

# eCVSP

**UTAH**

***Commercial Vehicle Safety Plan***

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

**Fiscal Years 2025 - 2027**

**Date of Approval: March 02, 2026**

**FINAL CVSP**



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

## Part 1 - MCSAP Overview

### Part 1 Section 1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209](#), [350.211](#) and [350.213](#). The lead agency must submit the State's CVSP to FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

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

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

#### REMINDERS FOR FY 2025:

**Multi-Year plans-** All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

**Annual Updates for Multi-Year plans-** States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

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

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

**Personally Identifiable Information - PII** is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

**Part 1 Section 2 - Mission/Goal Statement****Instructions:**

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

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

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

1. Zero Crashes, Injuries, and Fatalities Involving Large Trucks and Buses
2. Preserve Infrastructure
3. Optimize Mobility

UDOT Motor Carrier Division is committed to safety, and we won't rest until we achieve zero crashes, zero injuries, and zero fatalities involving large trucks and buses. We are 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 Crashes, Injuries, and Fatalities" the reduction of our current results are necessary first

We believe good roads cost less, and through proactive size and weight observation & enforcement we maximize the value of our infrastructure investment for today and the future.

UDOT Motor Carrier Division optimizes large truck and bus traffic mobility by offering Port of Entry bypass opportunities, and incorporating innovative technology and traffic management strategies.

We value our partnerships with the Utah Trucking Association and motor carrier industry, the Utah Highway Patrol, and with FMCSA's Utah Division Office. Each entity will play a vital role in our success. Working together increases our opportunities for improvement and drives our accomplishments.

There has been a drop in the amount of local agencies that are participating in doing inspections. This has been do to a limited number of manpower resulting in a reduced ability to inspect. There have also been many agencies that for what ever reason left the program.

**Part 1 Section 3 - MCSAP Structure Explanation**

**Instructions:**

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

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

UDOT’s Motor Carrier Division (MCD) operates eight fully-staged fixed ports of entry in Utah. Supervisors, CVSA qualified Level I inspectors, and CVSA certified Level III port agents staff the fixed facilities. In addition, there are three other port of entry sites that are not regularly staffed, but are operated at different times during the week by MCD staff from other ports of entry and by Utah Highway Patrol (UHP) personnel.

Supervisors, CVSA qualified Level I inspectors and CVSA certified Level III port agents operate the permanent facilities. Statutory authority grant to MCD employees generally does not extend beyond the borders of enforcement facilities.

The Division also includes a Safety Investigator team, when fully staffed, consisting of two supervisors, eight certified safety investigators, and two safety investigators that conduct New Entrant Safety Audit. Our safety investigators conduct compliance investigations on carriers within the State.

MCSAP funds are also used for the Division’s education and outreach programs, primarily for the Truck Smart program that teaches CMV safety to high school students enrolled in Utah’s Driver Education classes throughout the year. Qualified Division personnel are also invited to a carrier’s place of business, and to the Utah Trucking Association, to teach various aspects of the Federal Motor Carrier Safety Regulations to help carriers and other industry personnel to be compliant and safe.

The Utah Highway Patrol, section 15, operating under the Utah Department of Public Safety, is our only MCSAP sub-grantee. MCSAP funds are utilized by the UHP to conduct CMV traffic enforcement, CVSA inspections at the roadside, and CMV crash investigations through their major crash investigative team (MCIT). 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 are held to review progress toward reaching MCSAP goals, review CMV related crashes and prevention, make future plans, and to discuss and address challenges in the MCSAP program. Attendees include the MCD’s Division Director, Deputy Director, MCSAP Manager, Port of Entry Operations Managers, UHP’s Section 15 Captain, Lieutenant, and Corporals. Our FMCSA State Programs Manager and Division Administrator are invited to these meetings which are held monthly throughout the year.

**Part 1 Section 4 - MCSAP Structure**

**Instructions:**

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

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

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

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

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

Lead Agency Information	
Agency Name:	UTAH DEPARTMENT OF TRANSPORTATION MOTOR CARRIER DIVISION
Enter total number of personnel participating in MCSAP activities	85
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	68
Traffic Enforcement Activities	0
Investigations*	12
Public Education and Awareness	1
Data Collection and Reporting	4
* 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	40
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	38
Traffic Enforcement Activities	38
Investigations*	0
Public Education and Awareness	6
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

<b>Non-funded Agency Information</b>	
Total number of agencies:	7
Total # of MCSAP Participating Personnel:	12

## 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 2025 - 2027 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

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

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

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

## Part 2 Section 2 - CMV Crash Reduction

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

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

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

### Trend Analysis for 2019 - 2023

#### Instructions for all tables in this section:

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

- Insert the beginning and ending dates of the five most recent State measurement periods used in the **Measurement Period column**. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the **Number of Fatalities column**, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The **Goal and Outcome columns** relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
  - In the **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
  - In the **Actual Outcome column**, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

**ALL CMV CRASHES**

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

**Goal measurement as defined by your State:** 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			
01/01/2023	12/31/2023	59	0.10	0.17
01/01/2022	12/31/2022	37	0.10	0.11
01/01/2021	12/31/2021	49	0.10	0.15
01/01/2020	12/31/2020	37	0.10	0.13
01/01/2019	12/31/2019	47	0.10	0.15

**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:**

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2023	12/31/2023	2	0.10	0.0059
01/01/2022	12/31/2022	3	0.10	0.0089
01/01/2021	12/31/2021	0	0.10	0
01/01/2020	12/31/2020	1	0.10	0.0020
01/01/2019	12/31/2019	1	0.10	0

**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:**

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2023	12/31/2023	0	0.10	0
01/01/2022	12/31/2022	0	0.10	0
01/01/2021	12/31/2021	0	0.10	0
01/01/2020	12/31/2020	0	0.10	0
01/01/2019	12/31/2019	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 08/21/2024. Motor Coach/Passenger Carrier Source - UDOT Crash Repository Records 8/21/2024 FMCSA A&I eCVSP Dashboard 7/26/2024. Haz Mat Source - FMCSA A&I eCVSP Dashboard 7/26/2024.

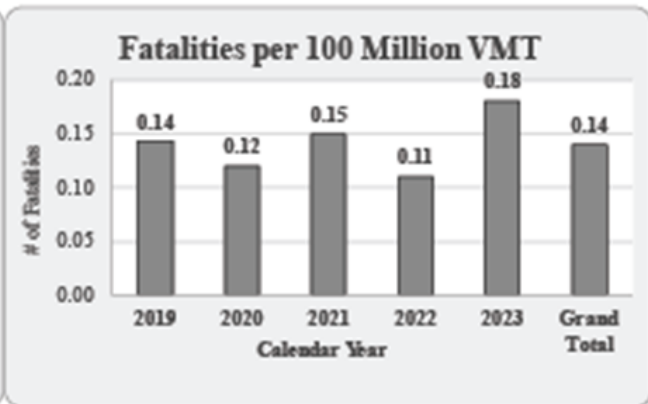
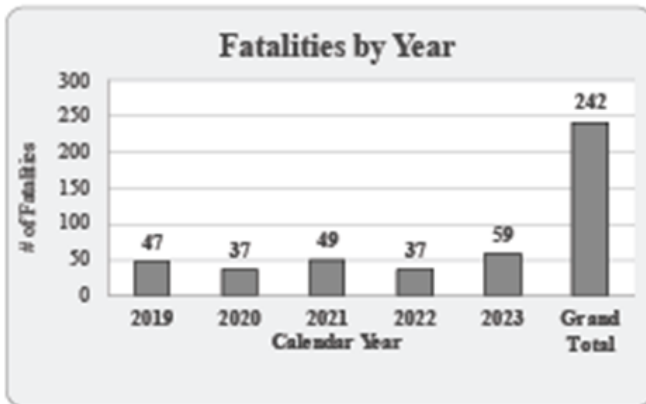
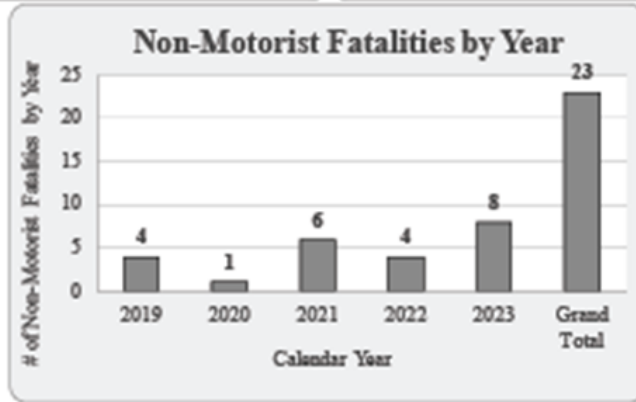
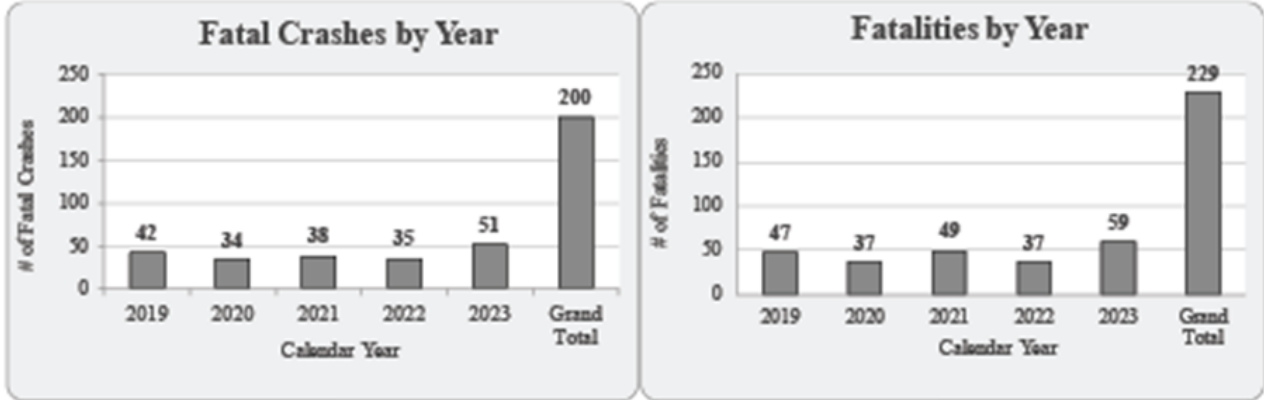
**Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**

*Utah measures crash results in a calendar year format. There were 59 CMV related fatalities in CY 2023, which has been the highest in the past 5 years.*

*Our MCSAP programs for FY 2019, FY2020, FY2021, FY2022 and FY 2023 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 Investigator group turnover has been a challenge, however we have started to gain ground in this area and are providing more investigations than the previous 5 years, while still providing training to most of the group.*



**Commercial Motor Vehicle Fatalities**  
\*Current as of 2024-07-26



**Narrative Overview for FY 2025 - 2027**

**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.

UPDATE FOR FY 2025

Utah had 59 CMV related fatalities in CY 2023. That number is up from the previous 5 years. We are working diligently to reduce that number. Our VMT rate for CY 2023 was 0.17, which is higher than our goal of 0.10. We continue to have work to do.

