

UTAH

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

Date of Approval: Sep 27, 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 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
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information
- 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.*

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

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

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

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

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.*

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

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

MCSAP funds are also used for the Division's education and outreach program primarily for the Truck Smart program and teaching CMV safety to the State's Driver Education classes.

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

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

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:	UTAH DEPARTMENT OF TRANSPORTATION MOTOR CARRIER DIVISION
Enter total number of personnel participating in MCSAP activities	73
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	71
Traffic Enforcement Activities	0
Investigations*	10
Public Education and Awareness	3
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	DEPARTMENT OF PUBLIC SAFETY UTAH HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	31
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	28
Traffic Enforcement Activities	31
Investigations*	0
Public Education and Awareness	6
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 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: Large Truck Fatal Crashes per 100M VMT

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	25	0.09	0.08
01/01/2015	12/31/2015	43	0.09	0.15
01/01/2014	12/31/2014	25	0.10	0.09
01/01/2013	12/31/2013	21	0.10	0.08
01/01/2012	12/31/2012	23	0.10	0.09

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0	0.09	0
01/01/2015	12/31/2015	1	0.09	0.0030
01/01/2014	12/31/2014	3	0.10	0.01
01/01/2013	12/31/2013	3	0.10	0.0070
01/01/2012	12/31/2012	2	0.10	0.0080

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0	0.09	0
01/01/2015	12/31/2015	0	0.09	0
01/01/2014	12/31/2014	0	0.10	0
01/01/2013	12/31/2013	0	0.10	0
01/01/2012	12/31/2012	0	0.10	0

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

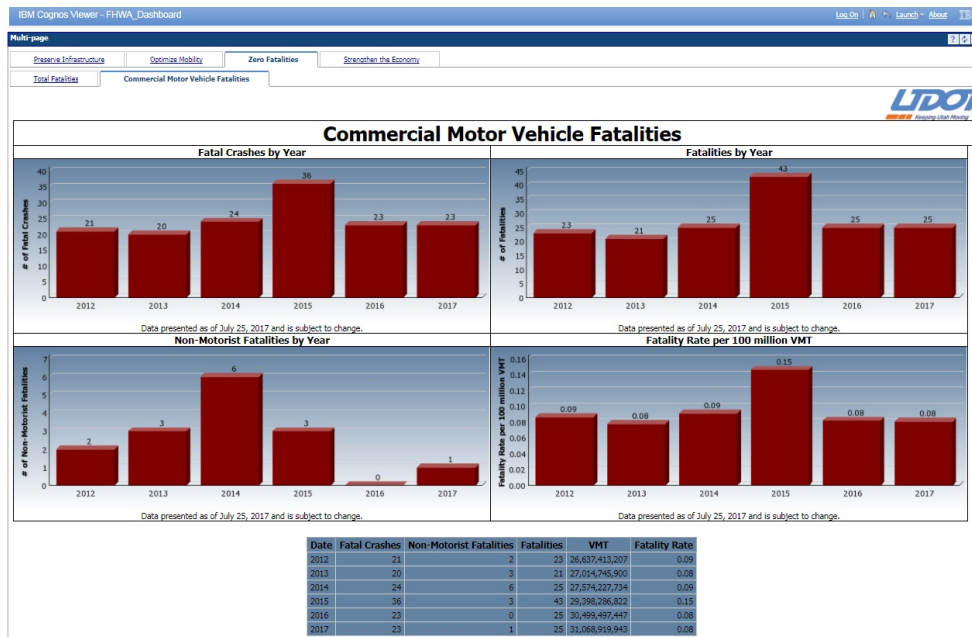
All CMV Crashes Source - UDOT Crash Repository Records 6/28/2017 Motor Coach/Passenger Carrier Source - UDOT Crash Repository Records 6/28/2017/ FMCSA A&I eCVSP Dashboard 7/7/2017 Haz Mat Source - UDOT Crash Repository Records 6/28/2017/ FMCSA A&I eCVSP Dashboard 7/7/2017

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

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

Our MCSAP programs for FY 2016 and the first three-quarters of FY 2017 were very successful in all areas of public education and outreach, roadside inspections, safety data, traffic enforcement and New Entrant Safety Audits. Our only area of concern was for carrier investigations, where we did not meet our goal because we were three investigators short for a majority of the year. So we had high hopes for CY/FY 2017.

CY 2017 has turned out to be a pretty tough year so far. From January 2017 through June 2017 there have been 24 fatalities.



Narrative Overview for FY 2018

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.

Even at 25 CMV related fatalities in CY 2016, that number is still high for loss of life. Utah needs to reduce that

number, but CY 2017 has proven to be a big challenge with 24 fatalities in the first six months. That brings our VMT rate for that time period to 0.08, which was our total VMT for CY 2016. That is just 0.01 short of our annual FY 2018 goal in just six months. So we have work to do.

We measure our crash results in terms of crashes, fatalities, and per 100M VMT.

