

OHIO

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Years 2018 - 2020

Date of Approval: Sep 18, 2018

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

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

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

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

For FY 2018, the primary difference in the single year and multi-year CVSP formats, is that objectives, projected goals and activities in the multi-year CVSP will cover the entire multi-year period of FYs 2018 - 2020. The financial information and certifications will be updated each fiscal year.

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2018)
- Part 5: Certifications and Documents

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

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

2 - Mission/Goal Statement

Instructions:

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

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

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

3 - MCSAP Structure Explanation

Instructions:

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

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

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

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

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

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

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

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

The Ohio Department of Taxation is a subgrantee under the ITD maintenance portion of the grant only. In this capacity, Taxation administers the IFTA program for the state which includes data uploads to FMCSA to maintain compliance with the core elements of the ITD program.

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

Lead Agency Information	
Agency Name:	PUBLIC UTILITIES COMMISSION OF OHIO
Enter total number of personnel participating in MCSAP activities	54
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	50
Traffic Enforcement Activities	0
Investigations*	53
Public Education and Awareness	45
Data Collection and Reporting	7
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	OHIO STATE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	157
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	147
Traffic Enforcement Activities	95
Investigations*	0
Public Education and Awareness	117
Data Collection and Reporting	
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

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

Part 2 - Crash Reduction and National Program Elements

1 - Overview

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

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

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

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

2 - CMV Crash Reduction

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	142	129	132
01/01/2015	12/31/2015	214	132	201
01/01/2014	12/31/2014	152	111	138
01/01/2013	12/31/2013	170	112	153
01/01/2012	12/31/2012	159	113	144

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	2		2
01/01/2015	12/31/2015	2		2
01/01/2014	12/31/2014	0		0
01/01/2013	12/31/2013	3		3
01/01/2012	12/31/2012	2		2

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

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

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

Source of data is the SNET as of July 31, 2017. Figures do not include government vehicles.

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

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

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

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

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

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Over the years the state has struggled to identify specific areas, vehicles, industries, etc. where major impacts can be made to reduce crashes and fatalities related to commercial motor vehicles. Data gathered each year paints a similar picture with few, if any unique areas standing out as needing special attention. Consequently, the state has repeatedly sought to allocate its resources to the areas where the most crashes occur. In the past, focus has been on the more comprehensive Level 1 Inspections and traffic enforcement with an inspection.

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

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

To accomplish this ambitious goal, the below activities will be the focus of work performed by the state:

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

Enter the data source and capture date:

Safetynet as of July 31, 2017

Projected Goal for FY 2018 - 2020:

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

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

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

Program Activities for FY 2018 - 2020: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

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

Source: MCMIS 6/30/17

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

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

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

Source: MCMIS 6/30/17

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

Baseline

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

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

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

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

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

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

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

3 - Roadside Inspections

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

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

Trend Analysis for 2012 - 2016

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

Narrative Overview for FY 2018 - 2020

Overview:

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

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

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

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

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

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2018 - 2020. For FY 2018 - 2020, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: PUBLIC UTILITIES COMMISSION OF OHIO

Enter the total number of certified personnel in the Lead agency: 30

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	816	280	0	1096	52.49%
Level 2: Walk-Around	321	463	0	784	37.55%
Level 3: Driver-Only	116	4	0	120	5.75%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	88	88	4.21%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	1253	747	88	2088	

MCSAP subrecipient agency

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

Subrecipient is: OHIO STATE HIGHWAY PATROL

Enter the total number of certified personnel in this funded agency: 151

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9312	1632	0	10944	15.70%
Level 2: Walk-Around	20924	3648	100	24672	35.39%
Level 3: Driver-Only	34108	0	0	34108	48.92%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Funded Agencies	64344	5280	100	69724	

Subrecipient is: OHIO DEPARTMENT OF TAXATION

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

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

OHIO BUREAU OF MOTOR

Subrecipient is: VEHICLES

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

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2018:	

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: PUBLIC UTILITIES COMMISSION OF OHIO					
# certified personnel: 30					
Subrecipient Agencies: OHIO BUREAU OF MOTOR VEHICLES, OHIO DEPARTMENT OF TAXATION, OHIO STATE HIGHWAY PATROL					
# certified personnel: 151					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	10128	1912	0	12040	16.77%
Level 2: Walk-Around	21245	4111	100	25456	35.45%
Level 3: Driver-Only	34224	4	0	34228	47.66%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	88	88	0.12%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	65597	6027	188	71812	

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

The FMCSA Large Truck and Bus Facts 2015 indicate that from 2013-2015 only an average of 5.7% of large trucks involved in fatal crashes had a vehicle related factor associated with the crash (see chart). The Ohio State Highway Patrol has placed a greater emphasis on Level 3 inspections and traffic enforcement to address driver violations contributing to crashes. Inspectors are instructed to increase the level of inspection whenever potential vehicle defects are identified or suspected. Several level 3 only local post troopers have been certified in the last two years to bolster this effort, while the number of Motor Carrier Enforcement inspectors who conduct the majority of level 1 inspections has decreased due to budgetary constraints. Analysis Division, Federal Motor Carrier Safety Administration Large Truck and Bus Crash Facts 2015 FMCSA-RRA-16-021 February 2017 Vehicles Table 31. Large Trucks in Fatal Crashes by Vehicle-Related Factors, 2013-2015 Vehicle-Related Factors 2013 2014 2015 Number Percent Number Percent Number Percent Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle) 15 0.4% 52 1.4% 96 2.4% Tires 56 1.4% 51 1.4% 49 1.2% Brake System 45 1.1% 42 1.1% 46 1.1% Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone) 8 0.2% 15 0.4% 15 0.4% Power Train 5 0.1% 8 0.2% 7 0.2% Vehicle Contributing Factors - No Details 7 0.2% 8 0.2% 7 0.2% Police, Fire, or EMS Vehicle at Scene 4 0.1% 3 0.1% 5 0.1% Wheels 3 0.1% 2 0.1% 3 0.1% Truck Coupling / Trailer Hitch / Safety Chains 3 0.1% 7 0.2% 2 * Safety Systems 0 0.0% 1 * 2 * Windows/Windshield 0 0.0% 0 0.0% 2 * At Least One Vehicle-Related Factor Recorded 169 4.3% 214 5.7% 258 6.4% No Vehicle-Related Factors Recorded 3,752 95.7% 3,535 94.3% 3,792 93.6% Total 3,921 100.0% 3,749 100.0% 4,050 100.0% *Less than 0.05 percent. Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

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

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

Trend Analysis for 2012 - 2016

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

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

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

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

Projected Goals for FY 2018 - 2020

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

Projected Goals for FY 2018 - 2020 - Investigations						
Investigation Type	FY 2018		FY 2019		FY 2020	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	49	0	49	0	49
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	363	0	363	0	363	0
CSA On-Site Comprehensive	75	0	75	0	75	0
Total Investigations	438	49	438	49	438	49
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

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

Ohio will conduct interventions pursuant to the CSA Methodology in partnership with the FMCSA Ohio Division office. In addition, intrastate reviews will be conducted pursuant to the state specific project contained within this plan. Finally, when complaints about carriers have been received, reviews will be coordinated with the FMCSA depending upon whether they are inter or intrastate in nature and interventions assigned as necessary. In terms of staffing, during FFY 2018 the state anticipates having a total of 19 certified staff conducting interventions with 3 being only 1/2 time. Between 2018 and 2020 the state will be seeking to add 4 staff to this baseline figure for a total of 23. However, at this time we do not know when those positions will be approved, nor how long it may take to get them up to speed and fully productive. Thus, the goal for the number of interventions per year will be set at a constant number with updates and changes made to the plan in future years as necessary.

