

CONNECTICUT

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Date of Approval: Jan 12, 2017

Final CVSP

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

Connecticut Department of Motor Vehicles

Our Mission and Vision

Mission: The mission of the Connecticut Department of Motor Vehicles is to promote and advance public Safety, Security and Service through the regulation of drivers, their motor vehicles and certain motor vehicle-related businesses.

Vision: Our vision is to always evolve as an organization; to employ new and innovative measures and strategies that improve customer service, enhance the security of credentials, foster staff development and satisfaction, streamline agency procedures, and promote clear and timely communication.

Commercial Vehicle Safety Division

Motor Carrier Unit

* Safety is what we do every day.*

To reduce the number and severity of; accidents, fatalities, and injuries involving commercial motor vehicles and hazardous materials incidents through consistent, uniform, and effective commercial motor vehicle safety programs.

Goal: With Connecticut's 2014 fatality rate of .07 that is half of the national average of .14, we will strive to maintain our lower than national average percentage and reduce its total number of crashes lower than national average percentage and reduce our total number of crashes annually by two percent.

2 - Basic and Incentive Program Structure

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The Connecticut Department of Motor Vehicles, Commercial Vehicle Safety Division (CVSD) continues as this State's MCSAP lead agency. As the State's lead agency, partnering with the Federal Motor Carrier Safety Administration (FMCSA), Connecticut Department of Transportation (ConnDOT) and the Department of Emergency Services and Public Protection, Division of State Police (CSP) as well as a number of local municipalities, our common goal is to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles. Inasmuch as the primary function of the CVSD is the stopping of commercial vehicles for the purpose of inspecting the vehicle, its driver and its load, we are firmly committed to our highway safety goals and ensuring that the highways of Connecticut are safe for the motoring public. We remain confident that Connecticut will execute a well thought out and comprehensive Commercial Vehicle Safety Plan (CVSP) that will significantly improve motor carrier safety.

All personnel (125) performing roadside inspections submit those inspections to CVSD for uploading into the Federal database. CSP and CVSD personnel complete their inspections electronically (ASPEN) and upload those inspections wirelessly. Local officers record their inspections on handwritten inspection reports and CVSD manually enters those reports into SAFETYNET. Subsequently, CVSD uploads them into the Federal database. All personnel are trained and certified by the CVSD in accordance with Connecticut State statutes (Connecticut General Statutes (CGS) 14-163c) and regulations (Regulations of Connecticut State Agencies (RCSA) 14-163c-1, 2, 4 through 12 inclusive) and their respective departments have written MOUs with CVSD.

All participating agencies conduct roadside inspections, complete Driver/Vehicle Examination Reports and file those reports with the CVSD. As previously noted CSP and CVSD upload their reports electronically. CVSD performs the data entry of all hand written reports, monitoring all DataQs, certifies all reports, sends out second notices for delinquent reports and suspends the registrations of those vehicles cited in the delinquent reports that are non-compliant.

CVSD deploys four truck teams: Central, East, West and Evening in areas across the State for maximum coverage. CVSD schedules include, at a minimum, three days per month for level III driver focused inspections, weekly traffic enforcement (TE) days, two HM days and two destination inspection details. All personnel will include checks for: safety belts; drugs and alcohol; operating authority (as applicable); violations of Federal OOS orders; and proper and valid license status when conducting inspections.

In addition, to conducting nearly 80% of the Driver/Vehicle Examination Reports, which include CMV TE and motor coach terminal inspections, CVSD performs: New Entrant Safety Audits (SAs) performed through the New Entrant grant, the Internal Repair Audit Program (IRAP), Judicial Outreach Program (JOP), and educational contacts.

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

Connecticut supports and will continue its enforcement, as applicable, of 49 CFR 350.201(q)(1) and (2): the removal of impaired commercial motor vehicle (CMV) drivers from the highways; and provide an appropriate level of training to MCSAP personnel to recognize drivers impaired by alcohol or controlled substances. These activities are an integral part of the roadside inspection. All personnel conducting inspections are sworn law enforcement personnel who have attended the State's Police Academy. As part of that academy personnel are trained in the recognition of alcohol and drug impaired driving behavior and receive training in standardized field sobriety testing and to assist in making a determination of impaired driving. Law enforcement personnel receive additional in-service training in the recognition of alcohol and drug impaired driving behavior.