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

Driver behavior is the main cause of CMV crashes and can be difficult to change. The most serious crashes are investigated by Section 15 of the Utah Highway Patrol (UHP). In CY 2017, they have investigated 173 CMV crashes, including all the fatal crashes. The charts below are some of the data from those reports:

UHP Crash Report Analysis							
Injury Level	#	CMV at Fault	%	Pre-Crash OOS	Driver OOS	Log Not Current	Driver Cited
No Injury	78	55	71%	27	15	9	37
Minor Injury	48	24	50%	11	4	4	12
Serious Injury	16	1	6%	3	1	0	4
Critical Injury	8	4	50%	3	2	0	3
Possible Fatal	3	0	0%	1	0	0	0
Fatal	20	9	45%	2	2	3 - all CMV fault	2
Total	173	93	54%	47	24	13	58

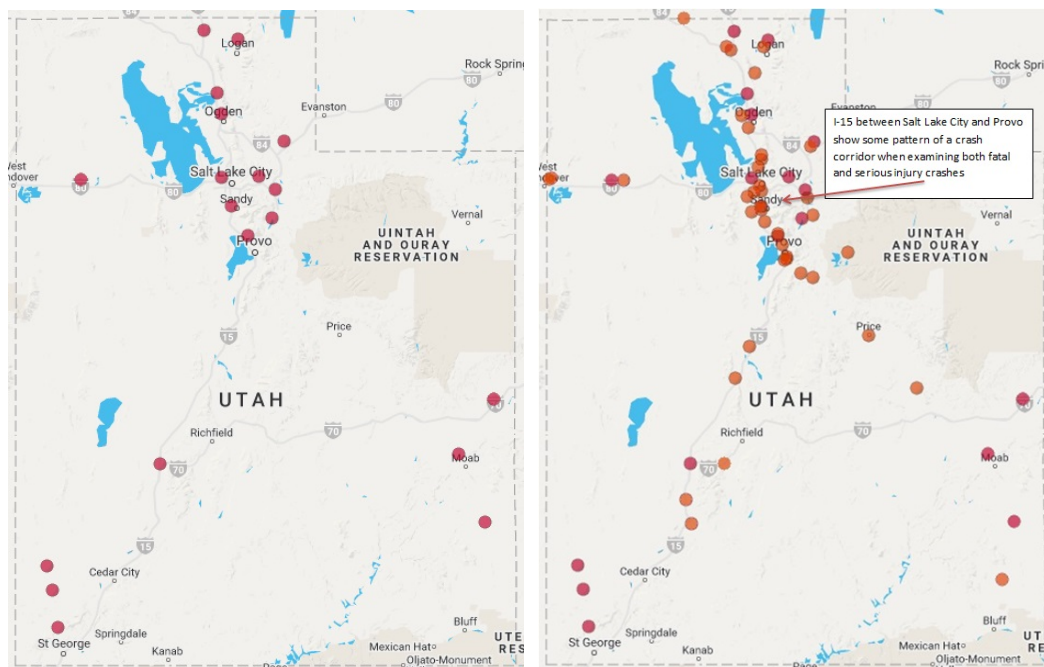
Crash Causation when CMV at Fault		
Causation	#	Comments
Improper lane travel	20	Includes 1 work zone crash
Speed or too fast for conditions	19	
Vehicle failures	15	Brake failure - 6, Tires - 6, lost axle - 2, driveline failure
Failure to control vehicle	8	
Load securement	7	
Distracted driver	5	
DUI	5	
Structure strike	3	
Fatigued/Asleep	3	
Following too close	2	
Improper turn	1	
Medical	1	

We looked at a lot of things to determine where best to place our efforts. Does OOS play into crash causation? More so in the no injury or minor injury categories, not in the serious to fatal range. For CY 2017 in Utah, CMV's are at fault for crashes about half the time. That is a bigger number than we have seen in the past.

It is difficult to definitively determine CMV driver behavior causation. Speed could be just that, or is it that they failed to brake quickly enough, maybe because they were distracted or drowsy and didn't see what was happening ahead of them. Were they speeding and then too late tried to avoid the crash and moved out of their lane and hit another vehicle or were they distracted or drowsy? We try to make the best sense we can with the data available.

Utah only had one work zone crash and hasn't had a work zone fatality since October 2015.

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



CY 2017 Fatal Crash Locations

CY 2017 Fatal & Serious Injury Crash Locations

When we look at fatal crashes (the map above left) only, there is no real correlation to determine crash corridors. When we add in serious injury crashes (above right) with the fatal locations, we begin to see some correlation and areas to concentrate our efforts. That shows I-15 through Utah and Salt Lake Counties. Those are highly congested areas of the interstate with a mix of CMV intrastate, CMV interstate, and a lot of commuter traffic, which makes enforcement very difficult. We will continue to look for best options for this area for roadside enforcement and we will use our public education and outreach program to affect driver behavior change.

Enter the data source and capture date:

The data source is the Utah Crash Repository Data as of Jun 28, 2017.

Projected Goal for FY 2018

Enter Crash Reduction Goal:

We plan to achieve a 0.09 per 100M VMT for FY 2018 despite current challenges.

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

Our activities include all commitments outlined in this FY 2018 CVSP concerning conducting roadside inspections, carrier investigations, new entrant safety audits, and efforts in our public education and outreach programs. In addition, we will be involved in the following:

- The Division's MCSAP Manager reviews and analyzes each fatal and serious injury crash as it is reported to identify trends, causation, and look for ways the crash may have been prevented. Crash corridors, if possible, will be identified to target education, communication, and enforcement. The State's Numetric software will be used to assist in these efforts for data and mapping.
- Analysis results will be shared in the monthly MCSAP Coordination meetings, with the Utah Trucking Association, Utah Highway Safety Office and the UHP to plan future MCSAP traffic enforcement activities.
- We will compare results with UHP's DDACT program to validate data.
- As crashes are analyzed, look for methods to communicate to the public and CMV drivers through our public outreach and education programs to prevent these types of crashes in the future. We will work closely with UDOT's Highway Safety Office to investigate other options of communication using our Zero Fatalities and Truck Smart programs through other government entities, social media, interstate variable message signage, and news media communication to better educate all drivers on the road.
- Attendance at the Utah Trucking Association's Safety Management Council meetings and all their regional safety

meetings across the State. We will prepare a uniform message to the MCD personnel who attend to share at those meetings each month.

