	\$60,341.00	\$51,290.00	\$9,051.00	\$0.00
Public Education	1	100.0000	\$38,582.00	\$38,582.00	\$32,795.00	\$5,787.00	\$0.00
Investigator Supervisor	1	100.0000	\$60,880.00	\$60,880.00	\$51,748.00	\$9,132.00	\$0.00
Investigators	9	100.0000	\$41,927.00	\$377,343.00	\$320,742.00	\$56,601.00	\$0.00
POE Supervisor	12	25.0000	\$46,675.00	\$140,025.00	\$119,021.25	\$21,003.75	\$0.00
POE Inspector	20	75.0000	\$25,247.00	\$378,705.00	\$321,899.25	\$56,805.75	\$0.00
Investigator Ops Manager	1	70.0000	\$48,553.00	\$33,987.10	\$28,889.04	\$5,098.06	\$0.00
<b>Subtotal: Salary</b>				<b>\$1,310,782.00</b>	<b>\$1,114,165.61</b>	<b>\$196,616.39</b>	<b>\$305,289.24</b>
Overtime Project Costs							
<b>Subtotal: Overtime</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$1,310,782.00</b>	<b>\$1,114,165.61</b>	<b>\$196,616.39</b>	<b>\$305,289.24</b>
<b>Accounting Method:</b>	<b>Accrual</b>						

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

Included in the chart above are all job categories the UDOT Motor Carrier Division that is involved in MCSAP related activities. The hourly rates are averages of the workforce of each different job category. All personnel in this category are unsworn personnel. Sworn employees are those in the Utah Highway Patrol as a Sub-Grantee.

Accrual accounting is the system used by the State of Utah.

## 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 x 64.8 x 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
Division Director	100.0000	50.0000	\$47,910.00	\$23,955.00	\$20,361.75	\$3,593.25	\$0.00
Operations Manager	100.0000	50.0000	\$85,270.00	\$42,635.00	\$36,239.75	\$6,395.25	\$0.00
MCSAP Manager	100.0000	100.0000	\$12,454.00	\$12,454.00	\$10,585.90	\$1,868.10	\$0.00
Public Education	100.0000	100.0000	\$25,205.00	\$25,205.00	\$21,424.25	\$3,780.75	\$0.00
Investigator Supervisor	100.0000	100.0000	\$29,166.00	\$29,166.00	\$24,791.10	\$4,374.90	\$0.00
Investigator	100.0000	100.0000	\$167,400.00	\$167,400.00	\$142,290.00	\$25,110.00	\$0.00
POE Supervisor	100.0000	25.0000	\$105,349.00	\$26,337.25	\$22,386.66	\$3,950.59	\$0.00
POE Inspector	100.0000	75.0000	\$324,769.00	\$243,576.75	\$207,040.23	\$36,536.52	\$0.00
Fringe MOE	100.0000	0.0000	\$150,366.35	\$0.00	\$0.00	\$0.00	\$150,366.35
Investigator Ops Manager	100.0000	70.0000	\$35,007.00	\$24,504.90	\$20,829.17	\$3,675.73	\$0.00
POE Agent	100.0000	15.0000	\$305,187.00	\$45,778.05	\$38,911.34	\$6,866.71	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$641,011.95</b>	<b>\$544,860.15</b>	<b>\$96,151.80</b>	<b>\$150,366.35</b>

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

The Fringe Benefit costs listed above are for UDOT Motor Carrier Division employees that are involved in MCSAP related activities. Because our Comptroller's office gives us actual fringe benefit costs for each employee each year, these costs shown are the actual cost we have planned for the year. That is why we use the 100 percent for the Fringe Benefit Rate column. Thus the totals for the Base Amount and Total Project Costs are the same. The Comptroller's office calculates each individual employee fringe cost based on their wage, level of employment, benefit choices, retirement status, etc.

The fringe cost for the grant is calculated by adding each individual's actual fringe cost for the year, totaling it by a group of employees and multiplying it by the percent of time they are involved in MCSAP activities.

Fringe is calculated according to Utah State Policies and Procedures and includes health, dental, life insurance, retirement and Social Security.