The equipment needed to detect alcohol use is readily accessible to all law enforcement personnel at the CSP Troops and local Police Departments (PDs).

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

Connecticut supports 49 CFR 350.201(t), 350.213(b)(4) and the enforcement of operating authority as well as declaring out-of-service (OOS) those motor carriers found in violation of the operating authority regulations. Personnel have access to DMV's new CVIEW (CTCVIEW) within our CAD/RMS or directly through CTCVIEW as well as access to Query Central via the FMCSA Portal. Additionally, they have been provided additional information, including telephone numbers, to allow all personnel the ability to verify a motor carrier's operating authority. During the reporting period (4/1/2014 through 3/31/2015) there were 104 motor carriers cited for operating without the proper authority. Connecticut has also adopted very stringent State laws (CGS 14-35a) with regards to motor carriers operating in Connecticut without operating authority and/or operating with a Federal OOS order.

All personnel receive required annual re-certification to conduct inspections in accordance with RCSA 14-163c-9. During that annual re-certification a review of operating authority requirements, the associated OOS and their access to CTCVIEW and the FMCSA Portal. During the annual re-certification, inspection procedures are reviewed and personnel reminded that they are required to follow all CVSA By-laws and Operational Policies including the North American Standard Inspection Procedures as prescribed in the RCSA 14-163c-1, 2 and 4-12.

Basic and Incentive Program Effectiveness Summary - Past Performance

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

- 1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
- 2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
- 3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.*
- 4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
- 5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

Goal measurement as defined by your State: Other Fatal & non-fatal crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	26	673	1413
01/01/2014	12/31/2014	19	746	680
01/01/2013	12/31/2013	21	620	754
01/01/2012	12/31/2012	15	773	626
01/01/2011	12/31/2011	24	765	814

Enter the source and capture date of the data listed in the table above:

USDOT/FHWA, Highway Statistics (annual series); FARS. FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/24/2016. This includes crash records through 2/29/2016.

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

Connecticut's CMV Fatality Rate per 100 million VMT: 2007 - .09; 2008 - .09; 2009 - .05; 2010 - .09; 2011 - .05; 2012 - .05; 2013 - .07; and 2014 - .07.

Outcomes are listed as a percentage (%) of change from previous year's total (fatal and non-fatal) truck crashes.

While we grasp the seriousness of fatal crashes, due to the small number of fatal crashes, Connecticut uses the total (fatal and non-fatal) truck crash numbers when stating our goals and calculating the actual outcomes. This larger number provides for a more statistically relevant number for us to evaluate.

Calendar years: 2008 - 859; 2009 - 723 (-15.8%); 2010 - 700 (-3.18%); 2011 - 814 (16.29%); 2012 - 626 (-23.10%); 2013 - 754 (20.45%); 2014 - 680 (-9.81%); and *2015 - 1,413 (107.79%).

*NOTE - 2015 saw the implementation of the State's newly required electronic crash report (PR-1) and a subsequent large up tick in crash reports submitted by cities and towns that were previously not reported. Many of these new reports do not appear to be reportable and the ConnDOT has received a SaDIP grant to work on training for police officers throughout the State on the proper reporting of CMV crashes.

2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Other Fatal & non-fatal crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	4	71	256
01/01/2014	12/31/2014	1	91	72
01/01/2013	12/31/2013	2	31	92
01/01/2012	12/31/2012	2	12	32
01/01/2011	12/31/2011	3	11	13

Enter the source and capture date of the data listed in the table above:

USDOT/FHWA, Highway Statistics (annual series); FARS. FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/24/2016. This includes crash records through 2/29/2016.

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

Connecticut's CMV Fatality Rate per 100 million VMT: 2007 - .09; 2008 - .09; 2009 - .05; 2010 - .09; 2011 - .05; 2012 - .05; 2013 - .07; and 2014 - .07.

Outcomes are listed as a percentage(%) of change from previous year's total (fatal and non-fatal) bus crashes.

While we grasp the seriousness of fatal crashes, due to the small number of fatal crashes, Connecticut uses the total (fatal and non-fatal) bus crash numbers when stating our goals and calculating the actual outcomes. While still a small number, this larger number provides for a more statistically relevant number for us to evaluate.