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

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

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

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

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.

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	11795	11927	12459	11736	12323
Level 2: Walk-Around	2619	1908	1934	1747	1685
Level 3: Driver-Only	19230	22822	19249	19284	21996
Level 4: Special Inspections	506	157	272	481	262
Level 5: Vehicle-Only	248	237	274	440	545
Level 6: Radioactive Materials	0	0	0	0	0
Total	34398	37051	34188	33688	36811

Narrative Overview for FY 2018

Overview:

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

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

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

- Perry POE in northern Utah has both north and southbound operations on I-15.
- Echo POE in northeastern Utah near the Wyoming border, operates westbound on I-80.
- Wendover POE in northwestern Utah near the Nevada border, east and west bound operations on I-80.
- St. George POE in southern Utah near the Arizona border, has north and southbound operations on I-15.

These ports are staffed seven days a week, up to 20 hours a day. They see mostly interstate traffic and are equipped with PrePass and Drivewyze bypass systems, and with 360 Smart View technology to help determine the most help needed vehicles to bring in to inspect. They have port agents that are CVSA Level III certified and Inspectors that are Level I CVSA certified.

Our other four smaller, staffed ports are located at:

- Daniels POE, near Heber City, Utah in eastern Utah, on US-40 has both east and western operations.
- Kanab POE, near Kanab, Utah, on US-89, both east and westbound operations is near the Arizona border.
- Monticello POE, near Monticello, Utah and the intersection of US-191 and US 49, in the south central part of Utah near the Colorado border.
- Peerless POE near Price, Utah is located on US-6, in central Utah operates both east and westbound.

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

movements.

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

- Dog Valley on US-40 in eastern Utah near Myton, UT. It has fixed scales and is used intermittently by the Utah Highway Patrol (UHP) to keep an eye on crude oil traffic in the Uintah Basin.
- Roto Flats on UT-10, staffed intermittently by port employees of the Peerless POE to watch coal traffic prevalent in that part of the state.
- Thompson Springs eastbound on I-70 near the Colorado border in east central Utah. It is staffed by the UHP intermittently and plans are to also staff it from the Peerless and Monticello POE's. It does have a portable 360 Smart View capabilities for screening trucks on site.

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

Projected Goals for FY 2018

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. For FY 2018, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: UTAH DEPARTMENT OF TRANSPORTATION MOTOR CARRIER DIVISION

Enter the total number of certified personnel in the Lead agency: 71

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4332	755	140	5227	20.50%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	20200	0	0	20200	79.22%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	73	0	0	73	0.29%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	24605	755	140	25500	

MCSAP subrecipient agency

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

DEPARTMENT OF PUBLIC

Subrecipient is: SAFETY UTAH HIGHWAY PATROL

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

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3045	755	200	4000	50.00%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	4000	0	0	4000	50.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Funded Agencies	7045	755	200	8000	

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	1
Enter the total number of inspections projected for FY 2018:	40

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: UTAH DEPARTMENT OF TRANSPORTATION MOTOR CARRIER DIVISION					
# certified personnel: 71					
Subrecipient Agencies: DEPARTMENT OF PUBLIC SAFETY UTAH HIGHWAY PATROL					
# certified personnel: 29					
Number of Non-Funded Agencies: 1					
# certified personnel: 1					
# projected inspections: 40					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	7377	1510	340	9227	27.54%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	24200	0	0	24200	72.24%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	73	0	0	73	0.22%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	31650	1510	340	33500	

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.

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
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		0	0	0	0
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR		173	182	182	177
CSA On-Site Comprehensive		62	84	61	55
Total Investigations	0	235	266	243	232
Total Security Contact Reviews		2	4	14	5
Total Terminal Investigations		1	0	2	4

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations		0	0	0	0
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		31	21	20	18
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR		0	0	0	0
CSA On-Site Comprehensive		0	0	0	0
Total Investigations	0	31	21	20	18
Total Security Contact Reviews		0	0	0	0
Total Terminal Investigations		0	0	0	0

Narrative Overview for FY 2018**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

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

Projected Goals for FY 2018 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	20
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	250	0
CSA On-Site Comprehensive	10	0
Total Investigations	260	20
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

We estimate that Utah can conduct 280 carrier investigations in FY 2018. That estimate is based on currently having five fully trained and certified investigators that can complete 40 investigations each and we are planning 20 investigations each for our four new investigators that will be available as certified mid year FY 2108.

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

At full staffing, our Safety Investigator team has one supervisor and nine certified investigators. At the present, we have just hired four new investigators due to promotions and turnover. We expect them to be fully certified by mid year FY 2018 to bring us back at that time to full staffing.

We have one investigator based in St. George, Utah to cover the southern portion of the State, one in northern Utah to cover that area, and seven plus a supervisor in Salt Lake City that encompasses the Wasatch Front and the central portion of the State.

The supervisor trains the team regularly in monthly staff meetings and makes the assignments and follows up on all activities of the team. We coordinate our activities with the state division office of FMCSA.