We measure crash results in terms of fatal crashes, fatalities, and fatalities per 100 M VMT, but we take every serious crash personally and view it as a failure.

We continue to examine a wide range of data to make sense of our crashes and what we can do to help prevent them. Driver behavior continues to be the main cause of CMV crashes, both on the part of the CMV driver, but the general motoring public driver as well. Incidents of road rage and reckless driving are up statewide, and may be contributing to our higher fatality numbers. Utah also has a large number of single vehicle crashes resulting in a fatality, which can be difficult to determine the cause. The Utah Highway Patrol, as part of the MCSAP program has been investigating CMV crashes more thoroughly as part of its Major Crash Investigation Team (MCIT). The MCIT team added a CVSA Certified trooper to the team and equipment specific to CMVs. We are hopeful that the measures taken by the UHP will help us further identify areas we can focus on to help prevent future CMV fatalities.

Recently, within the past couple of years, we have had problems getting post-crash inspections completed on our fatal and serious crashes. These crashes that are missing a crucial post-crash inspection are from local and rural agencies. UHP has been proactive in requesting that these agencies contact them so they can send a trooper to conduct the post-crash. Their efforts have started to show a dramatic increase of post-crash inspections.

<b>2024 Fatal Crash Analysis</b>		
<b>Month</b>		
Jan		7
Feb		2
March		2
April		2
May		2
June		0
July		8
<b>Route</b>		
I-15		5
I-70		3
I-80		2
I-84		1
I-215		1
US-6		1
All Other		10
<b>Manner</b>		
Not Applicable/Single Vehicle		9
Head On (Front-to-Front)		5
Front-to-Rear		4
Unknown		3
Angle		2
<b>Road Condition</b>		
Dry		8
Wet		5
Ice-Frost		1
Snow		1
<b>Weather</b>		
Clear		14
Cloudy		5
Snowing		3
Rain		1
<b>County</b>		
Salt Lake		4
Utah		2
Cache		2
Wasatch		2
Grand		2
Weber		2
Washington		1
Iron		1
Tooele		1
Davis		1
Morgan		1
Sevier		1
Summit		1
Box Elder		1
Sanpete		1
<b>Light Condition</b>		
Dark - Not Lighted		10
Daylight		9
Dark - Lighted		2
Dawn		2
Data Source: Utah State Crash Repository records as of July 31, 2024 and posted on the UDOT Executive Dashboard, numbers are reported in calendar year format.		

We look at a lot of data to determine where best to place our efforts. As we consult with our Traffic & Safety engineers, they tell us there isn't enough in the data to establish trends to study, so we rely on our Numerics crash data and UHP crash reporting for information and continue to ask questions like those listed below to help us determine appropriate utilization of our resources.

- Does OOS play into crash causation? More so in the no injury or minor injury categories, but not so much in the serious to fatal crash range. CMVs at fault for crashes has come down from around half of all crashes, to 35% in CY 2023, and is currently trending at 36% in CY 2024. We still have work to do with CMV drivers, and more so with the motoring public. Enforcement and outreach are keys to this effort and we are committed to continue to educate the public on hazards associated with driving around CMVs by utilizing media campaigns and other far reaching programs.

- Was speed a contributing factor? It is difficult to definitively determine CMV driver behavior causation. Speed could be just that, or is it that they failed to apply the brakes quickly enough? Or maybe because they were distracted or drowsy, they didn't see what was happening ahead of them soon enough to act appropriately. Was the driver speeding and then tried too late to avoid the crash and moved out of their lane and hit another vehicle or were they distracted or drowsy? Or was the driver going the speed limit, which in Utah are some of the highest in the nation, and was simply going faster than his skills and/or equipment were comfortable with? We continue to attempt to make the best sense we can with the available data.
- What is causing our single vehicle crashes? Was the CMV driver speeding? Driving too fast for conditions? Drowsy or asleep? Distracted? Not adequately trained to drive in Utah's mountainous terrain? Led astray by GPS? If the driver is unwilling to share with us, we have to continue to look deeper for these answers to better define our strategy to address preventing these crashes. This is an area where we are getting good information, that we didn't previously have, from the UHP MCIT team. We are hopeful to gain enough data to make adequate decisions on single vehicle crash causation.

These are some of the frustrations we have, that we can't find adequate answers to these questions. We continue to strive for the best ways to address these problems and reduce our fatal crashes in Utah.

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

The data source is the Utah Crash Repository Data as of July 31, 2024.

**Projected Goal for FY 2025 - 2027:**

**In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.**

Fiscal Year	Annual Crash Reduction Goals
2025	4
2026	4
2027	4

Update for FY 2024 We reached a 0.18 VMT per 100M in CY 2023. Our plan is to achieve a 0.10 per 100M by CY 2024.

**Program Activities for FY 2025 - 2027: 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 2025-2027 CVSP concerning conducting roadside inspections, traffic enforcement, 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, enforcement, or highway signage or modification. 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 in their Safety Meetings, Utah Highway Safety Office, and the UHP to plan future MCSAP traffic enforcement activities.
- As crashes are analyzed, look for causation factors and utilize our public outreach and education programs to mitigate these crashes in the future. We will work closely with UDOT's Highway Safety Office to apply appropriate communication using the Zero Fatalities and Truck Smart programs, as well as other government entities to expand our reach through social media, variable message signage, port of entry VMS signs, and news media coverage to better educate the motoring public. We will continue to work with our public outreach vendor to continue to deliver a quality product.
- Our plan to reduce fatal CMV (Commercial Motor Vehicle) crashes remains consistent with previous years. Through the ITD program, we have secured funding for two media campaigns focused on CMV safety. The first campaign, currently underway from Memorial Day through Labor Day, targets CMV drivers and emphasizes safe driving behaviors. The messages in this campaign aim to reduce speeding and distracted driving, both significant contributors to our fatal crash rate. Since most crashes in Utah involving CMVs are not the fault of the CMV driver, the second campaign will focus on non-CMV drivers and is scheduled to run during the same time period next year.
- Each year, we continue to experience multiple fatal crashes involving vulnerable road users. In 2023, there were eight fatalities in this group, accounting for 13.5% of all CMV-related fatal crashes. The incidents included two pedestrians hit while crossing in a crosswalk,

two pedestrians struck while in the travel lanes, three bicyclists hit by CMVs, one bicyclist who collided head-on with a CMV, and one pedestrian hit while in the blind spot in front of a CMV. These incidents are regularly discussed in monthly safety meetings with the industry, organized by the Utah Trucking Association, to raise awareness about the types and circumstances of these fatal crashes. In 2024, the trend has continued with a snowmobile entering the roadway and being struck by a CMV, three pedestrians running into the roadway in front of CMVs, and a pedestrian and a bicyclist hit by garbage trucks. Many of these fatalities result from actions taken by pedestrians or bicyclists in an instant, leaving the CMV driver with little or no time to react. Some of these fatalities appear to be preventable, which is why we've included messages about distracted driving in our media campaign.

- 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 for 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 four times each year.
- We will investigate opportunities to reach out to other industry associations/organizations to communicate safety messages to their member companies and their drivers.
- Since January 1, 2023, Utah has had 2 fatal crash involving CMVs in work zones. The fatal crash referenced was as follows
  - A CMV hit some barrels in a work zone, which caused the truck to sideswipe another vehicle and then lose control hitting a stationary trailer that was part of the work zone. The truck then caught fire and burned to the ground.
  - In a non-active construction zone with some lane narrowing using plastic barrels and cement barriers, a passenger car crossed the center line and went head-on into the CMV, killing the driver.

Utah is and will continue to be proactive in active work zones by requiring law enforcement in a patrol vehicle to be present with emergency equipment activated, alerting the public of the work zone. CMV safety in work zones hasn't traditionally been much of a problem in Utah. As part of construction contracts, a law enforcement officer is contracted to sit at the construction site with overhead lights on at all times. This proactive measure has drawn attention to the work zone and has worked historically to reduce speed and crashes. The two fatal crashes in 2023 were attributed to driver error, one to the CMV driver for losing control of his vehicle, and one to the PC driver for crossing the center line. We believe these two crashes are an anomaly, as in the past seven years we have had a total of three fatal CMV related crashes in work zones. However, we continue to monitor the situation diligently to ensure that problems do not arise.