Calendar years: 2008 - 60; 2009 - 24 (-60%); 2010 - 39 (62.5%); 2011 - 13 (-66.67%); 2012 - 32 (146.15%); 2013 - 92 (187.5%); 2014 - 72 (21.74%); and *2015 - 256 (255.56%).

*NOTE - 2015 saw the implementation of the State's newly required electronic crash report (PR-1) and a subsequent

large up tick in crash reports submitted by cities and towns that were previously not reported. Many of these new reports do not appear to be reportable and the ConnDOT has received a SaDIP grant to work on training for police officers throughout the State on the proper reporting of CMV crashes.

3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: N/A

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	0	0	0
01/01/2011	12/31/2011	0	0	0

Enter the source and capture date of the data listed in the table above:

U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Material Safety, Hazmat Summary by Transportation (Highway), Yearly Incident Summary reports; 2011, 2012, 2013, 2014 and 2015.

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

A review of the PHMSA Yearly Incident Summary Reports (highway) for the years 2011 through 2015 continue to show zero fatalities and zero injuries that required hospitalization. To that end the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. The total number of incidents remains somewhat flat; 157, 196, 157, 210 and 198 respectively. Damages are flat as well; \$197,427 in 2012 to \$191,226 in 2015, except for the large spike in damages for 2011, which resulted mainly from one incident where a cargo tank rolled over and released more than 5,000 gallons of gasoline. Damages for that one incident were \$1,513,417.

Regardless, trucks teams continue to be assigned twice per month to specific 'HM days' for a focus on hazardous materials transportation with a concentration on flammable, combustible and corrosive shipments as these three hazard classes represent 83.78% of the 12,683 national incidents. Ultimately, the crash statistics, the PHMSA incident summary reports and the out-of-service rates demonstrate that there is no apparent issue with regards to hazardous material transportation. However, the nature of the product being transported requires us to maintain careful oversight on those motor carriers to ensure they continue safe operating practices. In addition, we have several terminals (aka 'tank farms') located at a number of ports that supply fuel oils to consumers throughout the State and to surrounding States. We must be mindful of the security risk these terminals pose and continue to maintain a presence at these locations.

4 - Traffic Enforcement Trend Analysis: 2011 - 2015**Instructions:**

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	5208	5208
01/01/2014	12/31/2014	4530	4530
01/01/2013	12/31/2013	5880	5880
01/01/2012	12/31/2012	7031	7031
01/01/2011	12/31/2011	6757	6757



Check if State does not conduct CMV traffic enforcement stops without an inspection.



Check if State does not conduct Non-CMV traffic enforcement stops.

Enter the source and capture date of the data listed in the table above:

SAFETYNET. Note - While the majority of TE stops are accompanied by a ticket (infraction or misdemeanor), Connecticut's Driver/Vehicle Examination Reports are treated and processed as written warnings. Failing to certify a Driver/Vehicle Examination Report may result in a registration suspension for the motor carrier. Data Source: USDOT/FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/29/2016.

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP

Instructions:

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

Activity: Describe Outreach and Education activity conducted:

Include the 'Share the Road with Trucks' message in the Connecticut Driver's Manual.

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

To ensure all new drivers are provided this important information when studying for their driver's license.

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

Connecticut Driver's Manual contains the 'Share the Road with Trucks' message. The manual is available on-line for all new drivers as well as anyone who wishes to review the manual.

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

Activity #2

Activity: Describe Outreach and Education activity conducted:

Supply video and brochures for 'Sharing the Road with Trucks' as needed to the Instructors for the mature driving programs throughout the State.

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

Continue to provide video to instructors as needed.

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

Video and brochures are provided through Connecticut Department of Motor Vehicle headquarters. The instructors who provide the instruction to mature drivers will receive and distribute the material.

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

Activity #3

Activity: Describe Outreach and Education activity conducted:

Inspector assigned at least twice weekly with the twenty-plus Courts to ensure that our daily activities are properly and judicially administered through the State's courthouses in an effort to ensure that those 'high risk' carriers are dealt with swiftly and accordingly.

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

Twice per week court visits.

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

Average of two visits per week was completed as well as a monthly visit to the Centralized Infraction Bureau.

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

The twenty-plus courts are spread out across the State of Connecticut making it difficult to visit some of the courts on the fringe areas of the State. Most visits are conducted at those courts that have CMV cases pending.