All investigations, once completed are reviewed by the supervisor prior to being uploaded to ensure they are completed in accordance with the current Field Operations Training Manual (eFOTM). Any errors discovered are corrected prior to the upload.

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

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

Each member of our Safety Investigator team has the number of carrier investigation required of them in their annual

performance management program goals.

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

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

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		
01/01/2016	12/31/2016	8199	561
01/01/2015	12/31/2015	4768	0
01/01/2014	12/31/2014	9437	0
01/01/2013	12/31/2013	11545	0
01/01/2012	12/31/2012	12253	0

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016	819	42
01/01/2015	12/31/2015	493	0
01/01/2014	12/31/2014	0	0
01/01/2013	12/31/2013	0	0
01/01/2012	12/31/2012	0	0

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016	9684	8807
01/01/2015	12/31/2015	0	0
01/01/2014	12/31/2014	0	0
01/01/2013	12/31/2013	0	0
01/01/2012	12/31/2012	0	0

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

Department of Public Service-Utah Highway Patrol Data Record - 7/26/2017

Narrative Overview for FY 2018

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 Utah Highway Patrol (UHP) Section 15 is specifically assigned to CMV enforcement and inspection. The majority of the section staff have a primary assignment of roadside CMV enforcement and inspections. The section personnel includes one captain (manages both CMV and safety inspection programs), one lieutenant, five sergeants, and 23 troopers. Additionally, the section has one lieutenant, one sergeant, and six troopers that have dual assignments supporting the State's safety inspection program and roadside CMV enforcement and inspections.

The members of this section are stationed throughout the State to allow coverage of all interstates and major highways in Utah. The hours of coverage are primarily 6 a.m. to 6 p.m. with some areas providing coverage as late as 10 p.m. Monday through Saturday are the scheduled work days with additional shifts scheduled each quarter to provide after hours and weekend CMV enforcement and inspection shifts. All members of the section, including staff having dual assignments of the safety inspection program and roadside CMV enforcement and inspections, are or will be CVSA Part A and Part B certified CMV inspectors.

Projected Goals for FY 2018

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018. 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
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	8000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	810
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	4100
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	20

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

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

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
33540	280	350	34170	28326

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

The Projected Goals listed above for Traffic Enforcement is an estimate only because we do not have a way to track CMV vs. non-CMV stops or citations issued at the present time. The UHP will conduct 10 multi-day special enforcement projects across the State. The location and focus will be based on data analysis of CMV crashes and other current issues. Additionally, the UHP will participate in FMCSA and CVSA special projects including Brake Check, Road Check, Driver Appreciation Week, Passenger Carrier Strike Force, and Operation Safe Driver. Participation in department wide initiatives will continue. The current department initiatives include: high visibility patrol and increased enforcement on speed, occupant restraints, distracted and aggressive driving, use of DDACTS to help with predictive policing, ongoing training to address current trends. Current local crash data shows the top driver contributing circumstances for truck tractor type vehicles are: improper lane travel, speed, failure to control vehicle, improper lane changes, distracted driving, DUI and fatigued driving. We will concentrate enforcement on these violations to reduce crashes and related injuries. We will utilize data to plan and monitor behaviors causing crashes on our roads. The UHP methodology for identifying CMV related stops include MCSAP troopers conducting CVSA Level I, II, and III inspections at the roadside. Troopers identify trucks to stop in the following ways: The first is public safety related - a violation of State moving and equipment statutes, we can stop CMV's involved in commerce, and we conduct post crash inspections and identify primary and secondary collision factors. Non-CMV related stops can be related to CMV's during TAC-type enforcement activities and poor behavior of non-CMV drivers around big trucks and buses. Troopers stop non-CMV drivers for issues of public safety and issue citations and warnings when warranted for things like speed, aggressive driving, not using seatbelts, etc. When troopers are on MCSAP patrols, the intent is to do MCSAP enforcement, but if we witness non-CMV driver behavior that requires a stop, we do not hesitate to make those stops.

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 7	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:

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

Narrative Overview for FY 2018

Problem Statement Narrative and Projected Goal:

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

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

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

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

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

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

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

Narrative Overview for FY 2018

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 safely initiatives. Include the number of personnel that will be participating in this effort.

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

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

- **Carrier Safety talks** - the Motor Carrier Division (MCD) and the Utah Highway Patrol (UHP) make themselves available to carriers to teach a wide variety of subjects to companies, owners, safety managers, dispatchers, mechanics, and driver groups. Subjects include hours of service, pre and post trip inspections, roadside inspections, vehicle maintenance, CSA, load securement, distracted driving, crash prevention, and any other subject requested in involving safety.
- **Seat belt usage** - we have not tracked this individually because it is a subject discussed in almost every class, talk, presentation, and fair we participate in. It continues to be a subject for all our people to talk about.
- **State Trucking Association Meetings** - we have a wonderful relationship with the Utah Trucking Association (UTA). They hold monthly safety meetings in northern (NUTA), southern (SUTA), central (CUTA), Uintah Basin (UBUTA) and for the Wasatch Front, the Safety Management Council (SMC). We have supervisors from the nearest port of entry attend those meetings to share safety messages and answer questions for those carriers attending. UTA also holds an annual three-day convention in May that we support and attend. In addition, we staff a booth where safety messages are available, services are offered, and questions are answered. The SMC of UTA sponsors regular classes throughout the year and offered several times per year that we present. They include "How to Avoid/Survive a DOT Audit" taught by one of our investigators, an Hours of Service/log book class taught by NTC certified UHP personnel, and a HazMat class taught by either UHP or MCD NTC certified personnel.
- **State Sponsored Outreach Events** - There are several State sponsored safety fairs including the Department of Public Safety & UDOT Safety Fair and Department of Health we participate in each year to get our messages out.
- **Local Educational Safety Events** - There are many local safety events and fairs across the State. We have participated in many of those and found some to be of value and others not productive to justify the use of our funding to participate - no bang for the buck. We will continue to investigate local events and participate in those

with the most value in sharing our messages.