- The Utah Highway Patrol, Section 15 Commercial Vehicle Unit participates in Human Trafficking Prevention by conducting an annual section-wide multi-day enforcement project as part of the Commercial Vehicle Safety Alliance's Human Trafficking Prevention program. This multi-day enforcement is focused on high CMV traffic corridors statewide and includes a combination of training and driver interactions. Materials provided by Truckers Against Trafficking are distributed during driver communications. Because UDOT Motor Carrier Agents work in fixed facilities, we are on a constant watch for signs of human trafficking. We plan to incorporate more training in this area during the coming year.
- Transportation of illegal drugs is a problem throughout the state, as Utah has many major freeways and is a major crossroads from the west to the Midwest. We also have adjacent states that have legalized recreational marijuana, which presents a problem in regards to FMCSA regulations. Large quantities of illegal drugs being trafficked through the state are most often identified by law enforcement agencies, primarily the Utah Highway Patrol. UHP Section 15 Troopers have the majority of the responsibilities for detection in commercial vehicles on our roadways, as the Motor Carrier Division agents primarily have statutory authority at our fixed Ports of Entry. At our fixed locations we are still finding personal use amounts of substances, and are taking appropriate action to contact law enforcement and follow guidelines found in the CVSA Out of Service Guide. We conduct limited training outside of personal use, but are planning on increasing training in this area during the coming year.
- Utah has taken measures through the ITD program to implement electronic screening systems at ten locations. Nine of these are fixed Port of Entry locations, while one is part of our new virtual Port of Entry. Using this electronic screening tool, we are able to identify carriers under a Federal Out-of-Service order prior to them physically entering the facility. We are currently working on an automated system that will change our variable message signage at the Ports of Entry to automatically pull in any vehicle identified to be under an out-of-service order. We also have automatic safeguards in place as part of our permitting system to prohibit carriers under an out-of-service order from purchasing temporary registration, temporary fuel, and oversize/overweight permits.

***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.***

Update for FY 2025

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 identified most help needed areas.
- The UHP has taken a more focused approach to crash investigation through its Major Crash Investigation Team (MCIT) having purchased specialized equipment designed to better investigate CMV crash causation. They have also added a CVSA certified inspector to the team to conduct post-crash inspections. UHP has increased its staffing by three additional officers to join its commercial motor vehicle enforcement program, increasing the presence of the program in strategic areas where there is limited enforcement. UHP has also increased the number of MCSAP enforcement projects. These results are also monitored and discussed in our monthly MCSAP Coordination meetings.

**Part 2 Section 3 - Roadside Inspections**

*In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

**Note:** *In completing the Trend Analysis table, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

**Trend Analysis for 2019 - 2023**

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	12653	11372	12842	11023	11871
Level 2: Walk-Around	1976	1904	2031	2245	3101
Level 3: Driver-Only	26939	19491	20445	22019	21735
Level 4: Special Inspections	156	104	35	8	13
Level 5: Vehicle-Only	317	213	93	67	204
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>42041</b>	<b>33084</b>	<b>35446</b>	<b>35362</b>	<b>36924</b>

**Narrative Overview for FY 2025 - 2027**

**Overview:**

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

**Enter the roadside inspection application name(s) (e.g., SafeSpect) used by the State.**

SafeSpect

**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 statutory 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 our interstate ports located near State borders. They 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 eight 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 inspection selection decisions as to which vehicles and drivers should be inspected. Perry Port of Entry is also equipped with a tire anomaly system. We also utilize the experience and expertise of our inspectors for 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 internal 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 three 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, one Level III qualified agent and one Level I qualified inspector.
- **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 three Level I qualified inspectors. Monticello also utilizes 360 to allow qualified carriers to bypass the 2 miles each way trip down US 491 and remain on US 191.
- **Peerless POE** near Price, Utah is located on Hwy 6, in central Utah. This facility is able to operate eastbound and westbound. Peerless has two supervisors and a total of eight qualified agents and inspectors and is equipped with 360, Prepass, and Drivewyze.

These smaller ports are also staffed with CVSA Level I and Level III certified inspectors, but with smaller 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 monitor oilfield operations and crude oil traffic in the Uintah Basin.
- **Roto Flats** on UT-10, has fixed scales and is staffed intermittently by port employees of the Peerless POE to monitor coal traffic that is prevalent in that part of the state.
- **Thompson Springs** eastbound on I-70 near the Colorado border in east-central Utah and also has fixed scales. It is staffed by the UHP intermittently and is the location of our first virtual Port of Entry. This virtual site is currently at 90% complete.

UHP's 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, a lieutenant, six sergeants, two corporals, 29 troopers, and an MCIT investigator. Of the 40 total FTE's, 30 are CVSA Level I certified inspectors. They do traffic enforcement, inspections, carrier outreach, and CMV crash investigations.

The UHP section 15 has recently acquired 2 Performance Brake Testers and are going to put larger focus on brakes. We have had some serious crashes in the Garden City area over the past several years due to brake issues. With this we have increased our level 1, 2 and 5 to 1500 inspections and reduced our level 3 by 1000. This is a net increase by 500 inspections.

The UHP Section 15 is currently undergoing some minor personnel staffing issues that could possibly balloon into more serious staffing problems. UHP is in the process of implementing a stronger PCVI project plan in the coming year.

There has been a drop in the amount of local agencies that are participating in doing inspections. This has been due to a limited number of manpower resulting in a reduced ability to inspect. There have also been many agencies that for what ever reason left the program.

Together, the MCD and UHP are committed to using the Drug and Alcohol Clearinghouse to identify disqualified driver operating CMV's on Utah roads, deliver the appropriate actions to improve the safety of our roads, and keep our catch rate between 85% and 100%. We have taken steps with our Bureau of Criminal Investigation to program the Drug & Alcohol Clearinghouse NLETS option into our CJIS software. This is on hold until they can get the programming finished.

We do not have any data that supports emphasis on migrant worker transportation in rural areas, as we do not have a large agricultural area that would require hands on harvesting. The majority of agricultural operations in the state are grain based, which are harvested exclusively using equipment-based operations.

The Utah Department of Transportation Motor Carrier Division (MCD) and Utah Highway Patrol (UHP) have placed a higher emphasis on Human Trafficking Prevention. We plan to continue to enhance our skills through annual training using TAT's online resources. The Utah Highway Patrol, Section 15 Commercial Vehicle Unit participates in Human Trafficking Prevention by conducting an annual section-wide multi-day enforcement project as part of the Commercial Vehicle Safety Alliance's Human Trafficking Prevention program. This multi-day enforcement is focused on high CMV traffic corridors statewide and includes a combination of training and driver interactions. Materials provided by Truckers Against Trafficking are distributed during driver communications. Because UDOT Motor Carrier Agents work in fixed facilities, we are on a constant watch for signs of human trafficking. The MCD plans to continue to give out TAT materials at events, as well as have some high-quality signage printed to place in our ports of entry to raise awareness among the public about human trafficking.

Transportation of illegal drugs is a problem throughout the state, as Utah has many major freeways and is a major crossroads from the west to the Midwest. We also have adjacent states that have legalized recreational marijuana, which presents a problem in regards to FMCSA regulations. Large quantities of illegal drugs being trafficked through the state are most often identified by law enforcement agencies, primarily the Utah Highway Patrol. UHP Section 15 Troopers have the majority of the responsibilities for detection in commercial vehicles on our roadways, as the Motor Carrier Division agents primarily have statutory authority at our fixed Ports of Entry. At our fixed locations we are still finding personal use amounts of substances, and are taking appropriate action to contact law enforcement and follow guidelines found in the CVSA Out of Service Guide. The Utah Department of Transportation Motor Carrier Division (MCD) and Utah Highway Patrol (UHP) have an emphasis on preventing drug and alcohol use and/or transportation in CMVs. During Fiscal Year 2023, 75 inspections were conducted that listed at least one violation of 392.4. During the same period, 37 inspections were conducted that listed at least one violation of 392.5. The MCD is planning to continue to enhance our drug interdiction skills by holding further training during FFY 2025. The UHP has annual in-service training on drug interdiction.

Of Utah's eight ports of entry, three are located in urban areas while five are in rural locations. The three unstaffed facilities are all in rural locations. In examining the ROUTES Initiative we analyzed our rural CMV enforcement activities compared to our fatal crashes, we found the following comparisons with urban vs. rural activities from January 1, 2024 through July 30, 2024. During that time frame, there were 26 fatal crashes with full data available to us. In comparing the location (county the crash occurred in) to the number of roadside inspections completed in those same counties we found that 4,767 occurred in urban areas (25%), 14,091 in rural areas (75%), for a total of 18,858 inspections conducted in those counties with fatal crashes. In 2023, we were at a 54%/46% balance. It is much more equal this year. Overall, we feel we have a pretty good balance of enforcement efforts between urban and rural locations within the State of Utah.

Utah is committed to identifying and placing OOS carriers who operating under a Federal OOS order. Our continuous goal is 85%, 2003 we were at 100%, 2024 we are at 95% with missing only 1. We take carriers who are declared Unsatisfactory/Unfit and/or an Imminent Hazard very seriously and are making adjustments to our e-screening systems to auto pull-in those flagged with a Federal OOS order so that we may take action against them.

Utah inspectors are committed to continuing to check for undeclared HM during inspection activities. UDOT has provided all our employees the opportunity to become Level One Hazardous Materials Inspectors, including certification in cargo tank inspections. As a result, most of our staff are pursuing this certification, which not only increases our hazardous materials inspection numbers but also raises awareness among our employees about undeclared hazardous materials shipments. The Utah Highway Patrol also has some Hazardous Materials-certified troopers, though they have experienced turnover as well. They plan to offer a general hazardous materials class and a cargo tank inspection class in spring 2025. We hope that our non-funded agencies will also complete this training.

Although we are hopeful about having personnel certified to conduct cargo tank facility reviews, we currently do not have a program in place or a timeline for its implementation.