Activity #4

Activity: Describe Outreach and Education activity conducted:

Conduct in-service commercial vehicle law training for police as well as training in commercial vehicle law to new police recruits. Training to CVSA certified personnel will include the importance of accurate violations and their effect on motor carriers through CSA.

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

Two Truck 101 classes and several in-service classes.

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

Two Trucks 101 and five in-service classes held.

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

These training classes are helpful for all law enforcement officers throughout the State. The Trucks 101 classes provide training to State and local police and their respective departments on CMV laws as well as the need for accurate and timely accident/crash reporting of all reportable crashes. We have made advancements at the Police Academy and have returned to provide CMV training to new recruits. The Trucks 101 course has been added to a week long course for law enforcement officers that covers: DUI, speed monitoring, CMVs, and other traffic related issues.

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP

Instructions:

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

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

Crash Timeliness - CVSD worked and coordinated with ConnDOT and our CAD/RMS vendor on the State's new electronic PR1 and the new electronic upload.

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

Crash timeliness measures moved from 'yellow' to 'green'.

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

While the crash timeliness measure moved up to 'green' in March of 2015 and maintained 'green' for an additional two months. The measure dropped significantly as a result of the delayed development of the new electronic crash report (PR1) upload. The drop returned us back to 'yellow' in June of 2015, 'red' in November of 2015 and back to 'yellow' in March of 2016. The timeliness trends are showing continued upward progress as it relates to crash timeliness: June 2015 - 77%, November 2015 - 20% (lowest) and currently 61% in June 2016. (13 month trend (percentages): June 2015 to June 2016: 77, 53, 40, 29, 23, 20, 29, 35, 39, 42, 43, 53 and 61)

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

With the ConnDOT rolling out the new all electronic crash report (PR1) statewide, ConnDOT focused first on the electronic collection of the crash data for the PDs and once that was stabilized they began work on the new electronic upload to CVSD. After discussions with ConnDOT and our CAD/RMS vendor it was determined that the upload should come directly from ConnDOT and go directly to CVSD. This means that we will receive 100% of those CMV reportable crashes submitted to ConnDOT in accordance with our statutes. In addition, the new upload sends those CMV crashes every night when the CMV reportable crash(es) clears ConnDOT edits and is added to their system. This should be an excellent improvement in the crash timeliness measure once we have caught up to the backlog created during the delayed development of the electronic upload.

Basic & Incentive CMV Safety Objectives

The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal

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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:

According to the 2015 MCMIS crash data for all large truck and bus crashes occurring on Connecticut's roadways: for the 1,783 large truck and bus crashes the majority of those crashes occurred during daylight hours between 6 am and 6 pm (1,362, 76.39%), Monday through Friday (1,572, 88.17%), on dry roads (1,402, 78.63%), with no adverse weather condition reported (1,505, 84.41%), and take place on two-way divided highways (1,031, 57.82%): with barriers (828, 46.44%); without barriers (203, 11.39%). The majority of these large trucks and buses are greater than 26,000 pounds (1,321, 74.09%), have van/enclosed body cargo areas (548, 30.73%), are non-domiciled carriers (980, 54.96%), and are interstate carriers (1,358, 76.16%). The majority of these crashes (1,431, 80.26%) occur in three of our eight counties, Fairfield (519, 29.11%), Hartford (404, 22.66%) and New Haven (508, 28.49%).

Enter Data Source Capture Date:

Enter Data Source:

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/24/2016. This includes crash records through 2/29/2016.

Enter Crash Reduction Goal

With Connecticut's 2014 fatality rate of .07 that is half of the national average of .14, we will strive to maintain our lower than national average percentage and reduce its total number of crashes lower than national average percentage and reduce our total number of crashes annually by two percent.

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

- ☒ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- ☒ Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- ☒ Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- ☒ Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- ☒ Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

Continue to assign resources to the identified high crash areas to conduct traffic enforcement and roadside inspections activities similar to the associated percentage of crashes within those counties. Details will be scheduled in identified high crash areas and in accordance with the crash statistics cited above.

Where CMVs are stopped for random vehicle inspections, personnel will focus on those vehicles greater than 26,000 pounds that represent the large majority of vehicles involved in crashes.

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

Traffic enforcement and roadside inspection details are assigned within the identified high crash areas.