- **Teen Safety Events** - This is our Truck Smart driver education program. We are enjoying tremendous success with this program. We teach a one day class for driver education students on how to drive safely around big trucks. We currently have two full-time instructors to meet the demand of the high schools. The industry provides a truck and driver so the students can sit in the driver seat of a tractor and see what they can't see! The MCD just acquired a tractor and 53-foot trailer with State funds to assist with the growing demand on the industry to provide a vehicle for these classes. It is important these students experience first hand a big truck as part of this education. We have a series of videos to help them understand the principles we are teaching. They are given a pre-test at the beginning of class and a post test at the end of class to assess their learning. The driver education teacher gives the students the quiz to take home for their parents to take as an assignment. When the students bring the test back, they are given class credit, this so we can get our message into homes as well. We are currently in about 60 high schools and working to expand the program further.

Projected Goals for FY 2018

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
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	50
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	23
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	5
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	300

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

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

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	No

Available data sources:

- [FMCSA website SSDQ information](#)

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

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

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

June 30, 2017

Narrative Overview for FY 2018

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

Utah has worked diligently to have all the data categories listed as "Good." In the past, we struggled with the crash timeliness reports, but through technological advancements and a system to track crash verifications we feel very good about where we are now.

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.

No categories are outside the "Good" rating.

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

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

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	357	392	363	448	368
Intrastate	0	0	0	0	0
Total Audits	357	392	363	448	368

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

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

For the purpose of completing the table below:

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

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

Projected Goals for FY 2018 - New Entrant Safety Audits		
Number of Safety Audits/Non-Audit Resolutions	FY 2018	
	Interstate	Intrastate
# of Safety Audits (Onsite)	50	0
# of Safety Audits (Offsite)	300	0
# Group Audits	0	0
TOTAL Safety Audits	350	0
# of Non-Audit Resolutions	305	0

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

Utah dual utilizes their Investigator team. The Supervisor and nine investigators conduct interstate New Entrant Safety Audits and interstate and intrastate Carrier Investigations. Utah results for New Entrant Safety Audits has been outstanding. Our on-time completion rate is over 99% effective. The investigators are committed to meeting their goals and conducting their assigned audits timely. The Supervisor watches NEWS daily for inventory and for audits that are not assigned or approaching the deadline. Those items are followed-up on immediately so a carrier does not slip through the cracks.

We have projected 50 on-site and 300 off-site audits to be completed for FY 2018. Those projected goals are based on past results. All audits that meet the off-site criteria will be conducted off-site. The only challenges we have faced over the past couple of years is turnover. Retirements and promotions have kept us scrambling for a certified investigator workforce. Currently, 44% of our staff has been in place less than a month. We anticipate that it will be December before they are fully trained and certified to function fully in their investigator role. That may create some challenges for Utah in this area.

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

1. Training and certification of our four new investigators.
2. The Investigator Supervisor reviews NEWS daily. He checks for new inventory and upcoming due dates to make sure all assignments are made and are being followed up on properly.
3. Monthly staff meetings to check progress and make sure the investigators have all the tools necessary to complete their assignments.

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

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

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.

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.

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. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

Part 4 - Financial Information

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	\$2,886,810.00	\$509,438.00	\$3,396,248.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$509,438.00
MOE Baseline:	\$455,655.59

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):	\$509,438.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Division Director	1	50.0000	\$74,235.00	\$37,117.50	\$31,549.88	\$5,567.62
Operations Manager	2	50.0000	\$59,596.00	\$59,596.00	\$50,656.60	\$8,939.40
MCSAP Manager	1	100.0000	\$60,341.00	\$60,341.00	\$51,290.00	\$9,051.00
Public Education	1	100.0000	\$38,582.00	\$38,582.00	\$32,795.00	\$5,787.00
Investigator Supervisor	1	100.0000	\$60,880.00	\$60,880.00	\$51,748.00	\$9,132.00
Investigators	9	100.0000	\$41,927.00	\$377,343.00	\$320,742.00	\$56,601.00
POE Supervisor	12	25.0000	\$46,675.00	\$140,025.00	\$119,021.25	\$21,003.75
POE Inspector	20	75.0000	\$25,247.00	\$378,705.00	\$321,899.25	\$56,805.75
POE Agent	20	15.0000	\$58,477.00	\$175,431.00	\$149,116.35	\$26,314.65
Subtotal: Salary				\$1,328,020.50	\$1,128,818.33	\$199,202.17
Overtime Project Costs						
Subtotal: Overtime				\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$1,328,020.50	\$1,128,818.33	\$199,202.17
Accounting Method:	Accrual					
Planned MOE: Personnel	\$227,827.80					