**Projected Goals for FY 2025 - 2027**

**Instructions for Projected Goals:**

*Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. For FY 2025, 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:** 85

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9000	900	50	9950	36.78%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	17000	0	0	17000	62.85%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	100	0	0	100	0.37%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>26100</b>	<b>900</b>	<b>50</b>	<b>27050</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 SAFETY

**Subrecipient is:** UTAH HIGHWAY PATROL

**Enter the total number of certified personnel in this funded agency:** 40

Projected Goals for FY 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4500	755	200	5455	57.69%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	4000	0	0	4000	42.31%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Subrecipients</b>	<b>8500</b>	<b>755</b>	<b>200</b>	<b>9455</b>	

**Non-Funded Agencies**

Total number of agencies:	7
Enter the total number of non-funded certified officers:	12
Enter the total number of inspections projected for FY 2025:	320

**Summary**

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
<b>MCSAP Lead Agency: UTAH DEPARTMENT OF TRANSPORTATION MOTOR CARRIER DIVISION</b>					
<b># certified personnel: 85</b>					
<b>Subrecipient Agencies: DEPARTMENT OF PUBLIC SAFETY UTAH HIGHWAY PATROL</b>					
<b># certified personnel: 40</b>					
<b>Number of Non-Funded Agencies: 7</b>					
<b># certified personnel: 12</b>					
<b># projected inspections: 320</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	13500	1655	250	15405	42.20%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	21000	0	0	21000	57.53%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	100	0	0	100	0.27%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>34600</b>	<b>1655</b>	<b>250</b>	<b>36505</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

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

Projected Goals for FY 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	27050	9455	320	36825
Enter total number of certified personnel	85	40	12	137
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	27050	9455	320	36825
Enter total number of certified personnel	85	40	10	135

**Part 2 Section 4 - Investigations**

*Describe the State’s implementation of FMCSA’s interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

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

**Trend Analysis for 2019 - 2023**

<b>Investigative Types - Interstate</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
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		31	9	0	4
CSA On-Site Focused/Focused CR	23	13	6	2	32
CSA On-Site Comprehensive	12	5	2	1	2
<b>Total Investigations</b>	<b>35</b>	<b>49</b>	<b>17</b>	<b>3</b>	<b>38</b>
Total Security Contact Reviews	6	2	2	2	0
Total Terminal Investigations	10	8	18	17	9

<b>Investigative Types - Intrastate</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
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	5	17	2	0	0
CSA On-Site Focused/Focused CR	29	19	19	15	13
CSA On-Site Comprehensive	9	10	5	5	3
<b>Total Investigations</b>	<b>43</b>	<b>46</b>	<b>26</b>	<b>20</b>	<b>16</b>
Total Security Contact Reviews	1	1	1	1	0
Total Terminal Investigations	3	17	10	3	3

**Narrative Overview for FY 2025 - 2027**

**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 2025 - 2027**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2025 - 2027.

Projected Goals for FY 2025 - 2027 - Investigations						
Investigation Type	FY 2025		FY 2026		FY 2027	
	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	0	0	0	0	0
CSA Off-Site	86	22	86	22	86	22
CSA On-Site Focused/Focused CR	138	34	138	34	138	34
CSA On-Site Comprehensive	35	9	35	9	35	9
<b>Total Investigations</b>	<b>259</b>	<b>65</b>	<b>259</b>	<b>65</b>	<b>259</b>	<b>65</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.**

FY 2025, FY 2026, FY 2027 - 9 investigators will conduct 2 on-site investigations and 1 off-site investigation per investigator per month.

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

At present we have 10 investigators and 2 supervisors, 1 supervisor and 2 investigators are assigned primarily on New Entrant Safety Audits. The remaining 8 investigators and 1 supervisor primary focus is on safety investigations. Our total for compliance investigations have been very low over the past several years due to turn over. The division as gained momentum in the area of safety investigations over the past year and a half and are hopeful of our turn around be at a minimum.

We continue to receive a large number of Safety Audits, as does much of the country. We are also finding a large percentage of these do not qualify for the New Entrant program and have time taken on them when it simply isn’t necessary.

We cover the entire State of Utah from our Headquarters in Salt Lake City. We are beginning to coordinate more investigations into the remote areas of the State, which is expensive, but we are trying to be cautious and make trips to conduct multiple investigative practices during a single excursion.

We have been making a conscious effort to get to a carrier involved in a fatal crash within 48 hours to conduct an investigation. This continues to be our goal.

Our Operation Manager and supervisors will continue to hold monthly staff meetings, make assignments and follow up on all activities of the team. During staff meetings they review changes in policies and regulations to ensure they are completing investigations as required. Monthly training assignments are given to investigators for specific areas to ensure investigators are conducting investigations in a uniform and consistent manner. The supervisors coordinate activities with the state division office of FMCSA.

All intrastate investigations are reviewed by the manager and supervisor prior to being uploaded to ensure they are completed in accordance with the Field Operations Training Manual. Any errors discovered are corrected prior to the upload. Copies of the review are sent to the Motor Carrier Division Director for review if state enforcement action is proposed. Interstate investigations are reviewed by the supervisors and FMCSA’s Utah Division FPM prior to their being uploaded. Investigators will complete enforcement using UFA CaseRite.

Our Safety Investigation program has been facing significant turnover, which has impacted our operations. At present, we’re training five new investigators, but the turnover has left us with only three certified investigators and one certified supervisor.

Our goals rely on all investigators completing their certification and beginning investigations promptly. Currently, 80%-90% of our investigations involve interstate carriers.

***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.***

In order to meet our goals both in number, quality, and in helping carriers with their compliance and safety, Utah will do the following:

- The supervisors are holding regular monthly staff meetings to provide training on policies, eFOTM, changes to regulations or policies in an effort to ensure uniformity and accuracy.
- The Supervisors are holding monthly meetings with each investigator to discuss their productivity and determine what training needs they have. This is in addition to daily contact for mentoring.
- Each member of our Safety Investigator team has the number of carrier investigation required of them in their annual performance management program goals.
- All investigations are reviewed by the supervisor and/or manager in an effort to ensure investigations are conducted in accordance with current FMCSA policies and eFOTM requirements. Any errors discovered are returned to the investigator for corrections and discussion to determine why the error occurred.
- Investigations involving interstate commerce are also reviewed by the Utah FMCSA Division office. Investigators will complete the enforcement using UFA and for interstate carriers they will use CaseRite.
- Intrastate investigations resulting in state enforcement are sent to the Motor Carrier Division Director for review.
- Monthly review meetings are held with each investigator to review their progress toward their individual commitments. The Investigations Supervisors meet bi-weekly with the Deputy Division Director to review progress.
- Investigation results are also reviewed monthly in the MCSAP Coordination meeting.
- New Entrant Safety Audits will be conducted by 2-3 investigators as their primary duties. We are seeking to eliminate New Entrants who do not qualify for the program, complete each New Entrant Audit on time, and reduce the number in our inventory.

**Part 2 Section 5 - Traffic Enforcement**

Traffic enforcement means documented enforcement activities by State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

**Trend Analysis for 2019 - 2023**

**Instructions:**

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2022	09/30/2023	7648	4902
10/01/2021	09/30/2022	7196	575
10/01/2020	09/30/2021	5992	528
10/01/2019	09/30/2020	6623	786
10/01/2018	09/30/2019	7654	770

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		
10/01/2022	09/30/2023	593	69
10/01/2021	09/30/2022	458	66
10/01/2020	09/30/2021	614	75
10/01/2019	09/30/2020	776	38
10/01/2018	09/30/2019	777	50

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		
10/01/2022	09/30/2023	8683	3388
10/01/2021	09/30/2022	3060	2820
10/01/2020	09/30/2021	5144	4689
10/01/2019	09/30/2020	4536	4150
10/01/2018	09/30/2019	6686	5774

**Enter the source and capture date of the data listed in the tables above.**  
 Department of Public Service-Utah Highway Patrol Data Record - 6/30/2024.

**Narrative Overview for FY 2025 - 2027**

**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 inspections. Section 15 also has safety inspection and school bus inspection responsibilities, as well as assisting field UHP sections. The section personnel includes one captain, one lieutenant, six sergeants, two corporals, 32 troopers, and one full-time office assistant. A technology expert is also assigned to assist Section 15. There are also approximately 20 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.

UHP plans to continue to increase traffic enforcement activities that focus on speeding and distracted driving on all drivers, as well as those transporting placardable amounts of HM.

Over the past year or two, participation by non-funded agencies has significantly declined. This shift has impacted our programs, with the Utah Highway Patrol assuming the majority of traffic enforcement responsibilities. In the last three MCSAP cycles, we have increased our traffic enforcement goals and performance to what we now consider the maximum feasible level. The Utah Highway Patrol and our non-funded agencies collaborate on monthly MCSAP projects, focusing on CMV drivers in high-crash and problem areas. Most traffic stops during these projects result in inspections, with the majority of out-of-service defects being found on vehicles.

UHP has stepped up there enforcement significantly by writing more citations and warning. It has been felt that inspections alone does not distract bad behavior with drivers.

**Projected Goals for FY 2025 - 2027**

*Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.*

**Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.**

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	6179	6179	6179
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	200	200	200
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	5000	5000	5000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	25	25	25

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, new entrant safety audits, and CMV non-inspection traffic enforcements conducted in the State for Fiscal Years 2014 and 2015. The table below displays the information you input into this CVSP from those respective sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2025 Planned Safety Activities						
Inspections	Investigations	New Entrant Safety Audits	CMV Non-Inspection Traffic Enforcement	Sum of FY 2025 Activities	Average 2014/15 Activities	
36825	324	503	200	37852	35655	

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

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 as a whole, will conduct 10 special enforcement projects annually 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, Human Trafficking, and Operation Safe Driver.

Participation in Public Safety Department wide initiatives will continue over this next year. Department initiatives include enforcement of DUI's, non seat belt usage, speed, aggressive driving, distracted driving, and drowsy driving. We will concentrate enforcement on these type of violations to reduce crashes and related injuries. Emphasis will be placed on driver behavior. We will utilize data to monitor these behaviors causing crashes and plan our activities 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 manner: The first is public safety-related - a violation of statute related to driving behaviors or equipment issues. We also conduct post-crash CMV inspections to help identify primary and/or secondary collision contributors. Non-CMV related stops can be related to CMV's during TACT-type enforcement activities and poor behavior of non-CMV drivers operating around large truck and buses. UHP has purchased a commercial vehicle crash recreation package that will assist their critical crash team with commercial vehicle crash recreation. Training has been completed and this equipment is in the early stages of being used. We are hopeful that this package will open roads quicker, and assist us on finding better causation of commercial vehicle crashes in the State of Utah.

UHP has hired three commercial vehicle (Section 15) troopers and one MCIT trooper using MCSAP funds. This will be helpful in areas where they haven't had a lot of troopers with this experience. Due to retirements and promotions, Section 15 has not been fully staffed for a few years. The extra troopers will be a welcome change to relieve the pressure on those who have been in the section for many years. This addition of CVSA certified personnel will add to the Traffic Enforcement with Inspection numbers. In FY2024 4791 Traffic Enforcement stops as of three quarters with Inspections have been conducted. Our goal for FY2025 is 6,179 Traffic Enforcement stops with Inspections. Our goal for traffic stops without an inspection for FY2025 is 200. Our goal for Non-CMV stops for FY2025 is 5,000 stops.