Monitor monthly crash statistics and trends of reportable CMV crashes being uploaded into SAFETYNET. Monitor inspection reports to ensure personnel are inspecting those vehicles identified as the majority of vehicles involved in crashes.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State's rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: Indicate your State's SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Fair	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

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

A & I Online data snapshot dated June 24, 2016.

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 8	Yes
SSDQ	Fair	Yes

Data Sources:

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

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. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.

Connecticut started out with a 'green' overall rating and dropped to 'yellow', then 'red' and has returned back to 'yellow' over the past year. Our struggles are with the new electronic crash report (PR1) and the upload of the data (aka timeliness), which when we exam the trend lines, they show us bottoming out at 20% in Novemebr 2015 and since have been slowly increasing to its current rate of 61%.

Except for the crash timeliness measure (61%), all of the other data quality measures are 'green' with 97% being the lowest percentage. Data quality measures as they relate to inspections have always been maintained at a 'green' rating. As stated above, crashes and their related areas provide us with our bigger challenges. Specifically, the crash timeliness measure, which is directly related to ConnDOT rolling out the new all electronic PR-1 statewide and the development of the new electronic upload from ConnDOT to CVSD. With the ConnDOT rolling out the new all electronic PR-1 (crash report) statewide in January of 2015, ConnDOT focused first on the electronic collection of the crash data for the PDs and once that was stabilized they began work on the new electronic upload to CVSD. After discussions with ConnDOT and our CAD/RMS vendor it was determined that the upload should come directly from ConnDOT and go directly to CVSD. This means that we will receive 100% of those CMV reportable crashes submitted to ConnDOT in accordance with our statutes. In addition, the new upload sends those CMV crashes every night when the CMV reportable crash(es) clears ConnDOT edits and is added to their system. This should be an excellent improvement in the crash timeliness measure once we have caught up to the backlog created during the delayed development of the electronic upload. Lastly, the new electronic PR1 included all of FMCSA's suggested changes in MMUCC and result in all of the data being transferred from ConnDOT to CVSD.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.

Continue to work with ConnDOT and the electronic upload process to continue our crash timeliness until we achieve 'green' status.

Working with ConnDOT includes:

- allowing their systems to interface with CTCVIEW to help identify the proper carriers (aka carrier match) involved in CMV reportable crashes.
- Work with ConnDOT and their vendor during the train-the-trainer classes being provided to police departments on the new electronic PR-1 as it relates to CMVs.
- fatal crash completeness to ensure our records are matched.
- identifying PDs who have consistent issues with crash reporting so their issues do not affect timeliness and accuracy of the crash data.

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.

Crash timeliness measure return to 'green' from 'red'.

With the new electronic PR-1 in place and the upload from ConnDOT and CVSD operational, edit checks refined, uploads performed every night when a CMV reportable crash(es) clears ConnDOT edits and is added to their system. This should be an excellent

improvement in the crash timeliness measure once we have caught up to the backlog created during the delayed development of the electronic upload. Lastly, the new electronic PR-1 included all of FMCSA's suggested changes in MMUCC and result in all of the data being transferred from ConnDOT to CVSD.

As the nightly electronic uploads continue and ConnDOT catches up with their backlog we should see a return to 'yellow' as the first quarter of FFY 2017 begins and to 'green' sometime in the first or second quarter of FFY 2017.

3 - Passenger Carrier Enforcement**Instructions:**

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

Check this box if:

☒ As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities

Instructions:

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

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..

Enter your State's OOS Catch Rate percentage if below 85%:

67

Performance Objective: Enter performance objective(s).

To catch 100% all motor carriers who are stopped and have been issued a Federal out-of-service order.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**

☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**

☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**

☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Please describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside, and how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

All personnel are currently required to check for Federal out-of-service orders. Personnel will enter the US DOT # of the motor carrier into CAD/RMS, which at the time of entry will check for OOS orders via the CTCVIEW interface. Additionally, when opening ASPEN, personnel will update the displayed carrier and verify any warnings provided by ISS. All OOS orders will be verified in CTCVIEW or Query Central via the FMCSA Portal. All OOS orders will be verified and motor carriers cited on the Driver/Vehicle Examination Report.

The report dated 6/17/2016 shows CT at a 78.13% catch rate for fiscal year 2015 and a 80.65% catch rate within the last twelve months.