**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
Training Travel	1	40	100.0000	\$25,000.00	\$21,250.00	\$3,750.00	\$0.00
MCSAP Grant Workshop	2	8	100.0000	\$4,500.00	\$3,825.00	\$675.00	\$0.00
Routine Program Travel	10	4	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
CVSA Conference	3	6	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
CVSA Workshop	3	6	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$55,500.00</b>	<b>\$47,175.00</b>	<b>\$8,325.00</b>	<b>\$0.00</b>

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

**Training Travel** - Includes in-state travel for inspectors, agents, appropriate management team members and investigators to attend MCSAP related training. The annual Top Hands training event in St. George and NAS classes are included in this portion of the travel budget. Amounts are based on past years experience.

**MCSAP Grant Workshop** - Budget to allow MCSAP Manager and Program Manager to travel to the annual FMCSA MCSAP Grant Workshop in the spring. Costs are based on previous years experience.

**Routine Program Travel** - These are costs associated with investigators traveling to conduct carrier investigations and the few on-site safety audits required. The amount is based on past years experience.

**CVSA Conference and Workshop** - Three staff to attend the CVSA spring workshop and three staff to attend the fall conference for FY 2019. Budget is based on past years experience.

All travel is carried out with strict adherence with Utah State Travel Policies. Lodging is in State approved hotels/motels only. All out of state travel must be approved by UDOT senior leadership. Based on uncertainties of exact travel locations, we use estimates of our travel costs based on past budget history.

In-State per diem is breakfast-\$10, lunch-\$14, and dinner-\$16.

Out-of-State per diem is breakfast-\$10, lunch-\$14, and dinner-\$22.



## 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
<b>TOTAL: Equipment</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Equipment threshold is greater than \$5,000.							

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

Utah does not anticipate any needs for equipment in FY 2019.



**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
Office Supplies	1 Annual	\$2,803.00	100.0000	\$2,803.00	\$2,383.00	\$420.00	\$0.00
Books and Subscriptions	305 Item	\$32.05	100.0000	\$9,775.25	\$8,308.96	\$1,466.29	\$0.00
Uniforms and Supplies	1 Annual	\$1,803.00	100.0000	\$1,803.00	\$1,533.00	\$270.00	\$0.00
Printing and Binding	600 Annual	\$3.00	100.0000	\$1,800.00	\$1,530.00	\$270.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$16,181.25</b>	<b>\$13,754.96</b>	<b>\$2,426.29</b>	<b>\$0.00</b>

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

**Office Supplies** - This is an annual cost for office supplies based on past budget history.

**Books and Subscriptions** - This is to purchase 90 FMCSR's (\$30 each), 90 HMR's (\$30 each), and 125 CVSA OOSC Guides (\$35 each).

**Uniforms and Supplies** - Costs include replacement costs for inspector coveralls and other inspection related supplies. Those include creepers, wheel chocks, chalk, gloves, safety glasses, bump caps, brake measurement tools, etc. as needed. Cost is based on previous years of budget history.

**Printing and Binding** - We produce and print a "Get Started" packet that we use to help educate carriers. They are given out at carrier investigations, New Entrant Safety Audits, at carrier outreach events and at the trucking association meetings and convention. Packets cost \$3.00 each and we expect to order 600 again this FY 2019 year.

All purchases are made with strict adherence to State Procurement Policies.

## 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
Hunt Electric	EIN 870663953	Contract	100.0000	\$270,000.00	\$229,500.00	\$40,500.00	\$0.00
Description of Services: ITD Operation and Maintenance							
Iteris	EIN 952588496	Contract	100.0000	\$80,000.00	\$68,000.00	\$12,000.00	\$0.00
Description of Services: ITD Operation and Maintenance							
Hexagon	EIN 630576222	Contract	100.0000	\$94,000.00	\$79,900.00	\$14,100.00	\$0.00
Description of Services: ITD Operation and Maintenance							
Help, Inc. - PrePass	EIN 860730202	Contract	100.0000	\$7,500.00	\$6,375.00	\$1,125.00	\$0.00
Description of Services: ITD Operation and Maintenance							
DTS	DUNS 9094301	Contract	100.0000	\$65,000.00	\$55,250.00	\$9,750.00	\$0.00
Description of Services: ITD Operation and Maintenance							
Utah Highway Patrol - Sub-Grantee	DUNS 836054528	Subrecipient	100.0000	\$850,000.00	\$722,500.00	\$127,500.00	\$0.00
Description of Services: Roadside Motor Carrier Enforcement							
BonCom	EIN 870410756	Contract	100.0000	\$201,500.00	\$171,275.00	\$30,225.00	\$0.00
Description of Services: Marketing Vendor for Public Education and Outreach							
<b>TOTAL: Contractual and Subaward</b>				<b>\$1,568,000.00</b>	<b>\$1,332,800.00</b>	<b>\$235,200.00</b>	<b>\$0.00</b>