**Part 2 Section 6 - Safety Technology**

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

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

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

**Innovative Technology Deployment (ITD)**

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

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

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

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

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

**Performance and Registration Information Systems Management (PRISM)**

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

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

**Safety Technology Compliance Status**

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Enhanced Participation	No

## Available data sources:

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

**Enter the agency name responsible for ITD in the State:** Department of Transportation Motor Carrier Division

**Enter the agency name responsible for PRISM in the State:** Utah State Tax Commission

***Narrative Overview for FY 2025 - 2027***

***Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).***

The Utah Department of Transportation Motor Carrier Division is responsible for ITD activities for the State of Utah.

The Utah State Tax Commission has the lead on PRISM activities. I spoke to them their Program Manager John Moody affirmed they will continue preparing and submitting quarterly PRISM reports. They have been working on updates that are being pushed by FMCSA IT in the IFTA and IRP areas and are compliant in those areas.

Utah advanced to enhanced PRISM during the 2023 calendar year. Since the majority of the activities involved in expanding PRISM fall under the Utah Tax Commission, we defer to their judgment on whether further advancement is possible or if legislation is required.

PRISM quarterly reports will continue to be submitted as required.

***Program Activities for FY 2025 - 2027: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.***

Utah's ITD program has recently incorporated Tire Anomaly systems at the Perry Port of Entry site, with plans to commence installations at 11 more locations during CY 25. Simultaneously, we are actively progressing in the development of our inaugural virtual port of entry site. The ITD equipment and systems, being of a sensitive nature, are subject to continuous maintenance. As a result of the introduction of several new technologies in recent years, we have observed an uptick in O&M costs. An overview of those activities are found below:

<b>ITD and PRISM Operations and Maintenance Activities</b>
<b>Hunt Electric</b>
WIM Maintenance
360 Smartview LPR/OCR Maintenance
Tire Anomaly Maintenance
360 Smartview License
360 Smartview Support Maintenance
VMS Maintenance
<b>Ite ris</b>
Annual Maintenance for Server/Hosting of UTCVIEW
Annual Maintenance for Server/Hosting of Inspect
<b>Hexagon</b>
Annual License
Annual Maintenance of U-Route
Bi-Annual HERE Data Updates
<b>Prepass</b>
Annual PrePass fees for use of Prepass at 8 sites

PRISM Quarterly reports will continue to be submitted as required.

***Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).***

Enhanced PRISM was attained in 2023.

The monitoring of ITD is predominantly carried out by our personnel who utilize the systems. They promptly report any errors or issues, and our vendors demonstrate exceptional responsiveness in identifying and rectifying these concerns. All ITD projects adhere to the mandatory quarterly FFR and PPR reporting stipulated in our grant agreements. Additionally, ITD's quarterly updates are made available on the FMCSA ITD website. The Utah State Tax Commission takes an active role in the management and monitoring of PRISM, further strengthening their involvement in the program.

PRISM Quarterly reports will continue to be submitted as required.

**Part 2 Section 7 - Public Education and Outreach**

*A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

**Trend Analysis for 2019 - 2023**

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

<b>Public Education and Outreach Activities</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Carrier Safety Talks	89	91	21	46	56
CMV Safety Belt Education and Outreach	3	2	0	2	0
State Trucking Association Meetings	12	17	12	13	12
State-Sponsored Outreach Events	3	3	0	0	1
Local Educational Safety Events	15	6	0	0	1
Teen Safety Events	262	366	317	525	639

**Narrative Overview for FY 2025 - 2027**

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

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

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 partner with the UHP, UDOT's Traffic and Safety Office and our vendor, Penna Powers in our education and outreach efforts.

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 for CMV safety. 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. Carriers involved with investigations and civil penalties are encouraged to attend safety seminars and invitations for us to participate with them in these talks.
- **Seat belt usage** - we have not tracked this individually because it is a subject discussed in almost every class, talk, presentation, and safety fairs. It is a subject all of our people (MCD and UHP) 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. We anticipate

as we come out from under the pandemic, these activities will be available again.

- **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 enough 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. Again, our hope is that these events will pick up as the pandemic subsides.
- **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 five instructors to meet the demand of the high schools. The industry and or UDOT 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 high school age students experience first hand a big truck as part of this education. Created during the pandemic, with the assistance of a CMV safety grant, is an interactive virtual reality presentation they view with VR goggles that gives them a comprehensive look at what a CMV driver can and can't see from inside a tractor cab. The classroom also has 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 also have an online learning module for driver education instructors to use with their students. It is similar to our in class presentation with learning checks throughout the training with a quiz at the end.

**Projected Goals for FY 2025 - 2027**

**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 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	50	50	50
<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	325	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.**

Google Docs are set up to report most of our 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 MCSAP Coordination meeting report and our quarterly grant reports. We anticipate we will have no issues accomplishing these goals as the pandemic restrictions have mostly been lifted.

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

**SSDQ Compliance Status**

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

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

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

**Enter the agency name responsible for Data Quality:** UDOT Motor Carrier Division

**Enter the agency or agencies name responsible for DataQs:** UDOT Motor Carrier Division

**Enter the agency name responsible for the Crash Data Repository:** UDOT Motor Carrier Division

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 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

July 26, 2024

**Narrative Overview for FY 2025 - 2027**

**Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as “Good/Green” in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).**

Utah has worked diligently to have all the data categories listed as "Good." We have now maintained a "Good" rating in every category since February 2022.

Our crash verification processes are good. We have been and continue to complete our crash verifications well within the 45 day window and are current with our crash verifications.

***Program Activities FY 2025 - 2027: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.***

Our operations manager, project manager and business analyst are watching over the crash verifications, uploads, SafetyNet issues, SafeSpect issues and tracking the reports in SSDQ to make sure all issues are addressed as they appear. Our Data Qs specialist that oversees our Data Qs program, keeps us within the 10 day window required by FMCSA.

***Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.***

Data Qs are handled primarily by our Data Qs analyst who sends the RDR to the interested parties, receives a response and makes an impartial decision. When a review is requested, the RDR goes to a committee made up of a UHP Trooper, An MCD Employee, and a member of industry. The request is then reviewed and a consensus is made, which is communicated to the Data Qs analyst and entered into the system. On rare occasions that there is further contesting of our decision, we will send an inquiry (unofficially) to our local FMCSA office for an opinion, as needed.

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

We will continue to monitor our ratings to address items before they become an issue. It is tracked for our monthly MCSAP coordination meetings and progress reported in the quarterly MCSAP reporting.

**Part 2 Section 9 - New Entrant Safety Audits**

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

For the purpose of this section:

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

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

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

**Trend Analysis for 2019 - 2023**

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	329	339	499	551	507
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>329</b>	<b>339</b>	<b>499</b>	<b>551</b>	<b>507</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 2025 - 2027**

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: <a href="#">New Entrant website (NEWS)</a>	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/16/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	754
Current Number of Past Dues	11

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

**Program Objective:** Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

**Projected Goals for FY 2025 - 2027**

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	100	0	100	0	100	0
# of Safety Audits (Offsite)	403	0	403	0	403	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>503</b>	<b>0</b>	<b>503</b>	<b>0</b>	<b>503</b>	<b>0</b>
# of Non-Audit Resolutions	237	0	237	0	237	0

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

Our New Entrant program is led by a supervisor and supported by two investigators who conduct audits. This program has been highly effective in achieving our objectives on time, with historically very few audits being overdue. Although we currently have more overdue audits than usual, we are actively addressing the situation. While an increase in the number of completed audits would be ideal, we've adjusted our targets to align with the average annual intake. Setting a higher goal would result in a target that exceeds the number of audits we actually have. Our efficiency in conducting audits has been impacted due to the approximately 47% of carriers who do not qualify for the NESAP program, which we must filter out to focus on legitimate audits.

**Activity Plan for FY 2025 - 2027:** 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.

The Investigator Supervisor review safety audits daily for audits coming due within the 3 month window and for audits that are not assigned and are approaching the deadline. We are also having bi-weekly meetings with all investigators and the supervisor is tracking the safety audit trend, in case the 2 assigned to new entrants need additional help.

Daily checks in NEWS will track new inventory, upcoming dues dates, making sure that all assignments are made and are properly being followed up on. With the bi-weekly staff meetings and check-in, progress will be discussed any adjustments made to make sure goals are met.

**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 supervisor will review program progress daily. Notes any areas of concern and individual follow-up is made.
2. The 2 New Entrant specific 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 month and ensure their assignments do not go overdue.
3. The MCSAP Manager will run 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****Part 3 Section 1 - Overview**

*FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.*

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

*Specific goals and activities must be projected for the three fiscal year period (FYs 2025 - 2027).*

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

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

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

**Your State's FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%**

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

**Check this box if:**

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

### Part 3 Section 3 - Passenger Carrier Enforcement

**Instructions:**

*FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.*

**Check this box if:**

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

### Part 3 Section 4 - State Specific Objectives – Past

**Instructions:**

*Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.*

**Progress Report on State Specific Objectives(s) from the FY 2024 CVSP**

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.*

**Part 3 Section 5 - State Specific Objectives – Future****Instructions:**

*The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include human trafficking/smuggling initiatives, work zone safety details, hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.*

*Describe any State-specific objective(s) identified for FY 2025 - 2027. 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 justify how costs are calculated. The *Spending Plan* must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the *Spending Plan* include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

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

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

#### Instructions

The *Spending Plan* should include costs for FY 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe *Spending Plan* terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

#### On Screen Messages

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

- Calculation of Federal and State Shares

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

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

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

• **MOE Expenditures**

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

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

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

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

• **Financial Summary**

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

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's planned Total Project Costs are within \$5 of the Federal share.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$5,386,254.00	\$283,487.00	\$5,669,741.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$850,461.00
MOE Baseline:	\$379,943.26