All CT carriers who are issued a Federal OOS orders will have their vehicle registrations analyzed and suspended as appropriate.

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

Review the OOS catch rate reports sent by FMCSA to ensure the we maintain a greater than 85%

As stated in other sections of this CVSP, during our annual in-service training (March) this topic will be reviewed and access to CAD/RMS function, CTCVIEW and Query Central will be verified.

5 - Hazardous Materials Transportation Safety

Instructions:

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Crash Timeliness

Problem Statement Narrative: Describe problem identified by performance data.

The crash timeliness measure moved to 'green' for three months and has returned to 'yellow'. This is directly related to ConnDOT rolling out the new all electronic PR-1 statewide and the development of the new electronic upload from ConnDOT to CVSD. With the ConnDOT rolling out the new all electronic PR-1 (crash report) statewide in January of 2015, ConnDOT focused first on the electronic collection of the crash data for the PDs and once that was stabilized they began work on the new electronic upload to CVSD. After discussions with ConnDOT and our CAD/RMS vendor it was determined that the upload should come directly from ConnDOT and go directly to CVSD. This means that we will receive 100% of those CMV reportable crashes submitted to ConnDOT in accordance with our statutes. In addition, the new upload sends those CMV crashes every night when the CMV reportable crash(es) clears ConnDOT edits and is added to their system. This should be an excellent improvement in the crash timeliness measure once we have caught up to the backlog created during the delayed development of the electronic upload. Lastly, the new electronic PR-1 included all of FMCSA's suggested changes in MMUCC and result in all of the data being transferred from ConnDOT to CVSD.

Performance Objective: Enter performance objectives including baseline data and goal.

CVSD will continue to upload CMV reportable crashes into SAFETYNET via the upload developed by ConnDOT. CVSD will watch the data and the reports supplied by FMCSA on crash timeliness measure to track the movement back to 'green' from 'yellow'.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☐ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- ☐ Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- ☐ Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- ☐ Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- ☒ Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

CVSD's SAFETYNET operator to upload electronic crashes submitted to CVSD from ConnDOT electronically. CVSD will review data for accuracy and correct as needed. ConnDOT has implemented a view only login for CVSD to review the PD's crash report so that CVSD can verify any discrepancies that may arise from the electronic transfer of the crash data.

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

Crash timeliness measures moves from 'yellow' to 'green'. Use the new electronic PR-1 upload and perform nightly uploads of data from the transfer into SAFETYNET. As the nightly electronic uploads continue, we should see movement within the 61 percentile range and slowly close in on 90 percent by the first or second quarter of FFY 2017.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** 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> (user id and password required).*

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.

Connecticut will perform Driver/Vehicle Inspections at the levels noted in the activity projections listed below. All personnel will include checks for: safety belts; drugs and alcohol; operating authority (as applicable); violations of Federal OOS orders; and proper/valid license status (electronic check) when conducting inspections. These inspections will be done as specified in the other sections of this plan as they relate to crash reduction, TE, HM transportation and passenger-carrying vehicles. Ultimately, we will work to maintain or increase driver focused inspections at or above the 33% level.

CVSD deploys four truck teams: Central, East, West and Evenings in areas across the State for maximum coverage. CVSD schedules include, at a minimum, three days per month for level III driver focused inspections, weekly TE days, two HM days per month and two destination inspection details per month. The Evening Team works primarily out of the six States weight and inspection stations.

Team supervisors will schedule details according to our objectives and review personnel's activities to ensure they are working to achieve our goals.

It must be noted that our inspection goals include the inspections conducted by Connecticut Department of Emergency Services and Public Protection, Division of State Police personnel. They do not receive any MCSAP Basic funding and inspections do not show on the summary tab. Below are two tables that properly represent Connecticut's inspection goals. Tables are as follows: 1) Department of Emergency Services and Public Protection, Division of State Police - 68 certified personnel inspections and 2) Total inspections goals and proper percentages for Connecticut (Corrected summary).