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

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

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

In addition to the quantitative goals contained above, supervisors also look closely at the work products being produced to ensure they meet qualitative expectations set for each staff person. Both SNET reports and internal work review data are looked at to determine the number of corrections required as well as how investigators compare to other state, regional, and national figures related to the number and types of violations, quality, and timeliness of work. The PUCO has a dedicated manager and staff reviewer responsible for assigning and reviewing interventions to ensure that work has been completed appropriately. The staff reviewer and manager will closely monitor work for qualitative and timeliness issues and help PUCO supervisors, staff and the FMCSA to identify and correct problem areas.

5 - Traffic Enforcement

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

Trend Analysis for 2012 - 2016

Instructions:

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

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

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

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

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

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

Source: Ohio SafetyNet Database May 2017

Narrative Overview for FY 2018 - 2020

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic

enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

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

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

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

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

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

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
71812	487	965	73264	76601

The sum of your planned FY 2018 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2018 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

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

On a monthly, quarterly and annual basis supervisors from the OSHP will review management reports generated from

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

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. ([49 CFR 350.201 \(aa\)](#)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(cc\)](#).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

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.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Step 8	Yes

Available data sources:

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

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

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

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative and Projected Goal:

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

NA

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

NA

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

NA

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.

Trend Analysis for 2012 - 2016

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

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

Narrative Overview for FY 2018 - 2020

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

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

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

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

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

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

Projected Goals for FY 2018 - 2020

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	110	110	110
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events			
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

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

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

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

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

4 State Association Talks per year(4 PUCO)

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

8 - State Safety Data Quality (SSDQ)

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

SSDQ Compliance Status

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

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

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	Good	Good	Good	Good
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.

Current as of June 30, 2017

Narrative Overview for FY 2018 - 2020

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

NA

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

NA

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

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

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

9 - New Entrant Safety Audits

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

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

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

Trend Analysis for 2012 - 2016

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

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

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2018 - 2020

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

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

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

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

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.

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

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

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

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

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

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

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

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

Step1 – Identify new entrant Motor Carriers

Step 2 – Contact Motor Carriers

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

Step 4 - Conduct Audits

Step 5 - Submit Completed Report

Step 5 – Follow Up if Necessary

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

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

Part 3 - National Emphasis Areas and State Specific Objectives

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

1 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

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

Check this box if:

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

2 - Passenger Carrier Enforcement**Instructions:**

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

Check this box if:

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

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.

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

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

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

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

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

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

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

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

Overall during the course of the project 3 out of the 5 counties saw a significant reduction in the number of crashes. However, this reduction was likely due to a decrease in drilling operations. Both the PUCO and OSHP generally met the goals of the project and overall it was a success. However, at this time we do not believe that renewing the project would be advisable. Personnel working in areas where high volumes of drilling are occurring will, as a part of their daily work, continue to pay close attention to drivers, vehicles, and companies involved in oilfield operations and supervisors will closely monitor crashes occurring in those areas to determine if additional effort is warranted. Should activity and crashes begin to rise again, the state would seek to develop a new oilfields project to address

the problem.

Activity #2

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

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

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

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

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

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

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

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

Activity #3

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

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

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

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

each will be conducted in the high crash areas. Inspections conducted during tactical squads will be uploaded within 48 hours of the completion of the inspection, with 98% accuracy. Work performed by each squad will be logged and monitored to ensure that it is in line with the activity goals. Supervisors will review reports to ensure the accuracy and goals of the program are being met. There will be 36 safety talks conducted annually aimed at educating carriers and the general public about traffic safety and awareness around commercial motor vehicles. ted and reviews performed, OSHP supervisors will work with staff on any identified problems and make any overall programmatic adjustments as needed.

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

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

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

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

4 - 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 hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2018 - 2020. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Intrastate Top 25

Narrative Overview for FY 2018 - 2020

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

Based upon research conducted in 2015 it was found that 35.8% of all crashes in the state involved an intrastate motor carrier that was domiciled in Ohio. Furthermore, where an inspection was conducted that contained at least one out-of-service violation, 29.23% involved an intrastate carrier domiciled in the state. Finally, research conducted by the FMCSA on the effectiveness of interventions shows that such activities can contribute to the reduction in crashes. Therefore, the state believes that a dedicated program to ensure the highest risk intrastate carriers receive a compliance review is a worthwhile safety investment.

Projected Goals for FY 2018 - 2020:

Enter performance goal.

The overall objective will be to conduct intrastate compliance reviews on approximately 1% of the highest risk carriers in the state each of the next three years (2018, 2019, 2020). To achieve this, a selection methodology that looks at inspections on a quarterly basis and assigns scores based on violations will be used. Each quarter, a new list of intrastate motor carriers that have had an inspection in the prior quarter will be pulled from Safetynet and ranked based upon the scoring methodology. Those with the highest scores will receive top priority for assignment.

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

On an annual basis, the top 25 intrastate carriers with the worst safety record will receive a compliance review (75 total over 3 years).

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

The manager in charge of assigning compliance reviews will oversee the program and monitor assignments using a standard monthly report and custom database to track the reviews conducted. This individual will also ensure that staff assignments related to the project are properly maintained and kept current. They will also re-run a query in SNET each quarter and update any assignments based on the new data. Finally, individual supervisors will monitor staff progress on specific assignments to ensure that assigned reviews are being completed in a timely manner. Where problems arise, supervisors will work with staff having difficulties and where necessary consult with senior managers to resolve issues.

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [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 ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** 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.
 - 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 data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **Calculation of Federal and State Shares**

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

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

States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

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

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

- **Expansion of 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.

The system will confirm that:

- *Federal share plus State share equals Total Project Costs on each line item*
- *Accounting Method is selected in Personnel, Part 4.2*
- *Overtime value does not exceed the FMCSA limit*
- *Planned MOE Costs equal or exceed FMCSA limit*
- *Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts*
- *Territory's proposed Total Project Costs are within \$5 of \$350,000*

For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$9,398,801.00	\$1,658,612.00	\$11,057,413.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$1,658,612.00
MOE Baseline:	\$1,052,657.39

2 - Personnel

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

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.