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

**Utah Highway Patrol** is a Sub-Grantee of the MCSAP Grant. They provide all roadside enforcement activities for the State's MCSAP program. This is a \$60,000 increase over last years budget based on additional need and past cost deficit of their MCSAP costs versus MCSAP reimbursement.

**Bonneville Communications (BonCom)** - is the State's contracted firm for professional services in the area of public outreach. They are contracted in accordance with the State's procurement policies. Our major focus for this contract is our Truck Smart programs for public education and outreach. Costs include \$151,500 for Truck Smart driver education instructors and project expansion, \$22,500 for website mainenance, improvements and administration, and \$28,630 for production and printing of Trucksmart education materials for the classroom and safety outreach events.

**ITD O&M Costs** - see the table below:

<b>ITD and PRISM Operation and Maintenance Costs</b>
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<b>Vendor: Hunt Electric</b>
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<b>Amount Reason</b>
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\$30,000 Annual 360 Smart View License
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\$43,000 Annual 360 Smart View Support & Maintenance
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\$8,000	Annual 360 Smart View Trailer Maintenance
\$25,000	Annual Estimated WIM Maintenance
\$39,000	Annual Estimated VMS sign Maintenance
\$125,000	Annual 360 Smart View LPR/OCR Maintenance
<b>\$270,000</b>	<b>Subtotal</b>

Vendor: Iteris	
Amount	Reason
\$56,000	Annual Maintenance for Server/Hosting of UTCVIEW
\$19,000	Annual Maintenance for Server/Hosting of InSPECT
<b>\$75,000</b>	<b>Subtotal</b>

Vendor: Hexagon	
Amount	Reason
\$94,000	Annual Maintenance for U-Route
<b>\$94,000</b>	<b>Subtotal</b>

Vendor: PrePass	
Amount	Reason
7,500	Annual fees for use of PrePass at 4 external POE's
<b>\$7,500</b>	<b>Subtotal</b>

Vendor: DTS	
Amount	Reason
\$65,000	Server fees
<b>\$65,000</b>	<b>Subtotal</b>

<b>\$516,500</b>	<b>Total O&amp;M Costs</b>
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## 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 not claim reimbursement for Indirect Costs.**

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Cell Communications	15 month	\$460.00	100.0000	\$6,900.00	\$5,865.00	\$1,035.00	\$0.00
Conference Registration fees	6 per conference	\$600.00	100.0000	\$3,600.00	\$3,060.00	\$540.00	\$0.00
CVSA Membership Dues	1 annual	\$10,300.00	100.0000	\$10,300.00	\$8,755.00	\$1,545.00	\$0.00
CVSA Inspection decals	14200 decal	\$0.32	100.0000	\$4,544.00	\$3,862.40	\$681.60	\$0.00
Use of State Vehicles	7 annual	\$3,763.00	100.0000	\$26,341.00	\$22,390.00	\$3,951.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$51,685.00</b>	<b>\$43,932.40</b>	<b>\$7,752.60</b>	<b>\$0.00</b>

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

- **Cell Communications** - Cost of cell communication and data for 15 MCSAP related positions at an average of \$30.67 per month.
- **Conference Registration Fees** - Three attendees for the CVSA Workshop and CVSA Conference at \$600 each registration.
- **CVSA Membership Dues** - Cost of annual membership with CVSA, at the Class 1, Level 2 membership rate is \$10,300 this year.
- **CVSA Inspection Decals** - Purchase of 14,200 of CVSA inspection decals for use by the MCD and UHP for FY 2019. Cost is \$0.32 per decal.
- **Use of State vehicles** - We have use of seven State vehicles for our investigator team at a cost of \$2,195 per vehicle annually. These costs are an average that include a fuel usage rate and a monthly fixed rate per vehicle.