**Part 4 Section 2 - Personnel**

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

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

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$850,461.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Deputy Director	1	50.0000	\$70,000.00	\$35,000.00	\$33,250.00	\$1,750.00	\$4,138.83
Division Director	1	25.0000	\$80,000.00	\$20,000.00	\$19,000.00	\$1,000.00	\$2,069.41
Investigators	10	75.0000	\$43,063.80	\$322,978.50	\$306,829.58	\$16,148.92	\$62,082.36
POE Agents	6	15.0000	\$29,691.20	\$26,722.08	\$25,385.98	\$1,336.10	\$7,449.88
Operations Manager	2	50.0000	\$53,884.60	\$53,884.60	\$51,190.37	\$2,694.23	\$8,277.65
MCSAP Manager	1	50.0000	\$48,325.20	\$24,162.60	\$22,954.47	\$1,208.13	\$4,138.82
Investigator Supervisor	2	60.0000	\$52,000.00	\$62,400.00	\$59,280.00	\$3,120.00	\$9,933.18
POE Supervisor	13	25.0000	\$45,000.00	\$146,250.00	\$138,937.50	\$7,312.50	\$26,902.36
POE Inspector	44	30.0000	\$39,520.00	\$521,664.00	\$495,580.80	\$26,083.20	\$109,264.95
Program Manager	1	50.0000	\$42,200.00	\$21,100.00	\$20,045.00	\$1,055.00	\$4,138.82
CMV Data Specialist	1	60.0000	\$44,498.00	\$26,698.80	\$25,363.86	\$1,334.94	\$4,966.59
Data Q Coordinator	1	60.0000	\$42,812.00	\$25,687.20	\$24,402.84	\$1,284.36	\$4,966.59
<b>Subtotal: Salary</b>				<b>\$1,286,547.78</b>	<b>\$1,222,220.40</b>	<b>\$64,327.38</b>	<b>\$248,329.44</b>
Overtime Project Costs							
Safety Inspectors	70	7.0000	\$39,520.00	\$193,648.00	\$183,965.60	\$9,682.40	\$0.00
<b>Subtotal: Overtime</b>				<b>\$193,648.00</b>	<b>\$183,965.60</b>	<b>\$9,682.40</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$1,480,195.78</b>	<b>\$1,406,186.00</b>	<b>\$74,009.78</b>	<b>\$248,329.44</b>
<b>Accounting Method:</b>	<b>Accrual</b>						

**Enter a detailed explanation of how personnel costs, including all overtime 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. For clarification the job categories and duties are listed here:

- Port Agents - perform Level III inspections.
- Division Director - Participates in monthly MCSAP Coordination meetings, conducts Level I inspections, reviews all investigations with civil penalties, and participates in the coordination and direction of grant activities.
- Operations Managers -They coordinate MCSAP activities at the ports of entry, attends monthly MCSAP Coordination meetings, and conducts Level I and Level III inspections.
- MCSAP Manager - prepares, researches, reports on the day to day MCSAP activities, MCSAP quarterly reports, prepares the eCVSP.
- Investigator Supervisors - Conducts all aspects of Carrier Investigations and New Entrant Safety Audits, manages the investigator team, and conducts Level I, Level III, and Level V inspections.
- Investigators - Conducts all aspects of a carrier investigation or safety audit. Conducts Level I, Level III, and Level V inspections.
- POE Supervisors - Coordinate MCSAP activities at their assigned port of entry and conducts Level I and Level III inspections.
- POE Inspectors - Perform Level I and Level III inspections at their port of entry.
- Deputy Director - Oversees the Investigator team, the ports of entry, and the MCSAP Manager.
- Program Manager - Oversees all aspects of technology and systems - CVIEW and inspection software.
- CMV Data Specialist - New Position - gathering, analyzing, reporting, and sharing data and information in furtherance of the national MCSAP elements.
- Data Qs Coordinator - Oversees the Data Q Program, NTC and in-service training.
- Overtime will be used primarily for special projects, including but not limited to CVSA, 72 hour road check, Brake Check Week, Unannounced Brake Checks, Hazardous Material focused inspections, Truckers Against Trafficking. Our State will hold special projects focused on CMV safety and preventing crashes in focus areas across the state.

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

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

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

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

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

**Fringe costs method: Actual Fringe Rate**

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CMV Data Specialist	53.0000	60.0000	\$44,498.00	\$14,150.36	\$13,442.84	\$707.52	\$2,731.29
Data Qs Coordinator	53.0000	60.0000	\$42,812.00	\$13,614.21	\$12,933.51	\$680.70	\$2,627.80
Deputy Director	53.0000	50.0000	\$70,000.00	\$18,550.00	\$17,622.50	\$927.50	\$3,580.50
Division Director	53.0000	25.0000	\$80,000.00	\$10,600.00	\$10,070.00	\$530.00	\$2,046.00
Investigators	53.0000	75.0000	\$430,638.00	\$171,178.60	\$162,619.68	\$8,558.92	\$33,040.70
POE Agents	53.0000	15.0000	\$178,147.20	\$14,162.70	\$13,454.57	\$708.13	\$2,733.67
Operations Manager	53.0000	50.0000	\$107,769.20	\$28,558.83	\$27,130.89	\$1,427.94	\$5,512.39
MCSAP Manager	53.0000	50.0000	\$48,325.20	\$12,806.17	\$12,165.86	\$640.31	\$2,471.83
Investigator Supervisor	53.0000	60.0000	\$104,000.00	\$33,072.00	\$31,418.40	\$1,653.60	\$6,383.52
POE Supervisor	53.0000	25.0000	\$585,000.00	\$77,512.50	\$73,636.88	\$3,875.62	\$14,961.38
POE Inspectors	53.0000	30.0000	\$1,738,880.00	\$276,481.92	\$262,657.82	\$13,824.10	\$53,366.23
Program Manager	53.0000	50.0000	\$42,200.00	\$11,183.00	\$10,623.85	\$559.15	\$2,158.53
<b>TOTAL: Fringe Benefits</b>				<b>\$681,870.29</b>	<b>\$647,776.80</b>	<b>\$34,093.49</b>	<b>\$131,613.84</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. Our Comptrollers Office has directed us to calculate fringe at 53%.

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

For budgeting purposes, our Comptroller's office recommends an average fringe to salary rate of 53%. This is consistent with the recent completed 2023 MCSAP grants actual frindge to salary ratio, which came in at 53%. Fringe charges to the MCSAP grant are the actual expenditures for each employee depending on elements in their benifit package, tenue, etc. A schedule of the benifit rates is attached to the eCVSP for refrence below.

**STATE PAID EMPLOYEE BENEFITS**

Fiscal Year 2025

	<u>Employee Data Code</u>	
Health Insurance	See Insurance Premiums Schedule	
Dental Insurance	See Insurance Premiums Schedule	
Employee Life Insurance (annualized rate)		\$ 32.76
Employee Matching 401(k) – \$26 x 26 pay periods for each qualifying employee receiving retirement benefits that chooses to participate.		\$ —
Long Term Disability Insurance		0.68%
<b>Retirement Programs — Tier I</b>		
State Employees Contributory	CONTRIB	23.20%
State Employees Noncontributory <i>(Includes 1.5% Employer Paid 401(k))</i>	NONCONTRIB	23.19%
Public Safety Noncontributory	PSNONCONT	40.85%
Firefighters	FIREFIGHT	16.66%
Judges Noncontributory	JUDGES	45.76%
<b>Retirees Rehired Before 7/1/10 – Paid into 401(k):</b>		
Working In State Employees Contributory System		11.45%
Working In State Employees Noncontributory System	REHIRED	12.25%
Working In Public Safety Noncontributory System	PSNCRB	22.89%
Working in Firefighters		16.66%
<b>Retirees Rehired After 6/30/10 – Paid into Retirement System:</b>		
Working In State Employees Contributory System		11.75%
Working In State Employees Noncontributory System	NCRA	9.44%
Working In Public Safety Noncontributory System	PSNCRA	17.96%
<b>Retirement Programs — Tier II</b>		
<b>Hybrid Defined Benefit (All Plans Are Under The Cap):</b>		
Public Employees	HYBT2	20.22%
Public Safety	PSHYBT2	36.77%
Firefighters	FFHYBT2	18.81%
<b>Defined Contribution Plan:</b>		
Public Employees (Includes 10% To 401(k))	DEFT2	20.22%
Public Safety (Includes 14% To 401(k))	PSDEFT2	36.77%
Firefighters (Includes 14% To 401(k))	FFDEFT2	18.81%
Unemployment Compensation		0.04%
<b>Workers Compensation (per \$100 wages)</b>		
Road Construction Crews (DOT)		1.60%
All other State Agencies		0.52%
Aviation Pilots (per pilot-year)		3.37%
Aviation Crews		1.60%
Helicopter Pilots (per pilot-year)		1.53%
<b>Social Security &amp; Medicare Tax</b>		
OASDI — Up to \$168,600 wages in Calendar Year 2024		6.20%
Medicare — All wages		1.45%
<b>Vacation/Sick Leave Termination Pool &amp; Postemployment Benefits Pool — Combined Rate</b>		
General		2.17%
Education		0.89%
Public Safety		8.59%
Transportation		9.66%
Uniform/Other Allowances <i>(if applicable)</i>		\$ —

**Part 4 Section 4 - Travel**

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Training Travel	1	30	100.0000	\$22,500.00	\$21,375.00	\$1,125.00	\$0.00
MCSAP Grant Workshop	1	4	100.0000	\$1,750.00	\$1,662.50	\$87.50	\$0.00
Routine Program Travel	10	4	100.0000	\$12,000.00	\$11,400.00	\$600.00	\$0.00
CVSA Conference	4	4	100.0000	\$9,500.00	\$9,025.00	\$475.00	\$0.00
CVSA Workshop	4	4	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
COHMED	1	5	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
Data Quality	1	3	100.0000	\$1,700.00	\$1,615.00	\$85.00	\$0.00
NAIC	1	6	100.0000	\$2,800.00	\$2,660.00	\$140.00	\$0.00
Rocky Mountain Safety Summit	1	3	100.0000	\$2,500.00	\$2,375.00	\$125.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$70,750.00</b>	<b>\$67,212.50</b>	<b>\$3,537.50</b>	<b>\$0.00</b>

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

Travel is slowly returning to a more normal experience. These figures are our best approximation for the times we find ourselves in currently.