Note: *Do not include any personally identifiable information in the eCVSP.*

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 of 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. For example, a MCSAP officer spent approximately 35 percent of his 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 annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual 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, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	\$1,658,612.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Administrative Staff	7	100.0000	\$22,722.69	\$159,058.83	\$135,200.01	\$23,858.82
Enforcement Support	4	100.0000	\$49,841.65	\$199,366.60	\$169,461.61	\$29,904.99
Enforcement Managers	6	100.0000	\$73,521.03	\$441,126.18	\$374,957.25	\$66,168.93
Investigators	12	100.0000	\$51,915.36	\$622,984.32	\$529,536.67	\$93,447.65
Examiners	5	100.0000	\$46,803.19	\$234,015.95	\$198,913.56	\$35,102.39
HM Investigators (Field)	12	100.0000	\$57,982.61	\$695,791.32	\$591,422.62	\$104,368.70
Compliance Manager	1	100.0000	\$71,070.30	\$71,070.30	\$60,409.76	\$10,660.54
Compliance Support	1	100.0000	\$38,366.92	\$38,366.92	\$32,611.88	\$5,755.04
Compliance Investigators	1	100.0000	\$49,506.15	\$49,506.15	\$42,080.23	\$7,425.92
HM Investigators (in House)	3	100.0000	\$61,636.91	\$184,910.73	\$157,174.12	\$27,736.61
IT/Data Support	3	100.0000	\$44,329.24	\$132,987.72	\$113,039.56	\$19,948.16
Subtotal: Salary				\$2,829,185.02	\$2,404,807.27	\$424,377.75
Overtime Project Costs						
Subtotal: Overtime				\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$2,829,185.02	\$2,404,807.27	\$424,377.75
Accounting Method:	Cash					
Planned MOE: Personnel	\$1,259,804.00					

Enter detailed explanation of how you came up with the personnel costs.

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

The methodology discussed above for determining MCSAP eligible expenses in the personnel line item does not match the required data entry fields and pre-programmed calculations used by the ECVSP template. Consequently, certain information entered in the personnel template above is not an accurate representation of the percent of time, annual salary or total project costs. To enable the state to utilize the ECVSP template, figures in these fields had to be adjusted in a manner that would produce the correct costs for each staffing line item. The staff line items provided, number of staff they represent, and the federal and state share figures are correct and the Total Project Costs are an accurate representation of only the Federal and State shares but do not represent the full project cost of each line item since they exclude MOE.

3 - Fringe Benefits

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

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 have an 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\(b\)](#).

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

The cost of fringe benefits are allowable if:

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

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

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

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

The **Fringe Benefit Rate** is:

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

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8/100 = \$97,200$ Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
Fringe Benefits	61.1100	\$1,772,786.78	\$1,083,350.00	\$920,847.50	\$162,502.50
TOTAL: Fringe Benefits			\$1,083,350.00	\$920,847.50	\$162,502.50
Planned MOE: Fringe Benefits	\$866,978.00				

Enter detailed explanation of how you came up with the fringe benefits costs.

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

The PUCO utilizes fringe benefits as a part of an employees compensation package. The PUCO fringe rate is annually submitted and approved by its cognizant agency (FMCSA). The letter detailing this approval is attached to the ECVSP.

The final grant award was less than originally estimated. As a result a reduction was applied to the fringe costs.

4 - Travel

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

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

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

Total Project Costs should be determined by State users, and input in the table below.

Travel Project Costs					
Purpose	# of Staff	# of Days	Total Project Costs	Federal Share	State Share
CVSA Fall Conference	3	6	\$4,165.20	\$3,540.42	\$624.78
CVSA Spring conference	3	6	\$4,165.20	\$3,540.42	\$624.78
COHMED	2	6	\$1,619.80	\$1,376.83	\$242.97
NAIC	4	6	\$2,329.60	\$1,980.16	\$349.44
MCSAP Leadership Meeting	3	6	\$2,429.70	\$2,065.25	\$364.45
MCSAP RAD Meeting	1	6	\$736.90	\$626.37	\$110.53
MCSAP Data Meeting	2	6	\$1,619.80	\$1,376.83	\$242.97
CVISN Meeting	2	6	\$1,619.80	\$1,376.83	\$242.97
TOTAL: Travel			\$18,686.00	\$15,883.11	\$2,802.89
Planned MOE: Travel	\$116,214.00				

Enter detailed explanation of how you came up with the travel costs.

Travel is used to achieve several purposes. Some is used to get people to and from training necessary to the program. In other cases it is related to attendance at conferences and meetings that will aid in enhancing motor carrier safety in Ohio. The table below includes each item in the budget along with an explanation of how it will be used in the program. It is important to note that all travel in this budget will be used to meet the state's MOE and will not be used for either the federal or state share.

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

Travel	
Training	
NAS A	Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicle operators.
NAS B	Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicles.
General Hazmat	Required course for those who conduct driver/vehicle inspections involving hazardous materials. Designed to train personnel to inspect HM shipments for compliance with Hazardous Materials Regulations,

	either on the roadside or at a carrier's or shipper's place of business.
Compliance Review	Required course for those who conduct compliance reviews. Designed to prepare investigators to conduct investigations and complete a quality Compliance Review in accordance with the Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations.
Passenger	Required course for those who conduct driver/vehicle inspections involving buses. Designed to train personnel to inspect bus related equipment and drivers either on the roadside or at a carrier's place of business.
New Entrant	Required course for those who conduct new entrant safety audits. Designed to provide participants with the knowledge, skills and ability to conduct a new entrant safety audit.
ELD Phase 2	Training to provide knowledge and skills on how to utilize Electronic Logging Devices. Training is required by FMCSA for all staff in positions that analyze log book data. Details on classes will be provided by FMCSA once a schedule and course materials have been finalized.
Refresher Training	
In-service	Annual training to reinforce proper techniques to conduct inspections, investigations and safety audits. Focus is on identifying new and changing regulations, enforcement procedures, rules, and laws as well as identifying areas where it has been determined additional training is necessary based upon prior year performance.
Conferences	
CVSA Fall	Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations
CVSA Spring	Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations
COHMED	Provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the conference, coupled with hands-on training and in-depth education, is critical to building cooperation among stakeholders. The COHMED Conference is an unparalleled opportunity to network, build better working relationships, learn the latest trends and techniques, and provide input into future changes and regulations.
NAIC	Allows inspectors to compete against other jurisdictions across North America. During the week training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures is provided and attendees are afforded the chance to share insights, ideas, techniques and

	<p>experiences with other inspectors. Attendees bring back information, materials, and training to the state so it can be implemented, used and shared with other staff.</p>
MCSAP Leadership Mtg	<p>Meetings and training designed to offer policy, procedure and legislative/regulatory updates to leadership staff at the state level. Sessions permit state and federal officials to exchange information and ideas, receive MCSAP specific training and understand federal expectations/priorities regarding MCSAP work.</p>
MCSG Rad Mtg	<p>The Midwest Council on State Governments Radioactive transportation meetings allow states from throughout the region to meet and discuss issues related to the transportation of radioactive materials.</p>
MCSAP Data Mgmt Mtg	<p>The MCSAP data management meeting allows state personnel engaged in the analysis, reporting, upload, correction and maintenance of data to receive training, identify issues and work collaboratively to improve the quality and timeliness of data stored in state / federal systems.</p>
CVISN Annual Meeting	<p>The CVISN annual meeting allows for information sharing between state and federal partners, provides a forum for cooperative problem solving, and offers invaluable training and in-depth education regarding the latest rules, laws, policies and procedures.</p>

5 - Equipment

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

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

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

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs						
Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share	State Share
TOTAL: Equipment				\$0.00	\$0.00	\$0.00
Equipment threshold is \$1,000						
Planned MOE: Equipment	\$118,000.00					

Enter detailed explanation of how you came up with the equipment costs.