**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	\$3,096,689.00	\$546,473.00	\$3,643,162.00

**Summary of MCSAP Funding Limitations**

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$546,473.00
MOE Baseline:	\$455,655.59

**Estimated Expenditures**
**Personnel**

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
POE Agents	\$105,574.59	\$18,630.81	\$124,205.40	\$0.00
Personnel MOE	\$0.00	\$0.00	\$0.00	\$305,289.24
Division Director	\$31,549.88	\$5,567.62	\$37,117.50	\$0.00
Operations Manager	\$50,656.60	\$8,939.40	\$59,596.00	\$0.00
MCSAP Manager	\$51,290.00	\$9,051.00	\$60,341.00	\$0.00
Public Education	\$32,795.00	\$5,787.00	\$38,582.00	\$0.00
Investigator Supervisor	\$51,748.00	\$9,132.00	\$60,880.00	\$0.00
Investigators	\$320,742.00	\$56,601.00	\$377,343.00	\$0.00
POE Supervisor	\$119,021.25	\$21,003.75	\$140,025.00	\$0.00
POE Inspector	\$321,899.25	\$56,805.75	\$378,705.00	\$0.00
Investigator Ops Manager	\$28,889.04	\$5,098.06	\$33,987.10	\$0.00
<b>Salary Subtotal</b>	<b>\$1,114,165.61</b>	<b>\$196,616.39</b>	<b>\$1,310,782.00</b>	<b>\$305,289.24</b>
<b>Overtime subtotal</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$1,114,165.61</b>	<b>\$196,616.39</b>	<b>\$1,310,782.00</b>	<b>\$305,289.24</b>

**Fringe Benefits**

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Division Director	\$20,361.75	\$3,593.25	\$23,955.00	\$0.00
Operations Manager	\$36,239.75	\$6,395.25	\$42,635.00	\$0.00
MCSAP Manager	\$10,585.90	\$1,868.10	\$12,454.00	\$0.00
Public Education	\$21,424.25	\$3,780.75	\$25,205.00	\$0.00
Investigator Supervisor	\$24,791.10	\$4,374.90	\$29,166.00	\$0.00
Investigator	\$142,290.00	\$25,110.00	\$167,400.00	\$0.00
POE Supervisor	\$22,386.66	\$3,950.59	\$26,337.25	\$0.00
POE Inspector	\$207,040.23	\$36,536.52	\$243,576.75	\$0.00
Fringe MOE	\$0.00	\$0.00	\$0.00	\$150,366.35
Investigator Ops Manager	\$20,829.17	\$3,675.73	\$24,504.90	\$0.00
POE Agent	\$38,911.34	\$6,866.71	\$45,778.05	\$0.00
<b>Fringe Benefits total</b>	<b>\$544,860.15</b>	<b>\$96,151.80</b>	<b>\$641,011.95</b>	<b>\$150,366.35</b>





Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Training Travel	\$21,250.00	\$3,750.00	\$25,000.00	\$0.00
MCSAP Grant Workshop	\$3,825.00	\$675.00	\$4,500.00	\$0.00
Routine Program Travel	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
CVSA Conference	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
CVSA Workshop	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
<b>Travel total</b>	<b>\$47,175.00</b>	<b>\$8,325.00</b>	<b>\$55,500.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Equipment total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$2,383.00	\$420.00	\$2,803.00	\$0.00
Books and Subscriptions	\$8,308.96	\$1,466.29	\$9,775.25	\$0.00
Uniforms and Supplies	\$1,533.00	\$270.00	\$1,803.00	\$0.00
Printing and Binding	\$1,530.00	\$270.00	\$1,800.00	\$0.00
<b>Supplies total</b>	<b>\$13,754.96</b>	<b>\$2,426.29</b>	<b>\$16,181.25</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Hunt Electric	\$229,500.00	\$40,500.00	\$270,000.00	\$0.00
Iteris	\$68,000.00	\$12,000.00	\$80,000.00	\$0.00
Hexagon	\$79,900.00	\$14,100.00	\$94,000.00	\$0.00
Help, Inc. - PrePass	\$6,375.00	\$1,125.00	\$7,500.00	\$0.00
DTS	\$55,250.00	\$9,750.00	\$65,000.00	\$0.00
Utah Highway Patrol - Sub-Grantee	\$722,500.00	\$127,500.00	\$850,000.00	\$0.00
BonCom	\$171,275.00	\$30,225.00	\$201,500.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$1,332,800.00</b>	<b>\$235,200.00</b>	<b>\$1,568,000.00</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Cell Communications	\$5,865.00	\$1,035.00	\$6,900.00	\$0.00
Conference Registration fees	\$3,060.00	\$540.00	\$3,600.00	\$0.00
CVSA Membership Dues	\$8,755.00	\$1,545.00	\$10,300.00	\$0.00
CVSA Inspection decals	\$3,862.40	\$681.60	\$4,544.00	\$0.00
Use of State Vehicles	\$22,390.00	\$3,951.00	\$26,341.00	\$0.00
<b>Other Costs total</b>	<b>\$43,932.40</b>	<b>\$7,752.60</b>	<b>\$51,685.00</b>	<b>\$0.00</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$3,096,688.12</b>	<b>\$546,472.08</b>	<b>\$3,643,160.20</b>	<b>\$455,655.59</b>
<b>Total Costs Budgeted</b>	<b>\$3,096,688.12</b>	<b>\$546,472.08</b>	<b>\$3,643,160.20</b>	<b>\$455,655.59</b>

#### 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	\$3,096,689.00	\$546,473.00	\$3,643,162.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$546,473.00
MOE Baseline:	\$455,655.59

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$1,114,165.61	\$196,616.39	\$1,310,782.00	\$305,289.24
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$1,114,165.61	\$196,616.39	\$1,310,782.00	\$305,289.24
Fringe Benefits Total	\$544,860.15	\$96,151.80	\$641,011.95	\$150,366.35
Travel Total	\$47,175.00	\$8,325.00	\$55,500.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$13,754.96	\$2,426.29	\$16,181.25	\$0.00
Contractual and Subaward Total	\$1,332,800.00	\$235,200.00	\$1,568,000.00	\$0.00
Other Costs Total	\$43,932.40	\$7,752.60	\$51,685.00	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$3,096,688.12	\$546,472.08	\$3,643,160.20	\$455,655.59
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$3,096,688.12</b>	<b>\$546,472.08</b>	<b>\$3,643,160.20</b>	<b>\$455,655.59</b>

## 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? Chad Sheppick
2. What is this person's title? Director, Motor Carrier Division
3. Who is your Governor's highway safety representative? Carlos Braceras
4. What is this person's title? Executive Director, Utah Dept. of Transportation

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

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

#### State Certification declaration:

I, Chad Sheppick, Director, Motor Carrier Division, on behalf of the State of UTAH, 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? Chad Sheppick
2. What is the title of your certifying State official? Director, Motor Carrier Division
3. What are the phone # and email address of your State official? Phone: (801) 965-4156, email: csheppick@utah.gov

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

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

I, Chad Sheppick, 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

## **FY 2020 Certification of MCSAP Conformance (State Certification)**

I, Chad Sheppick, Director, Motor Carrier Division of the Utah Department of Transportation, on behalf of the State of Utah, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the Utah Department of Transportation (UDOT) as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and UDOT to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is Carlos Braceras.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.203 and 350.310.

Date July 22, 2019

Signature Carol Shappell





## **Annual Review of Laws, Regulations, Policies and Compatibility Certification**

I, Chad Sheppick, Director, Motor Carrier Division of the Utah Department of Transportation, 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 below.

**Signature of Certifying Official:** Chad Sheppick

**Title of Certifying Official:** Director, Motor Carrier Division

**Date of Certification:** July 22, 2019