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

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

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

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
Division Director	100.0000	\$23,955.00	\$23,955.00	\$20,361.75	\$3,593.25
Operations Manager	100.0000	\$42,635.00	\$42,635.00	\$36,239.75	\$6,395.25
MCSAP Manager	100.0000	\$12,454.00	\$12,454.00	\$10,585.90	\$1,868.10
Public Education	100.0000	\$25,205.00	\$25,205.00	\$21,424.25	\$3,780.75
Investigator Supervisor	100.0000	\$29,166.00	\$29,166.00	\$24,791.10	\$4,374.90
Investigator	100.0000	\$167,400.00	\$167,400.00	\$142,290.00	\$25,110.00
POE Supervisor	100.0000	\$24,987.00	\$24,987.00	\$21,238.95	\$3,748.05
POE Inspector	100.0000	\$243,577.00	\$243,577.00	\$207,040.45	\$36,536.55
POE Agent	100.0000	\$19,057.00	\$19,057.00	\$16,198.45	\$2,858.55
TOTAL: Fringe Benefits			\$588,436.00	\$500,170.60	\$88,265.40
Planned MOE: Fringe Benefits	\$227,827.79				

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

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

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

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

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
MCSAP Grant Workshop	1	4	\$1,600.00	\$1,360.00	\$240.00
Training Travel	1	40	\$30,000.00	\$25,500.00	\$4,500.00
Routine Program Travel	10	4	\$10,000.00	\$8,500.00	\$1,500.00
CVSA Conference	2	8	\$6,500.00	\$5,525.00	\$975.00
TOTAL: Travel			\$48,100.00	\$40,885.00	\$7,215.00
Planned MOE: Travel	\$0.00				

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

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

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

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

CVSA Conference and Workshop - Two staff to attend the CVSA workshop and conference for FY 2018. Budget is based on past years experience.

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

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

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

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 greater than \$5,000.						
Planned MOE: Equipment	\$0.00					

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

Utah does not anticipate any needs for equipment in FY 2018.

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
Office Supplies	1	Annual	\$3,000.00	\$3,000.00	\$2,550.00	\$450.00
Books and Subscriptions	305	Item	\$32.05	\$9,775.25	\$8,308.96	\$1,466.29
Uniforms and Supplies	1	Annual	\$2,000.00	\$2,000.00	\$1,700.00	\$300.00
Printing and Binding	600	Annual	\$3.00	\$1,800.00	\$1,530.00	\$270.00
TOTAL: Supplies				\$16,575.25	\$14,088.96	\$2,486.29
Planned MOE: Supplies	\$0.00					

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

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

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

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

Printing and Binding - We produce and print a "Get Started" packet that we use to help educate carriers. They are given out at carrier investigations, New Entrant Safety Audits, at carrier outreach events and at the trucking association meetings and convention. PAcKets cost \$3.00 each and we expect to order 600 again this FY 2018 year.

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

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
Utah Highway Patrol - Sub-Grantee	DUNS	836054528	Subrecipient	\$800,000.00	\$680,000.00	\$120,000.00
Description of Services: Roadside Motor Carrier Enforcement						
Penna Powers	EIN	870410756	Contract	\$146,260.00	\$124,321.00	\$21,939.00
Description of Services: Marketing Vendor for Public Education and Outreach						
Hunt Electric	EIN	870663953	Contract	\$194,000.00	\$164,900.00	\$29,100.00
Description of Services: ITD Operation and Maintenance						
Iteris	EIN	952588496	Contract	\$69,000.00	\$58,650.00	\$10,350.00
Description of Services: ITD Operation and Maintenance						
Hexagon	EIN	630576222	Contract	\$92,000.00	\$78,200.00	\$13,800.00
Description of Services: ITD Operation and Maintenance						
Help, Inc. - PrePass	EIN	860730202	Contract	\$15,000.00	\$12,750.00	\$2,250.00
Description of Services: ITD Operation and Maintenance						
DTS	DUNS	9094301	Contract	\$60,000.00	\$51,000.00	\$9,000.00
Description of Services: ITD Operation and Maintenance						
TOTAL: Contractual and Subaward				\$1,376,260.00	\$1,169,821.00	\$206,439.00
Planned MOE: Contractual and Subaward	\$0.00					

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

Utah Highway Patrol is a Sub-Grantee of the MCSAP Grant. They provide all roadside enforcement activities for the State's MCSAP program. This is based off last years budget with a 2% increase granted by the Utah State Legislature.

Penna Powers - is the State's contracted firm for professional services in the area of public outreach. They are contracted in accordance with the State's procurement policies. Our major focus for this contract is our Truck Smart programs for public education and outreach. Costs include \$106,000 for Truck Smart driver education instructors, \$14,000 for website improvements and administration, and \$30,000 for production and printing of Trucksmart education materials for the classroom and safety outreach events.

ITD O&M Costs - see the table below:

ITD and PRISM Operation and Maintenance Costs	
Vendor: <u>Hunt</u>	
Amount	Reason
\$30,000	Annual 360 <u>SmartView</u> License
\$15,000	Annual 360 <u>SmartView</u> Support & Maintenance
\$7,000	Annual 360 <u>SmartView</u> Trailer Maintenance
\$20,000	Annual Estimated WIM Maintenance
\$122,000	Annual 360 <u>SmartView</u> LPR/OCR Maintenance
\$194,000	Subtotal
Vendor: <u>Iteris</u>	
Amount	Reason
\$50,000	Annual Maintenance for Server/Hosting of UTCVIEW
\$19,000	Annual for <u>inSPECT</u> Maintenance
\$69,000	Subtotal
Vendor: <u>Hexagon</u>	
Amount	Reason
\$92,000	Annual Maintenance for U-Route
\$92,000	Subtotal
Vendor: <u>PrePass</u>	
Amount	Reason
\$15,000	Annual fees for use of <u>PrePass</u> at 4 external POE's
\$15,000	Subtotal
Vendor: <u>DTS</u>	
Amount	Reason
\$60,000	\$5,000 per Month for Server Fees
\$60,000	Subtotal
\$430,000	Total O & M Costs

X

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 not claim reimbursement for Indirect Costs.