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

Equipment costs are budgeted by first determining the amount for each item. This is done by by calculating the number of units/items times the cost per unit/item to determine the total cost. Next, the state determines which portion of that cost is eligible under the MCSAP and once this has been calculated, the total eligible cost is budgeted between the federal and state share as well as the MOE. It is important to note that all equipment in this budget will be used to meet the state's MOE and will not be used for either the federal or state share.

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

Equipment (Items with a Value over \$1,000)	
Office Equipment	
Laptop	Laptops will be purchased and placed into stock, to replace items that are beyond their useful lifespan. They are used by staff

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

6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.

Total Project Costs equal #of Units x Cost per Unit.

Supplies Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
TOTAL: Supplies				\$0.00	\$0.00	\$0.00
Planned MOE: Supplies	\$9,302.28					

Enter detailed explanation of how you came up with the supplies costs.

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

Supplies	
Office Supplies	
Metal Ruler	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used during vehicle inspections to determine compliance with specific regulations
Printer	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used to print documents, inspection reports, compliance reviews, new entrant safety audits and other documents in the course of MCSAP work.
Scanner	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a new one. Used to scan documents to support investigations, inspections, compliance reviews, and safety audits under the MCSAP.
Digital Camera	Item is being replaced due to wear and age and to ensure that a sufficient number remain in stock should an individual need a

	new one. Used to photograph and document violations discovered during an inspection, review, audit or incident.
MARCs Radio	Item is being replaced due to wear and age and to ensure that all staff are equipped with a radio. Used to communicate with supervisors and other staff as well as with other state agencies when necessary.
HM Inspection Supplies	
HMR Books	HMR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR.
Inspection Supplies	
FMCSR Books	FMCSR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR.
NAS OOS Criteria Books	NAS Criteria is revised annually and new books must be purchased to ensure inspectors have access to the most recent, up-to-date information regarding the NAS OOS criteria.
Hard Hat	Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Hard hats are an essential piece of safety equipment used when conducting vehicle inspections or at carrier/shipper facilities where they are required to access certain areas of a facility.
CVSA Decals	Decals are applied in conformance with the Standard North American Inspection procedure and are ordered based on prior use and need to ensure sufficient supplies are available but not in excess of what is required
Other Supplies	
In-Vehicle Workstand	Device is being replaced for staff that are receiving new laptops that are no longer compatible with the existing stand in the vehicle they are assigned. Stands are used to hold laptops secure in a vehicle so that staff can conduct work from the driver's seat of the vehicle.
Vehicle Battery Charger	Item is being purchased to replace existing chargers that are no longer functioning properly. Chargers are used to provide power to a vehicle when a battery has lost charge or is not working properly. During colder months vehicles equipped with light bars and other equipment have been

	<p>susceptible to battery failures. Keeping a handful of chargers on hand throughout the state allows supervisors to assist staff who experience issues and prevents additional cost and loss of work time.</p>
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7 - Contractual and Subaward

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

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

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

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

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

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

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

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

Total Project Costs should be determined by State users and input in the table below.

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 used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
Ohio Department of Public Safety	DUNS	808847842	Subrecipient	\$6,816,754.00	\$5,794,240.90	\$1,022,513.10
Description of Services: The Ohio State Highway Patrol is responsible for conducting driver/vehicle inspections.						
TOTAL: Contractual and Subaward				\$6,816,754.00	\$5,794,240.90	\$1,022,513.10
Planned MOE: Contractual and Subaward	\$0.00					

Enter detailed explanation of how you came up with the contractual and subaward costs.

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

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

bypass decisions meet the ITD and MCSAP plan for the state. It also allows Ohio to learn best practices for crash reduction.

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

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

In addition to the reduction in fringe costs additional reductions and adjustments came from the contractual project costs.

The adjustments included the following: The elimination of LLI troopers. Fuel and MARCs cost were added by reducing personnel for Motor Carrier Enforcement Inspectors, L3 troopers and overtime. Level VI travel was not used and monies were moved to add the approved CVSA Brake Safety Symposium expenses. ELD Connectivity equipment was not purchased and the monies were moved

to add lines for Chamber mates and outer carriers for vests.

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative. Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

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.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item 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 Number of Units x Cost per Item.

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Costs	Total Indirect Costs	Federal Share	State Share
Salaries and Wages (SW)	12.03	\$2,572,219.45	\$309,437.99	\$263,022.29	\$46,415.70
TOTAL: Indirect Costs			\$309,437.99	\$263,022.29	\$46,415.70

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
TOTAL: Other Costs				\$0.00	\$0.00	\$0.00
Planned MOE: Other Costs	\$37,982.00					

Enter detailed explanation of how you came up with the other costs.

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

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

Other (Items Not in Any Other Area)	
Fees	
CVSA Spring	Attendance at the CVSA meeting allows the state to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform
CVSA Fall	Attendance at the CVSA meeting allows the state to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform
COHMED	Attendance at the annual conference provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the conference, coupled with hands-on training and in-depth education, is critical to building cooperation among stakeholders. The COHMED Conference is an unparalleled opportunity to network, build better working relationships, learn the latest trends and techniques, and provide input into future changes and regulations
NAIC	NAIC competitors receive training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures while sharing insights, ideas, techniques and experiences with other inspectors. Those who attend bring back information, materials, and training to the state so it can be implemented, used and shared with other staff.
MCSG Radioactive Trans Mtg.	The Midwest Council on State Governments Radioactive transportation meetings allow states from throughout the region to meet and discuss issues related to the transportation of radioactive materials.
Equipment Maintenance	

Rad Equipment Calibration	This fee is used to ensure that Radioactive detection and monitoring equipment is calibrated on a regular basis to ensure it is performing correctly.
Memberships	
CVSA	The Commercial Vehicle Safety Alliance (CVSA) is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety. Its mission is to improve commercial motor vehicle safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and education to enforcement, industry and policy makers.
MARCs Radio Fee (\$20/Month)	This fee allows the PUCO to gain access to the statewide Multi Agency Radio Communications (MARCs) system and allows for communication by and between PUCO staff and their supervisors and can also be used to communicate with other state agencies that use the system.
Health Monitoring	
HMS 2 Annual Physicals	This cost is to conduct required annual physicals of staff that are engaged in the inspection of vehicles and/or facilities where hazardous materials are present.
ITD Maintenance PUCO	
Prophecy Software License	This software used by field personnel to determine locations and distances as well as directions and routes used by motor carriers and their drivers. It is primarily used to determine driver log/HOS related violations. Periodically the software licenses must be renewed.