**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 and NAS classes are included in this portion of the travel budget. Other events, such as NAIC. Amounts are based on past years experience. Training travel may include mileage for a personal vehicle if a state vehicle is not available, per diem for meals, and hotel stays at state approved hotels. Instructor Travel is not included in this budget.

**MCSAP Grant Workshop** - Budget to allow MCSAP Manager to travel to the annual FMCSA MCSAP Grant Workshop in the spring. Costs are based on previous years experience. Travel expenses include airfare, hotel, per diem for food (listed below), and transportation to/from airports to hotel.

**Routine Program Travel** - These are costs associated with investigators traveling to conduct on-site carrier investigations and safety audits required. The amount is based on past years experience. This may include per diem for meals, and an occasional hotel stay if distance/assignment warrant it.

**CVSA Conference and Workshop** - Four staff to attend the CVSA spring workshop and five staff to attend the fall conference for FY 2023. Budget is based on past years experience. Travel expenses include airfare, hotel, per diem for food (listed below), and transportation to/from airports to hotel.

**COHMED** - Budget to allow one of our Hazardous Materials NTC instructors to travel to the CVSA Cooperative Hazardous Materials Enforcement Development (COHMED) Conference. Costs are based on previous years experience. Travel expenses include airfare, hotel, per diem for food (listed below), and transportation to/from airports to hotel.

**Data Quality** - Budget to allow one of our staff to travel and attend the CVSA Data Quality conference. Costs are based on previous years experience. Travel expenses include airfare, hotel, per diem for food (listed below), and

transportation to/from airports to hotel.

**NAIC** - Budget to allow one individual to attend the North American Inspector Competition. Costs are based on previous years experience. Travel expenses include airfare, hotel, per diem for food (listed below), and transportation to/from airports to hotel.

All travel is carried out with strict adherence with Utah State Travel Policies. Lodging is in State approved hotels/motels only, or conference hotels for out of state travel. 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:** breakfast-\$20, lunch-\$22, and dinner-\$33.

**\*Out-of-State per diem:** breakfast-\$20, lunch-\$22, and dinner-\$33.

**Part 4 Section 5 - Equipment**

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

- If your State’s equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
<b>TOTAL: Equipment</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Equipment threshold is greater than \$5,000.</b>							

**Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.**  
 We have not budgeted any equipment costs this year.

**Part 4 Section 6 - Supplies**

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Supplies	1 Annual	\$5,000.00	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
Books and Subscriptions	320 Item	\$46.00	100.0000	\$14,720.00	\$13,984.00	\$736.00	\$0.00
Uniforms and Supplies	1 Annual	\$25,700.00	100.0000	\$25,700.00	\$24,415.00	\$1,285.00	\$0.00
Microsoft Office Software	19 Annual	\$75.00	100.0000	\$1,425.00	\$1,353.75	\$71.25	\$0.00
<b>TOTAL: Supplies</b>				<b>\$46,845.00</b>	<b>\$44,502.75</b>	<b>\$2,342.25</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. Office Supplies include copy paper, toner, pens, folders, paper clips binder clips, etc. for investigators for carrier investigations and safety audits as well as those same type supplies for Level I and Level III inspection activities conducted by certified inspectors.

**Books and Subscriptions** - This is to purchase 100 FMCSR's (\$30 each), 100 HMR's (\$48 each), and 130 CVSA OOSC Guides (\$45 each).

With the FMCSR's and HMR's we always order a few extras for turnover of employees, lost books, etc. As far as the CVSA OOSC books, we order for the Motor Carrier Division, Utah Highway Patrol, and local agencies who have CVSA trained officers. These are given out at our annual Top Hands training event for all the parties listed above.

**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, cameras, small truck ramps, etc. as needed. Cost is based on a combination of previous years of budget history and current quotes and price increases.

**Microsoft Office Software** - The State of Utah transitioned away from providing Microsoft Office in favor of Google Suites. Our safety investigators, and MCSAP personnel found the need to keep using Office, as it works with federal program materials. This cost encompasses this need.

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

<b>Part 4 Section 7 - Contractual and Subaward</b>
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*This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.*

**Contractual** – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

**Note:** Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) for details.

**Subaward** – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.1 Definitions](#) and [2 CFR §200.331](#)).

**Subrecipient** - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.1 Definitions](#)).

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Hexagon	CVCMCEQUGKJ8	Contract	100.0000	\$172,951.44	\$164,303.87	\$8,647.57	\$0.00
Description of Services: ITD Operation and Maintenance							
Help, Inc. - PrePass	V3MMLFRHJEH3	Contract	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
Description of Services: ITD Operation and Maintenance							
Utah Highway Patrol - Sub-Grantee	KNKAVN81K1P9	Subrecipient	100.0000	\$1,650,000.00	\$1,567,500.00	\$82,500.00	\$0.00
Description of Services: Roadside Motor Carrier Enforcement							
Penna Powers	WSCML4K6UM37	Contract	100.0000	\$257,575.94	\$244,697.14	\$12,878.80	\$0.00
Description of Services: Marketing Vendor for Public Education and Outreach							
Hunt Electric	QXR6J95F8XU5	Contract	100.0000	\$1,099,787.70	\$1,044,798.31	\$54,989.39	\$0.00
Description of Services: ITD Operation and Maintenance							
Iteris	Z475JYLWFCCK8	Contract	100.0000	\$100,572.82	\$95,544.18	\$5,028.64	\$0.00
Description of Services: ITD Operation and Maintenance							
<b>TOTAL: Contractual and Subaward</b>				<b>\$3,288,387.90</b>	<b>\$3,123,968.50</b>	<b>\$164,419.40</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 (outside the port of entries) activities for the State's MCSAP program. The Utah Highway Patrol has agreed to hire additional troopers to conduct roadside inspections and traffic enforcement in high-crash corridors using MCSAP funds to target those that contribute to fatal and serious crashes. As part of this program we have more than doubled their MCSAP funding as we believe this will help bring our fatal and serious crash numbers down and improve overall safety on Utah Highways.

**Penna Powers-** 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 \$235,000 for Truck Smart driver education instructors, \$20,000 for website maintenance, improvements and administration, and \$20,000 for production and printing of Trucksmart education materials for the classroom and safety outreach events.

We have seen an increase in ITD O&M Costs due to the implementation of new technologies, age of existing technologies, and general price increases consistent with the current economy. Currently our sorting system at the Perry Port of Entry (both north and south bound) needs component replacements to continue to operate properly and sort trucks onto the bypass lane or the scale lane dependent upon the result of e-screening with our 360 SmartView system. This will be a one-time replacement process that will last many years and implement more current technologies that serve the industry better. We have also included the additional O&M costs related to WIMs that span potentially to all 13 sites that we operate e-screening and bypass technologies. Additional WIM maintenance is an annual difficulty, due to the severe weather combined with harsh chemicals used to treat roadways being somewhat taxing to electronic components installed in the roadway. An additional O&M contract is needed for the cameras and visual components that are part of our e-screening system across 13 sites, as well as a small amount to assist with O&M on our Tire Anomaly systems that are currently installed at five sites, with up to seven more installations in the coming year, commencing at the end of winter (when pavement temperatures allow for installation). Due to our facilities primarily being located in rural areas by legislative actions, any costs in repairing or maintaining these systems when a general contractor is needed, increase due to non-proximity to urban areas, as can be expected.

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

ITD and PRISM Operation and Maintenance Costs	
<b>Vendor: Hunt Electric</b>	
Amount	Reason
\$130,000.00	Annual estimated WIM Maintenance (13 Sites)
\$300,615.00	Annual 360 Smartview LPR/OCR Maintenance (13 Sites)
\$75,000.00	Annual estimated Tire Anomaly Maintenance (10 Sites)
\$28,000.00	Annual 360 SmartView License
\$124,086.00	Annual 360 Smartview Support Maintenance (13 Sites)
\$85,536.70	Annual estimated VMS Maintenance (12 Sites)
\$356,550.00	Sorting System Parts Replacement (2 Sites)
<b>\$1,099,787.70</b>	<b>Subtotal</b>
<b>Vendor: Iteris</b>	
Amount	Reason
\$69,914.71	Annual Maintenance for Server/Hosting of UTCVIEW
\$30,658.11	Annual Maintenance for Server/Hosting of inSPECT
<b>\$100,572.82</b>	<b>Subtotal</b>
<b>Vendor: Hexagon</b>	
Amount	Reason
\$61,911.60	Annual License
\$111,039.84	Annual Maintenance of U-Route
<b>\$172,951.44</b>	<b>Subtotal</b>
<b>Vendor: PrePass</b>	
Amount	Reason
\$7,500.00	Annual PrePass fees for use of Prepass at 6 POEs
<b>\$7,500.00</b>	<b>Subtotal</b>
<b>\$1,380,811.96</b>	<b>Total O&amp;M Costs</b>

## Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

### Indirect Costs

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

**Your State will not claim reimbursement for Indirect Costs.**

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Cell Communications	10 month	\$831.60	100.0000	\$8,316.00	\$7,900.20	\$415.80	\$0.00
Conference Registration fees	11 conferences	\$750.00	100.0000	\$8,250.00	\$7,837.50	\$412.50	\$0.00
CVSA Membership Dues	1 annual	\$12,900.00	100.0000	\$12,900.00	\$12,255.00	\$645.00	\$0.00
CVSA Inspection decals	2200 decal sheets	\$5.00	100.0000	\$11,000.00	\$10,450.00	\$550.00	\$0.00
Use of State Vehicles	7 annual	\$6,050.00	100.0000	\$42,350.00	\$40,232.50	\$2,117.50	\$0.00
Language Translation Services (on-demand)	500 minutes	\$0.69	100.0000	\$345.00	\$327.75	\$17.25	\$0.00
Annual Top Hands Event	20 Per project	\$926.55	100.0000	\$18,531.00	\$17,604.45	\$926.55	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$101,692.00</b>	<b>\$96,607.40</b>	<b>\$5,084.60</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 10 MCSAP related positions at an average of \$69.30 per month.
- **Conference Registration Fees** - 4 attendees for the CVSA Workshop, 4 attendees for the CVSA Conference, 2 attendees for COMED Conference, 3 attendees for Data Quality.
- **CVSA Membership Dues** - Cost of annual membership with CVSA, at the Class 1, Level 2 membership rate is \$12,900 currently.
- **CVSA Inspection Decals** - Purchase of 18,120 decals (1,510 sheets) of CVSA inspection decals for use by the MCD and UHP for FY 2023. Cost is \$5.00 per sheet of 12. As lead agency we provide decals to UHP and the Non-Funded certified inspectors. Per CVSA Policy, if an inspector does not have decals they may not conduct a Level 1 inspection. Between the MCD, UHP, and Non-Funded agencies, we have planned to do 15,305 inspections that could require decals. The majority of those will be CMVs in combination, with the possibility of requiring 2 decals for the inspection. The breakdown is as follows: MCD 10,950 inspections (Level I, Level V, Hazardous Materials, & Passenger), UHP 3,955 (Level I, Hazardous Materials, & Passenger), and Non-Funded 400 (Total). The number of Non-Funded agencies fluctuates based on the different cities budgetary and enforcement needs. Total with our planned inspections, we could need a total of 30,610. We have also been advised by CVSA to order all of the decals we need for the year now, as they have had issues with their printer in producing decals.
- **Use of State vehicles** - We have use of seven State vehicles for our investigator team at a cost of approximately \$504 per vehicle per month. These costs are an average that include a fuel usage rate and a monthly fixed rate per vehicle.
- **Language Translation Services (on-demand)** - We have identified a need for on-demand translation services during inspections to fully comply with Title VI of the Civil Rights Act of 1964 and comply with FMCSA/CVSA policies on Limited English Proficiency. These services are \$0.69 per minute. We have reduced the number anticipated due to our acquisition of personal devices for each agent that have the capability to use a translation application.
- **Annual Top Hands Event-** This event is our annual training event where all of our inspectors across our state meet for a week long event, as we provide training and updates as it relates to CMV safety. This event also is where we determine an inspector to represent Utah at NAIC. The funds will be used for training material along with providing needed equipment, facilities that maybe needed to house the event as it continues to grow.

**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).

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$5,386,254.00	\$283,487.00	\$5,669,741.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$850,461.00
MOE Baseline:	\$379,943.26

<b>Estimated Expenditures</b>				
<b>Personnel</b>				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Deputy Director	\$33,250.00	\$1,750.00	\$35,000.00	\$4,138.83
Division Director	\$19,000.00	\$1,000.00	\$20,000.00	\$2,069.41
Investigators	\$306,829.58	\$16,148.92	\$322,978.50	\$62,082.36
POE Agents	\$25,385.98	\$1,336.10	\$26,722.08	\$7,449.88
Operations Manager	\$51,190.37	\$2,694.23	\$53,884.60	\$8,277.65
MCSAP Manager	\$22,954.47	\$1,208.13	\$24,162.60	\$4,138.82
Investigator Supervisor	\$59,280.00	\$3,120.00	\$62,400.00	\$9,933.18
POE Supervisor	\$138,937.50	\$7,312.50	\$146,250.00	\$26,902.36
POE Inspector	\$495,580.80	\$26,083.20	\$521,664.00	\$109,264.95
Program Manager	\$20,045.00	\$1,055.00	\$21,100.00	\$4,138.82
CMV Data Specialist	\$25,363.86	\$1,334.94	\$26,698.80	\$4,966.59
Data Q Coordinator	\$24,402.84	\$1,284.36	\$25,687.20	\$4,966.59
<b>Salary Subtotal</b>	<b>\$1,222,220.40</b>	<b>\$64,327.38</b>	<b>\$1,286,547.78</b>	<b>\$248,329.44</b>
Safety Inspectors	\$183,965.60	\$9,682.40	\$193,648.00	\$0.00
<b>Overtime subtotal</b>	<b>\$183,965.60</b>	<b>\$9,682.40</b>	<b>\$193,648.00</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$1,406,186.00</b>	<b>\$74,009.78</b>	<b>\$1,480,195.78</b>	<b>\$248,329.44</b>

<b>Fringe Benefits</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CMV Data Specialist	\$13,442.84	\$707.52	\$14,150.36	\$2,731.29
Data Qs Coordinator	\$12,933.51	\$680.70	\$13,614.21	\$2,627.80
Deputy Director	\$17,622.50	\$927.50	\$18,550.00	\$3,580.50
Division Director	\$10,070.00	\$530.00	\$10,600.00	\$2,046.00
Investigators	\$162,619.68	\$8,558.92	\$171,178.60	\$33,040.70
POE Agents	\$13,454.57	\$708.13	\$14,162.70	\$2,733.67
Operations Manager	\$27,130.89	\$1,427.94	\$28,558.83	\$5,512.39
MCSAP Manager	\$12,165.86	\$640.31	\$12,806.17	\$2,471.83
Investigator Supervisor	\$31,418.40	\$1,653.60	\$33,072.00	\$6,383.52
POE Supervisor	\$73,636.88	\$3,875.62	\$77,512.50	\$14,961.38
POE Inspectors	\$262,657.82	\$13,824.10	\$276,481.92	\$53,366.23
Program Manager	\$10,623.85	\$559.15	\$11,183.00	\$2,158.53
<b>Fringe Benefits total</b>	<b>\$647,776.80</b>	<b>\$34,093.49</b>	<b>\$681,870.29</b>	<b>\$131,613.84</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Training Travel	\$21,375.00	\$1,125.00	\$22,500.00	\$0.00
MCSAP Grant Workshop	\$1,662.50	\$87.50	\$1,750.00	\$0.00
Routine Program Travel	\$11,400.00	\$600.00	\$12,000.00	\$0.00
CVSA Conference	\$9,025.00	\$475.00	\$9,500.00	\$0.00
CVSA Workshop	\$14,250.00	\$750.00	\$15,000.00	\$0.00
COHMED	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Data Quality	\$1,615.00	\$85.00	\$1,700.00	\$0.00
NAIC	\$2,660.00	\$140.00	\$2,800.00	\$0.00
Rocky Mountain Safety Summit	\$2,375.00	\$125.00	\$2,500.00	\$0.00
<b>Travel total</b>	<b>\$67,212.50</b>	<b>\$3,537.50</b>	<b>\$70,750.00</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	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Books and Subscriptions	\$13,984.00	\$736.00	\$14,720.00	\$0.00
Uniforms and Supplies	\$24,415.00	\$1,285.00	\$25,700.00	\$0.00
Microsoft Office Software	\$1,353.75	\$71.25	\$1,425.00	\$0.00
<b>Supplies total</b>	<b>\$44,502.75</b>	<b>\$2,342.25</b>	<b>\$46,845.00</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Hexagon	\$164,303.87	\$8,647.57	\$172,951.44	\$0.00
Help, Inc. - PrePass	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Utah Highway Patrol - Sub-Grantee	\$1,567,500.00	\$82,500.00	\$1,650,000.00	\$0.00
Penna Powers	\$244,697.14	\$12,878.80	\$257,575.94	\$0.00
Hunt Electric	\$1,044,798.31	\$54,989.39	\$1,099,787.70	\$0.00
Iteris	\$95,544.18	\$5,028.64	\$100,572.82	\$0.00
<b>Contractual and Subaward total</b>	<b>\$3,123,968.50</b>	<b>\$164,419.40</b>	<b>\$3,288,387.90</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Cell Communications	\$7,900.20	\$415.80	\$8,316.00	\$0.00
Conference Registration fees	\$7,837.50	\$412.50	\$8,250.00	\$0.00
CVSA Membership Dues	\$12,255.00	\$645.00	\$12,900.00	\$0.00
CVSA Inspection decals	\$10,450.00	\$550.00	\$11,000.00	\$0.00
Use of State Vehicles	\$40,232.50	\$2,117.50	\$42,350.00	\$0.00
Language Translation Services (on-demand)	\$327.75	\$17.25	\$345.00	\$0.00
Annual Top Hands Event	\$17,604.45	\$926.55	\$18,531.00	\$0.00
<b>Other Costs total</b>	<b>\$96,607.40</b>	<b>\$5,084.60</b>	<b>\$101,692.00</b>	<b>\$0.00</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$5,386,253.95</b>	<b>\$283,487.02</b>	<b>\$5,669,740.97</b>	<b>\$379,943.28</b>
<b>Total Costs Budgeted</b>	<b>\$5,386,253.95</b>	<b>\$283,487.02</b>	<b>\$5,669,740.97</b>	<b>\$379,943.28</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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$5,386,254.00	\$283,487.00	\$5,669,741.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$850,461.00
MOE Baseline:	\$379,943.26

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$1,222,220.40	\$64,327.38	\$1,286,547.78	\$248,329.44
;;;Overtime Subtotal	\$183,965.60	\$9,682.40	\$193,648.00	\$0.00
Personnel Total	\$1,406,186.00	\$74,009.78	\$1,480,195.78	\$248,329.44
Fringe Benefits Total	\$647,776.80	\$34,093.49	\$681,870.29	\$131,613.84
Travel Total	\$67,212.50	\$3,537.50	\$70,750.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$44,502.75	\$2,342.25	\$46,845.00	\$0.00
Contractual and Subaward Total	\$3,123,968.50	\$164,419.40	\$3,288,387.90	\$0.00
Other Costs Total	\$96,607.40	\$5,084.60	\$101,692.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$5,386,253.95	\$283,487.02	\$5,669,740.97	\$379,943.28
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$5,386,253.95</b>	<b>\$283,487.02</b>	<b>\$5,669,740.97</b>	<b>\$379,943.28</b>

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

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

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

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

**Part 5 Section 2 - State Certification**

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

1. What is the name of the person certifying the declaration for your State? 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 DOT

**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 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification**

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

1. What is the name of your certifying State official? Chad Sheppick
2. What is the title of your certifying State official? Motor Carrier Division Director
3. What are the phone # and email address of your State official? 801-965-4156 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 UTAH has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

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

**Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety**

*The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.*

**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