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Cell Communications	21	month	\$360.00	\$7,560.00	\$6,426.00	\$1,134.00
Conference Registration fees	4	per conference	\$550.00	\$2,200.00	\$1,870.00	\$330.00
CVSA Membership Dues	1	annual	\$6,500.00	\$6,500.00	\$5,525.00	\$975.00
CVSA Inspection decals	1725	sheet	\$3.36	\$5,796.00	\$4,926.60	\$869.40
Use of State Vehicles	7	annual	\$2,400.00	\$16,800.00	\$14,280.00	\$2,520.00
TOTAL: Other Costs				\$38,856.00	\$33,027.60	\$5,828.40
Planned MOE: Other Costs	\$0.00					

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

- **Cell Communications** - Cost of cell communication and data for 21 MCSAP related positions at \$30 per month.
- **Conference Registration Fees** - Two attendees for the CVSA Workshop and CVSA Conference at \$550 each registration.
- **CVSA Membership Dues** - Cost of annual membership with CVSA, estimated at \$6500 this year.
- **CVSA Inspection Decals** - Purchase of 1725 sheets of CVSA inspection decals for use by the MCD and UHP for FY 2018. Cost is \$3.36 per sheet.
- **Use of State vehicles** - We have use of eight State vehicles for our investigator team at a cost of \$2400 per vehicle annually.

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	\$2,886,810.00	\$509,438.00	\$3,396,248.00

Summary of MCSAP Funding Limitations

Allowable amount for Overtime without written justification (15% of Basic award amount):	\$509,438.00
MOE Baseline:	\$455,655.59

Estimated Expenditures

Personnel

	Federal Share	State Share	Total Project Costs
Division Director	\$31,549.88	\$5,567.62	\$37,117.50
Operations Manager	\$50,656.60	\$8,939.40	\$59,596.00
MCSAP Manager	\$51,290.00	\$9,051.00	\$60,341.00
Public Education	\$32,795.00	\$5,787.00	\$38,582.00
Investigator Supervisor	\$51,748.00	\$9,132.00	\$60,880.00
Investigators	\$320,742.00	\$56,601.00	\$377,343.00
POE Supervisor	\$119,021.25	\$21,003.75	\$140,025.00
POE Inspector	\$321,899.25	\$56,805.75	\$378,705.00
POE Agent	\$149,116.35	\$26,314.65	\$175,431.00
Salary Subtotal	\$1,128,818.33	\$199,202.17	\$1,328,020.50
Overtime subtotal	\$0.00	\$0.00	\$0.00
Personnel total	\$1,128,818.33	\$199,202.17	\$1,328,020.50
Planned MOE	\$227,827.80		

Fringe Benefits

	Federal Share	State Share	Total Project Costs
Division Director	\$20,361.75	\$3,593.25	\$23,955.00
Operations Manager	\$36,239.75	\$6,395.25	\$42,635.00
MCSAP Manager	\$10,585.90	\$1,868.10	\$12,454.00
Public Education	\$21,424.25	\$3,780.75	\$25,205.00
Investigator Supervisor	\$24,791.10	\$4,374.90	\$29,166.00
Investigator	\$142,290.00	\$25,110.00	\$167,400.00
POE Supervisor	\$21,238.95	\$3,748.05	\$24,987.00
POE Inspector	\$207,040.45	\$36,536.55	\$243,577.00
POE Agent	\$16,198.45	\$2,858.55	\$19,057.00
Fringe Benefits total	\$500,170.60	\$88,265.40	\$588,436.00
Planned MOE	\$227,827.79		

Travel			
	Federal Share	State Share	Total Project Costs
MCSAP Grant Workshop	\$1,360.00	\$240.00	\$1,600.00
Training Travel	\$25,500.00	\$4,500.00	\$30,000.00
Routine Program Travel	\$8,500.00	\$1,500.00	\$10,000.00
CVSA Conference	\$5,525.00	\$975.00	\$6,500.00
Travel total	\$40,885.00	\$7,215.00	\$48,100.00
Planned MOE	\$0.00		

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

Supplies			
	Federal Share	State Share	Total Project Costs
Office Supplies	\$2,550.00	\$450.00	\$3,000.00
Books and Subscriptions	\$8,308.96	\$1,466.29	\$9,775.25
Uniforms and Supplies	\$1,700.00	\$300.00	\$2,000.00
Printing and Binding	\$1,530.00	\$270.00	\$1,800.00
Supplies total	\$14,088.96	\$2,486.29	\$16,575.25
Planned MOE	\$0.00		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Utah Highway Patrol - Sub-Grantee	\$680,000.00	\$120,000.00	\$800,000.00
Penna Powers	\$124,321.00	\$21,939.00	\$146,260.00
Hunt Electric	\$164,900.00	\$29,100.00	\$194,000.00
Iteris	\$58,650.00	\$10,350.00	\$69,000.00
Hexagon	\$78,200.00	\$13,800.00	\$92,000.00
Help, Inc. - PrePass	\$12,750.00	\$2,250.00	\$15,000.00
DTS	\$51,000.00	\$9,000.00	\$60,000.00
Contractual and Subaward total	\$1,169,821.00	\$206,439.00	\$1,376,260.00
Planned MOE	\$0.00		