9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$9,398,801.00	\$1,658,612.00	\$11,057,413.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,658,612.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Administrative Staff	\$135,200.01	\$23,858.82	\$159,058.83
Enforcement Support	\$169,461.61	\$29,904.99	\$199,366.60
Enforcement Managers	\$374,957.25	\$66,168.93	\$441,126.18
Investigators	\$529,536.67	\$93,447.65	\$622,984.32
Examiners	\$198,913.56	\$35,102.39	\$234,015.95
HM Investigators (Field)	\$591,422.62	\$104,368.70	\$695,791.32
Compliance Manager	\$60,409.76	\$10,660.54	\$71,070.30
Compliance Support	\$32,611.88	\$5,755.04	\$38,366.92
Compliance Investigators	\$42,080.23	\$7,425.92	\$49,506.15
HM Investigators (in House)	\$157,174.12	\$27,736.61	\$184,910.73
IT/Data Support	\$113,039.56	\$19,948.16	\$132,987.72
Salary Subtotal	\$2,404,807.27	\$424,377.75	\$2,829,185.02
Overtime subtotal	\$0.00	\$0.00	\$0.00
Personnel total	\$2,404,807.27	\$424,377.75	\$2,829,185.02
Planned MOE	\$1,259,804.00		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Fringe Benefits	\$920,847.50	\$162,502.50	\$1,083,350.00
Fringe Benefits total	\$920,847.50	\$162,502.50	\$1,083,350.00
Planned MOE	\$866,978.00		

Travel			
	Federal Share	State Share	Total Project Costs
CVSA Fall Conference	\$3,540.42	\$624.78	\$4,165.20
CVSA Spring conference	\$3,540.42	\$624.78	\$4,165.20
COHMED	\$1,376.83	\$242.97	\$1,619.80
NAIC	\$1,980.16	\$349.44	\$2,329.60
MCSAP Leadership Meeting	\$2,065.25	\$364.45	\$2,429.70
MCSAP RAD Meeting	\$626.37	\$110.53	\$736.90
MCSAP Data Meeting	\$1,376.83	\$242.97	\$1,619.80
CVISN Meeting	\$1,376.83	\$242.97	\$1,619.80
Travel total	\$15,883.11	\$2,802.89	\$18,686.00
Planned MOE	\$116,214.00		

Equipment			
	Federal Share	State Share	Total Project Costs
Equipment total	\$0.00	\$0.00	\$0.00
Planned MOE	\$118,000.00		

Supplies			
	Federal Share	State Share	Total Project Costs
Supplies total	\$0.00	\$0.00	\$0.00
Planned MOE	\$9,302.28		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Ohio Department of Public Safety	\$5,794,240.90	\$1,022,513.10	\$6,816,754.00
Contractual and Subaward total	\$5,794,240.90	\$1,022,513.10	\$6,816,754.00
Planned MOE	\$0.00		

Other Costs			
	Federal Share	State Share	Total Project Costs
Other Costs total	\$0.00	\$0.00	\$0.00
Planned MOE	\$37,982.00		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$9,135,778.78	\$1,612,196.24	\$10,747,975.02
Indirect Costs	\$263,022.29	\$46,415.70	\$309,437.99
Total Costs Budgeted	\$9,398,801.07	\$1,658,611.94	\$11,057,413.01
Total Planned MOE	\$2,408,280.28		

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.

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$9,398,801.00	\$1,658,612.00	\$11,057,413.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,658,612.00
MOE Baseline:	\$1,052,657.39

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$2,404,807.27	\$424,377.75	\$2,829,185.02	NA
Overtime Subtotal	\$0.00	\$0.00	\$0.00	NA
Personnel Total	\$2,404,807.27	\$424,377.75	\$2,829,185.02	\$1,259,804.00
Fringe Benefits Total	\$920,847.50	\$162,502.50	\$1,083,350.00	\$866,978.00
Travel Total	\$15,883.11	\$2,802.89	\$18,686.00	\$116,214.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$118,000.00
Supplies Total	\$0.00	\$0.00	\$0.00	\$9,302.28
Contractual and Subaward Total	\$5,794,240.90	\$1,022,513.10	\$6,816,754.00	\$0.00
Other Costs Total	\$0.00	\$0.00	\$0.00	\$37,982.00
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$9,135,778.78	\$1,612,196.24	\$10,747,975.02	\$2,408,280.28
Indirect Costs	\$263,022.29	\$46,415.70	\$309,437.99	NA
Total Costs Budgeted	\$9,398,801.07	\$1,658,611.94	\$11,057,413.01	\$2,408,280.28

Part 5 - Certifications and Documents

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

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

1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Asim Haque
2. What is this person's title? Chairman
3. Who is your Governor's highway safety representative? John Born
4. What is this person's title? Director, Ohio Department of Public Safety

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

- ☒ Yes
- ☐ No

State Certification declaration:

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

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

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

1. What is the name of your certifying State official? Asim Haque
2. What is the title of your certifying State official? Chairman
3. What are the phone # and email address of your State official? For Questions Contact: Alan Martin 614-738-9486
Alan.Martin@puco.ohio.gov

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

☒ Yes

☐ No

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

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

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☐ Yes ☒ No

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

☐ Yes ☒ No

Oilfield Projects Results

Objective

Over the next 3 years the goal will be to lower the number of CMV crashes in each of these counties by

Oilfield Crash Reduction Project Goals Vs. Actual Crashes							
County	2011-2013 Baseline	3 Year Goal	2015	2016	2017	3 Year Total	Goal Vs. Actual
Monroe	54	51	37	37		74	23
Belmont	542	506	265	244		509	3
Harrison	155	146	68	57		125	-21
Jefferson	272	256	98	85		183	-73
Carroll	163	153	37	33		70	-83

Activity Plan

OSHP will organize 1 tactical squad (consisting of no less than three certified inspectors working a minimum of 6

PUCO - Total Outreach to Oilfield Project by County

		2017 Results				
County	Goal	Q1	Q2	Q3	Q4	Total
Monroe	4					0
Belmont	4	1	1			2
Harrison	4	1				1
Jefferson	4					0
Carroll	4					0
Total Outreach	20	2	1	0	0	3

PUCO - Total Project Inspections by County

		2017 Results				
County	Goal	Q1	Q2	Q3	Q4	Total
Monroe	15	9	1			10
Belmont	15	38	1			39
Harrison	15	43	4			47
Jefferson	15	14	0			14
Carroll	15	12	0			12
Total Outreach	75	116	6	0	0	122

OSHP Project Tactical Squads Conducted by OSHP Post Area

		2017 Results				
County	Goal	Q1	Q2	Q3	Q4	Total
New Philadelphia Post (Carroll County)	4	1	2			3
St Clairsville Post (Monroe & Belmont Counties)	4	2	3			5
Steubenville Post (Harrison & Jefferson Counties)	4	2	1			3
Total Outreach	12	5	6	0	0	11

Each squad will consist of no less than 3 certified inspectors working a minimum of 6 hours each with a goal of 1 per quarter.