Other Costs			
	Federal Share	State Share	Total Project Costs
Cell Communications	\$6,426.00	\$1,134.00	\$7,560.00
Conference Registration fees	\$1,870.00	\$330.00	\$2,200.00
CVSA Membership Dues	\$5,525.00	\$975.00	\$6,500.00
CVSA Inspection decals	\$4,926.60	\$869.40	\$5,796.00
Use of State Vehicles	\$14,280.00	\$2,520.00	\$16,800.00
Other Costs total	\$33,027.60	\$5,828.40	\$38,856.00
Planned MOE	\$0.00		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$2,886,811.49	\$509,436.26	\$3,396,247.75
Total Costs Budgeted	\$2,886,811.49	\$509,436.26	\$3,396,247.75
Total Planned MOE	\$455,655.59		

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	\$2,886,810.00	\$509,438.00	\$3,396,248.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$509,438.00
MOE Baseline:	\$455,655.59

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$1,128,818.33	\$199,202.17	\$1,328,020.50	NA
Overtime Subtotal	\$0.00	\$0.00	\$0.00	NA
Personnel Total	\$1,128,818.33	\$199,202.17	\$1,328,020.50	\$227,827.80
Fringe Benefits Total	\$500,170.60	\$88,265.40	\$588,436.00	\$227,827.79
Travel Total	\$40,885.00	\$7,215.00	\$48,100.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$14,088.96	\$2,486.29	\$16,575.25	\$0.00
Contractual and Subaward Total	\$1,169,821.00	\$206,439.00	\$1,376,260.00	\$0.00
Other Costs Total	\$33,027.60	\$5,828.40	\$38,856.00	\$0.00
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$2,886,811.49	\$509,436.26	\$3,396,247.75	\$455,655.59
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$2,886,811.49	\$509,436.26	\$3,396,247.75	\$455,655.59

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

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

- ☒ Yes
- ☐ No

State Certification declaration:

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

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

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

1. What is the name of your certifying State official? Chad Sheppick
2. What is the title of your certifying State official? Director, Motor Carrier Division
3. What are the phone # and email address of your State official? 801-965-4156 csheppick@utah.gov

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

- ☒ Yes
- ☐ No

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

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

INTERSTATE MOTOR CARRIERS 100% Compatible in accordance with 49 CFR, Parts 350 and 355. INTRASTATE MOTOR CARRIERS Exception(s) for Intrastate motor carriers: 1. 18 year-old drivers can hold a Commercial Drivers License for intrastate commerce only. 2. Physically impaired Commercial Driver Program has been established under Utah Code 53-3-303(5), which provides for drivers participating in this program be reviewed by the Driver License Medical Advisory Board on an intrastate basis only. This program was a pilot program called the Medical Fitness Pilot Project and approved by FMCSA. For additional information, contact the Utah Driver's License Division at (801) 965-3819. 3. Intrastate LCV drivers are exempt from Part 380.203(2). This exemption applies only to intrastate trucking operations where the carrier operates double trailer combinations exclusively. 4. Intrastate private motor carriers are required to have a minimum of \$750,000 liability coverage.

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

Regulatory Compatibility Review

In accordance with 49 CFR, Parts 350 and 355, as Director for the Motor Carrier Division of the Utah Department of Transportation, State of Utah, I do hereby certify the State of Utah's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR's) and the Federal Hazardous Material Regulations (FHMR's) as follows:

INTERSTATE MOTOR CARRIERS

100% Compatible in accordance with 49 CFR, Parts 350 and 355.

INTRASTATE MOTOR CARRIERS

Exception(s) for Intrastate motor carriers:

1. 18 year-old drivers can hold a Commercial Drivers License for intrastate commerce only.
2. Physically impaired Commercial Driver Program has been established under Utah Code 53-3-303(5), which provides for drivers participating in this program be reviewed by the Driver License Medical Advisory Board on an intrastate basis only. This program was a pilot program called the Medical Fitness Pilot Project and approved by FMCSA. For additional information, contact the Utah Driver's License Division at (801) 965-3819.
3. Intrastate LCV drivers are exempt from Part 380.203(2). This exemption applies only to intrastate trucking operations where the carrier operates double trailer combinations exclusively.
4. Intrastate private motor carriers are required to have a minimum of \$750,000 liability coverage.

Dated this 10th day of **August 2017**



Chad Sheppick

Director, Motor Carrier Division

Utah Department of Transportation

Certification of MCSAP Conformance (State Certification) – FY 2018

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

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

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.

11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.

12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.

13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is Carlos Braceras.

14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.

15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.

16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.

17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.

18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.

19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.

24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.

25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.

26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date 8/9/2017

Signature Chad Shappich

New Laws and Regulations

In accordance with 49 CFR, Parts 350.213, as Director for the Motor Carrier Division of the Utah Department of Transportation, State of Utah, I do hereby certify that the State of Utah has not adopted any new law, regulation, or policy affecting Commercial Motor Vehicle (CMV) safety since our last Commercial Vehicle Safety Plan (CVSP) was submitted in July of 2015.

Dated this 10th day of **August, 2017**



Chad Sheppick

Director, Motor Carrier Division

Utah Department of Transportation