OSHP Project TAC Squad Hours Worked by OSHP Post Area

		2017 Results				
County	Goal	Q1	Q2	Q3	Q4	Total
New Philadelphia Post (Carroll County)	96	28	48			76
St Clairsville Post (Monroe & Belmont Counties)	96	49	80			129
Steubenville Post (Harrison & Jefferson Counties)	96	54	28			82
Total Outreach	288	131	156	0	0	287

OSHP Oil Field TAC Squads Inspections by OSHP Post Area

		2017 Results				
County		Q1	Q2	Q3	Q4	Total
New Philadelphia Post (Carroll County)		19	39			58
St Clairsville Post (Monroe & Belmont Counties)		36	67			103
Steubenville Post (Harrison & Jefferson Counties)		39	22			61
Total Outreach		94	128	0	0	222

OSHP Oil Field TAC Squads Traffic Stops by OSHP Post Area

		2017 Results				
County		Q1	Q2	Q3	Q4	Total
New Philadelphia Post (Carroll County)		21	47			68
St Clairsville Post (Monroe & Belmont Counties)		36	85			121
Steubenville Post (Harrison & Jefferson Counties)		45	22			67
Total Outreach		102	154	0	0	256

Top 25 Intrastate Carriers CR Project Results

Intra Top 25 Project

Year	Goal	Q1	Q2	Q3	Q4	Total	Quarterly Goal
FFY 2016	25	3	7	7	8	25	6
FFY 2017	25	2	2			4	6
FFY 2018	25					0	6
FFY 2019	25					0	6
Total	100	5	9	7	8	29	

High Crash Areas Project Results

FFY 2017 High Crash Area Project Activities - Inspections

County	Actual				Total
	Q1	Q2	Q3	Q4	
Findlay District	1,543	1,412			2,955
Bucyrus District	1,651	1,602			3,253
Cleveland District	2,851	3,046			5,897
Warren District	1,413	1,473			2,886
Piqua District	1,173	1,054			2,227
Columbus District	1,675	1,436			3,111
Cambridge District	884	1,271			2,155
Wilmington District	1,628	1,590			3,218
Jackson District	638	564			1,202
Total	13,456	13,448	0	0	26,904

FFY 2017 High Crash Area Project Activities - Tactical Squads

County	Goal	Actual				Total	Quarterly Goal
		Q1	Q2	Q3	Q4		
Findlay District	12	3	3			6	3
Bucyrus District	12	4	0			4	3
Cleveland District	12	28	35			63	3
Warren District	12	3	3			6	3
Piqua District	12	6	5			11	3
Columbus District	12	10	10			20	3
Cambridge District	12	2	4			6	3
Wilmington District	12	5	6			11	3
Jackson District	12	3	4			7	3
Total	108	64	70	0	0	134	27

FFY 2017 High Crash Area Project Activities - Tactical Squad Hours

County	Goal Hrs.Total	Actual				Total	Quarterly Goal
		Q1	Q2	Q3	Q4		
Findlay District	216	360.00	358.00			718.00	54
Bucyrus District	216	193.00	0.00			193.00	54
Cleveland District	216	816.00	1092.00			1908.00	54
Warren District	216	374.00	327.00			701.00	54
Piqua District	216	216.00	228.00			444.00	54
Columbus District	216	250.00	229.50			479.50	54
Cambridge District	216	42.00	106.00			148.00	54
Wilmington District	216	126.00	210.00			336.00	54
Jackson District	216	120.00	136.00			256.00	54
Total	1,944.00	2,497.00	2,686.50	0.00	0.00	5,183.50	486

INDIRECT COST RATE AGREEMENT STATE AGENCY

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

Date: March 16, 2017
AGREEMENT NO. 2017-05
Filing Reference: This replaces previous
Agreement 2015-09, dated January 22, 2016

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

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

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

TYPE	Effective Period		Coverage			Applicability
	From	To	Rate	Base	Location	
<u>INDIRECT RATE</u>						
Fixed	07-01-10	06-30-11	9.34%	1/	All	All Programs
Fixed	07-01-11	06-30-12	8.06%	1/	All	All Programs
Fixed	07-01-12	06-30-13	11.32%	1/	All	All Programs
Fixed	07-01-13	06-30-14	14.83%	1/	All	All Programs
Fixed	07-01-14	06-30-15	27.18%	1/	All	All Programs
Fixed	07-01-15	06-30-16	30.15%	1/	All	All Programs
Fixed	07-01-16	06-30-17	28.69%	1/	All	All Programs
Fixed	07-01-17	06-30-18	12.03%	1/	All	All Programs
<u>FRINGE BENEFIT RATE</u>						
Fixed	07-01-10	06-30-11	55.83%	1/	All	All Programs
Fixed	07-01-11	06-30-12	51.91%	1/	All	All Programs
Fixed	07-01-12	06-30-13	56.22%	1/	All	All Programs
Fixed	07-01-13	06-30-14	61.64%	1/	All	All Programs
Fixed	07-01-14	06-30-15	59.18%	1/	All	All Programs
Fixed	07-01-15	06-30-16	61.45%	1/	All	All Programs
Fixed	07-01-16	06-30-17	62.43%	1/	All	All Programs
Fixed	07-01-17	06-30-18	61.11%	1/	All	All Programs

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

INDIRECT COST RATE AGREEMENT
STATE AGENCY

ORGANIZATION: Public Utilities Commission of Ohio

Section II - Particulars

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

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

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

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

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

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

INDIRECT COST RATE AGREEMENT
STATE AGENCY

ORGANIZATION: Public Utilities Commission of Ohio

Section III - Special Remarks

1. This Agreement is effective on the date of signature by the authorized representative of the Federal Government.
2. Questions regarding this Agreement should be directed to Patricia Dickerson by email patricia.dickerson@dot.gov, or telephone 202-366-7087.
3. Approval of the rate(s) contained herein does not establish acceptance of the Organization's total methodology for the computation of indirect cost rates for years other than the year(s) herein cited.

Section IV - Approvals

For the State Agency:

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

For the Federal Government

U.S. Department of Transportation
Federal Motor Carrier Safety Administration
1200 New Jersey Ave. S.E.
Washington, DC 20590



Signature

Asim Z. Haque

Name

Chairman

Title

3/28/17

Date



Signature

Pamela Reed

Name

Chief Financial Officer

Title

3/14/17

Date



Public Utilities Commission

Asim Z. Haque, Chairman

Commissioners

M. Beth Trombold
Thomas W. Johnson
Lawrence K. Friedeman
Daniel R. Conway

Authorization

June 23, 2017

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

Asim Z. Haque

Chairman, Public Utilities Commission of Ohio

7/31/17

Date



U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

August 1, 2017

In Reply Refer To: MC-CR
FY 2018 Pre-Award PUCO

Mr. Asim Z. Haque, Chairman
Public Utilities Commission of Ohio
180 E. Broad Street
Columbus, OH 43215-3793

Dear Mr. Haque:

We are in receipt of the Public Utilities Commission of Ohio's (PUCO) Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves the PUCO's Title VI Program Compliance Plan for Federal Fiscal Year (FY) 2018. We do request that the PUCO notify FMCSA's Office of Civil Rights should it be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with the PUCO to ensure that the Title VI Program Compliance Plan is updated with the additional information.

On an annual basis, FMCSA's Office of Civil Rights will conduct compliance reviews of a representative sampling of FMCSA Grant Recipients. FMCSA has approximately 125 Recipients annually. If and/or when the PUCO is chosen as one of the FMCSA Grant Recipients' Title VI Program that will be reviewed in a given year, the Office of Civil Rights will use the approved Title VI Program Compliance Plan as the basis for conducting the desk audit and will request additional documentation as deemed appropriate during the review.

In addition, a small number of Recipients who are selected for a Title VI Program compliance review will also be selected for an on-site visit which will include personnel interviews. We appreciate your future assistance in the event the PUCO is chosen for a compliance review in a given year.

If at any time your Agency has Title VI Program-related questions, please do not hesitate to contact Mr. Lester Finkle, National Title VI Program Manager at (202) 366-4474 or lester.finkle@dot.gov.

Sincerely,

Handwritten signature of Lester D. Finkle II in blue ink.

for Kennie J. May, Sr.
Director
Office of Civil Rights

Cc: Alan Martin, Public Utilities Commission of Ohio
Milan Orbovich, Public Utilities Commission of Ohio
Dan Fisher, Public Utilities Commission of Ohio
Linda Gilliam, Division Administrator, Ohio Division Office
Keith Willoughby, Safety Program Specialist, Ohio Division Office

Public Utilities Commission of Ohio

Title VI Program Compliance Plan

Policy Statement

This document shall serve as the official Title VI Compliance Plan (Plan) for the Public Utilities Commission of Ohio (PUCO or Commission). As such, the Commission affirms that it will comply with 49 CFR Part 21 and 49 CFR Part 303 and take all necessary steps to carry out those provisions.

The Title VI program coordinator for the Commission is designated by the director of human resources and has responsibility for the coordination and implementation of the Commission's Title VI program (Title VI program or program) as outlined in this Plan. The Title VI Program coordinator serves as the primary point of contact for questions, concerns, and/or complaints related to the program and has the full support and cooperation of all Commission departments and employees, especially those personnel responsible for interacting with members of the public, in order to effectively implement and administer the program.

In addition to the requirements enumerated in the Plan, other applicable provisions may be required by The United States Department of Transportation (DOT) Standard Title VI/Non-Discrimination Assurances, DOT Order No. 1050.2A (Attachment A), which is incorporated and becomes part of the Plan.

Asim Z. Haye

Printed Name of Chairman



Signature of Chairman

7/31/17

Date

Federal-Aid Programs

The Commission participates in four grant programs with the Federal Motor Carrier Safety Administration (FMCSA). Below are brief summaries of each grant program and the activities performed therein:

- Commercial Vehicle Information Systems and Networks (CVISN) – Deploy, operate, and maintain elements of the state’s CVISN program including commercial vehicle, driver, and carrier specific information systems and networks involving company credentials, data exchange, enforcement, and roadside pre-screening.
- Motor Carrier Safety Assistance Program (MCSAP) Basic/Incentive Grants – Conduct driver/vehicle inspections, traffic enforcement, compliance reviews, education and outreach, data upload and quality control, and various administrative activities tied to the requirements of the grant.
- MCSAP High Priority Grants – Conduct driver/vehicle inspections, traffic enforcement, compliance reviews, education and outreach, data upload and quality control, and various administrative activities tied to the requirements of the grant.
- New Entrant Program - Conduct new entrant audits, education and outreach, data upload and quality control, and various administrative activities tied to the requirements of the grant. To the extent necessary conduct compliance reviews and driver/vehicle inspections pursuant to requirements of the grant and to ensure inspectors remain certified.

Notification to Beneficiaries/Participants

To ensure public knowledge of the Commission’s Title VI program, dissemination of programmatic information will occur primarily through the Commission’s dedicated web page that describes the Commission’s Title VI program. This page, contains a clear statement that reads: “The PUCO operates without regard to race, color, national origin, sex, age, disability, income-level or limited English proficiency (LEP)” Furthermore, the page also provides basic information about the Title VI program and the complaint process, including instructions on how to file a complaint, both electronically or by printing and mailing a paper form, if an individual believes a violation has occurred. Additionally, contact information for those wishing to obtain additional information about the Title VI program is provided

In addition to the Commission’s Title VI web page, a separate written brochure has been produced and is maintained for dissemination to the public. Like the Commission’s Title VI web page, the brochure describes the Commission’s Title VI program, and provides a statement that: “The PUCO operates without regard to race, color, national origin, sex, age, disability, income-level or limited English proficiency (LEP).” The brochure also provides basic information about the Title VI program and the complaint process, and includes instructions on how to file a complaint if an individual believes a violation has occurred. The brochure will be made available upon request, is available at the offices of the Commission, and will be used at events and meetings to inform the public about the Commission’s Title VI program.

Those seeking information about the program will first be directed to the Title VI web page. However, for those who do not have internet access, or prefer a paper copy, the Commission will provide a physical copy of its brochure at no cost.

Members of the public wishing to file a complaint shall be directed to the PUCO website where they can complete and submit an online complaint form. For those who do not have internet access, or prefer to file a complaint in written form, a paper copy of the PUCO's paper complaint form, along with instructions on how to complete and return it, will be provided free of charge to any individual making a request. A phone number to contact the PUCO to request a copy of the form is provided in the Title VI brochure, on the Title VI web page, and in outreach materials maintained by the PUCO for the Title VI program.

Sub-Recipient Compliance Reports

Pursuant to state law, there is only one eligible sub-grantee for Ohio and it is the Ohio State Highway Patrol (OSHP).

The OSHP is already required to have a Title VI program for other federal grants and, as such, is required to adhere to the same requirements outlined in this Plan. The Commission will request that the OSHP annually provide a copy of its plan highlighting any changes and/or updates and make available information and data tied to filed complaints, responses, and/or corrective actions that have been implemented. The OSHP will be responsible for all activities related to the implementation and enforcement of its Title VI plan including but not limited to complaint tracking, investigations, notifications, training and follow-up actions.

The Commission will conduct an annual Title VI program review of the sub-recipient and request documentation related to requirements under the Title VI program from the prior year. A checklist of documents that must be provided as a part of the review will be used to track and document the components needed to ensure compliance. At a minimum, the list of required documents will include: a signed Title VI Program Assurance, a copy of its current Title VI program plan; a report containing a list of all complaints filed; the status and result of each complaint; and any discipline/corrective action/programmatic changes that have occurred. Based upon this list, if corrective actions were required, the sub-grantee will be asked to document any plans to ensure future compliance.

Training

All Commission staff whose official work duties carryout the four grant programs with the FMCSA and receive reimbursement for their work from FMCSA will receive annual Title VI compliance training by the human resources department, legal department, or other appropriate staff. At a minimum, such training consists of the provision of a copy of the PUCO Title VI Program Compliance Plan and signed Standard Title VI Nondiscrimination Assurance document.

Access to Records

All records relating to the Commission's Title VI program will be available to the FMCSA for review upon written request sent to the Title VI program coordinator. Such a request will include documents required for compliance reviews and/or complaint investigations conducted by the FMCSA.

Complaint Disposition Process

The following steps will constitute the Commission's Title VI Program Complaint Process:

All complaints must be provided in writing either through an online or paper complaint form. The Commission only has jurisdiction to receive complaints or investigate Title VI Program matters involving staff involved in the operations of the four grant programs with the FMCSA who receive reimbursement for their work from FMCSA, and is not responsible for the Title VI Program complaints of sub recipients, subcontractors, or other individuals not directly employed by the Commission.

1. When received, complaints will be date/time stamped, assigned an identification number, and a file will be created;
2. Information regarding each complaint will be maintained separately and tracked via an electronic complaint log (Excel spreadsheet) by the Title VI program coordinator;
3. Complaints will be monitored by the Title VI program coordinator;
4. The Title VI program coordinator will assign a person to conduct an investigation;
5. The investigation will be held and a report detailing the nature of the complaint, findings, and recommendations will be produced and provided to the Title VI program coordinator;
6. Attached to the investigation will be supporting documents and materials that have been developed as a part of the investigation;
7. The report and associated materials will be reviewed by the Title VI program coordinator who, based on the report and associated materials, will make a recommendation for any necessary action, to the human resources director;
8. The human resources director, in consultation with the chief-of-staff, legal department director, and the director of the department from which the allegation of a violation originates will determine follow-up action, including, but not limited to, the following:
 - a. Discipline
 - b. Training
 - c. Dismissal
 - d. Referral for further prosecution
 - e. No Further Action
9. If necessary, based upon the final determination of a complaint and any associated recommendations, a monitoring plan will be developed by the Title VI program coordinator to ensure follow-up action is completed in a timely, effective manner.
10. If disciplinary actions are warranted, based upon a final determination of a complaint, the Title VI program coordinator, human resources director, and director of the department involved will work with the chief of staff, legal department director, and appropriate supervisors to carry out the recommended discipline.
11. If future prosecution is determined to be necessary, based upon the final determination of a complaint, the Title VI program coordinator will work with the legal department director, Ohio Attorney General's Office, chief-of-staff, department director(s) whose department(s) are involved, and the appropriate supervisors to follow the proper steps to refer the complaint to the correct legal authority, and provide all relevant documentation and files associated with the complaint.

12. Depending upon the result of the complaint, the Title VI program coordinator will track each of the actions taken throughout the pendency of the complaint in the tracking spreadsheet. Once a complaint has been resolved, the Title VI program coordinator will notify the complainant of all actions taken and that the complaint has been closed. Such notice will also inform the complainant of any appeal rights afforded to him or her.

The PUCO maintains a Title VI Program Complaint Log that includes at a minimum the following information: name of complainant, identification by demography (i.e., race, color, national origin, etc.), allegation(s), complaint date, date of Report of Investigation, determination made and date. The PUCO will make the complaint log available to the FMCSA upon request.

Status of Corrective Actions

No Federal Agency has conducted a Title VI Program compliance review of the PUCO to date. If a Title VI Program compliance review is conducted by the government of the United States and, as a result, the Commission is directed to address deficiencies, all necessary corrective actions to ensure compliance will be undertaken. The Commission will cooperate with the FMCSA Office of Civil Rights (OCR), or any other applicable federal agency responsible for the review, and communicate on a regular basis with the FMCSA OCR, or other applicable federal agency, regarding the progress on any corrective actions. Such communications will provide timelines for completion of work as well as any problems that may negatively impact such efforts.

Community Participation Process

This section of the Plan is not applicable to the PUCO as it does not provide motorist licensure/motor vehicle registration-related services/activities (including knowledge tests, skills tests, etc.).

Contractors

In the case where the PUCO sub-contracts work to another entity, the Commission will ensure that any request for proposal/solicitation for bid, contract, or agreement with a contractor contain the necessary provisions required in Appendix A and E attached to this plan. Any contractor hired to perform work on behalf of the commission will be responsible for all activities related to the implementation and enforcement of a Title VI compliant plan including but not limited to complaint tracking, investigations, notifications, training, and follow-up actions. Any agreement entered into between the PUCO and a contractor will contain specific language requiring the contractor to ensure that any sub-contractor used to perform work under the provisions of the agreement with the Commission shall do so only if they comply with the same terms, conditions, obligations, and requirements contained in the agreement between the PUCO and the Contractor related to the Title VI Program.

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FMCSA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FMCSA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY
APPENDIX B

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the (Title of Recipient) will accept title to the lands and maintain the project constructed thereon in accordance with (Name of Appropriate Legislative Authority), the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program**, and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, nondiscrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the (Title of Recipient) all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto (Title of Recipient) and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the (Title of Recipient), its successors and assigns.

The (Title of Recipient), in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the (Title of Recipient) will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, nondiscrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

**CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY,
FACILITY OR PROGRAM**

APPENDIX C

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the **(Title of Recipient)** pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above nondiscrimination covenants, **(Title of Recipient)** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above nondiscrimination covenants, the **(Title of Recipient)** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the **(Title of Recipient)** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

**CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE
ACTIVITY, FACILITY OR PROGRAM**

APPENDIX D

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by **(Title of Recipient)** pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above nondiscrimination covenants, **(Title of Recipient)** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above nondiscrimination covenants, **(Title of Recipient)** will there upon revert to and vest in and become the absolute property of **(Title of Recipient)** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. § 21.1 *et seq.* and 49 C.F.R. § 303;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (102 Stat. 28.), (“...which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.”);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq), as implemented by 49 C.F.R. § 25.1 et seq.

Attachment A

The United States Department of Transportation

Standard Title VI/ Nondiscrimination Assurances

DOT Order No. 1050.2A

The Public Utilities Commission of Ohio (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Motor Carrier Safety Administration (FMCSA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq.*), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 49 C.F.R. Part 303 (FMCSA's Title VI/Nondiscrimination Regulation);
- 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898, 3 C.F.R. 859 (1995), entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” emphasizes that Federal agencies should use existing laws to achieve Environmental Justice, in particular Title VI, to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FMCSA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice:

<http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm>;

Additionally, Executive Order 13166, 3 C.F.R. 289 (2001) on Limited English Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the “*application of Title VI’s prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency.*” When receiving Federal funds Recipients are expected to conduct a Four-Factor Analysis to prevent discrimination based on National Origin. (See also U.S. DOT’s “*Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons,*” dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the FMCSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above General Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FMCSA Program**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations;
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
"The [Public Utilities Commission of Ohio], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award.";
3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient;
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith;
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property;
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to

give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this Assurance, [Name of the recipient] also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FMCSA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FMCSA**. You must keep records, reports, and submit the material for review upon request to **FMCSA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Public Utilities Commission of Ohio gives this Assurance in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the **FMCSA Program**. This Assurance is binding on [insert State], other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person (s) signing below is authorized to sign this Assurance on behalf of the Recipient.

Public Utilities Commission of Ohio
(Name of Recipient)

by



(Signature of Authorized Official)

7/31/17

Date

Budget Note

Please note, the state's budget is off by \$1.00 due to the fact that the initial federal and state shares provided in the NOFO have been incorrectly rounded.

The Federal share shows \$9,617,921.00 while the state share shows \$1,697,281. However, when taking the total estimated funding of \$11,315,202 applying an 85/15 split, the figures you receive do not match.

For the federal share, if you multiply .85 by the total estimated funding, you get \$9,617,921.70 which should be rounded up to \$9,617,922 but has instead been rounded down.

For the state share, if you multiply by .15 by the total estimated funding you get, \$1,697,280.30 which should be rounded down to \$1,697,280 but has instead been rounded up.

Due to this problem, we have been unable to make our calculations match the incorrectly applied rounding and as such have a \$1.00 discrepancy.