Table 1 -

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	2500	250	0	2750	75.01%
Level 2	500	100	0	600	16.37%
Level 3	300	0	0	300	8.18%
Level 4	0	0	0	0	0.00%
Level 5	0	0	16	16	0.44%
Level 6	0	0	0	0	0.00%
Sub-Total Funded Agencies	3300	350	16	3666	

Table 2 -

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: CONNECTICUT DEPT. OF MOTOR VEHICLES					
# certified officers: 50					
Funded Agencies: CT					
# certified officers: 0					
Number of Non-Funded Agencies: 7					
# certified officers: 75					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	4500	500	100	5100	27.25%
Level 2	5500	850	100	6450	34.46%
Level 3	6250	100	300	6650	35.53%
Level 4	0	0	0	0	0.00%
Level 5	0	0	516	516	2.76%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	16250	1450	1016	18716	

7 non-funded agencies are: Connecticut Department of Emergency Services and Public Protection, Division of State Police; Bloomfield Police Dept.; Cromwell Police Dept.; Trumbull Police Dept.; Wethersfield Police Dept.; Windsor Police Dept.; and Windsor Locks Police Dept..

Instructions for Performance Goals:

Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.**

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency

Lead Agency is: CONNECTICUT DEPT. OF MOTOR VEHICLES

Enter the total number of certified officers in the Lead agency: 50

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	2000	250	100	2350	15.61%
Level 2	5000	750	100	5850	38.87%
Level 3	5950	100	300	6350	42.19%
Level 4	0	0	0	0	0.00%
Level 5	0	0	500	500	3.32%
Level 6				0	0.00%
Sub-Total Lead Agency	12950	1100	1000	15050	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click 'Save' after each table entry.

Enter the name of the Funded Agency:

Enter the total number of certified officers in this funded agency:

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	7
Enter the total number of non-funded certified officers:	75

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: CONNECTICUT DEPT. OF MOTOR VEHICLES					
# certified officers: 50					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 7					
# certified officers: 75					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	2000	250	100	2350	15.61%
Level 2	5000	750	100	5850	38.87%
Level 3	5950	100	300	6350	42.19%
Level 4	0	0	0	0	0.00%
Level 5	0	0	500	500	3.32%
Level 6				0	0.00%
Total ALL Agencies	12950	1100	1000	15050	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

Through the findings of the LTCCS's recognition of the driver as one of the major factors in 'crash causation', we will conduct CMV TE focusing on reckless driving, speeding, following too close and unsafe lane changes, in all areas of the state as well as prior to and within the identified high crash areas. This CMV TE will be documented on Driver/Vehicle Examination Reports. In addition, we will perform random roadside inspections, focusing on the driver and provide a high visibility presence prior to or within the identified high crash areas.

Connecticut does not intend to include non-CMV TE as part of the CVSP. CVSD does not have the necessary staffing levels to assign personnel to this task while maintaining our levels of inspections. Personnel will conduct isolated stops at times when unsafe actions by the non-CMV driver are performed in the vicinity of a CMV and warrants immediate action. Connecticut will assign several personnel from each of our four truck teams to work in the identified high crash areas at least twice per week. This should result in approximately 144 hours of CMV TE. Activities will take place M-F between 6 am and 6 pm and focus on drivers of CMVs greater than 26,000 pounds operating on interstates. All CMV TE performed will be documented on Driver/Vehicle Examination Reports.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	3000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	200

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Supervisors will schedule monthly high crash and TE days accordingly. The MCSAP Coordinator will review monthly schedules submitted by supervisors to ensure high crash and TE days have been scheduled. Those days will be noted in the quarterly reports.

3 - Carrier Investigations**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 and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

At this time Connecticut does not have anyone who can perform CRs. We will work to have personnel certified to perform CRs as time and training schedules permit.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

Until such time that CVSD has personnel certified to perform CRs. CVSD will work with our Federal partners and refer carriers needing attention to FMCSA for carrier investigations.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

☐ **Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		
Passenger		
HM		
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site		
Passenger CSA Off-Site		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused		
Passenger CSA On-Site Focused		
HM CSA On-Site Focused		
CSA On-Site Focused Investigations Sub-total	0	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	6	
Passenger CSA On-Site Comprehensive		
HM CSA On-Site Comprehensive		
CSA On-Site Comprehensive Sub-total	6	0
CSA Investigations (all Types) Total	6	0
HM-Related Review Types		
Security Contact Reviews (SCRs)		
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	6	0

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

Connecticut currently has no Inspectors certified who can perform interstate CRs. (Previously CR certified personnel have retired)
Connecticut does plan, as staffing will permit and training schedules allow, to certify a new CR Inspector.

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. 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 FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

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.:

To provide safety briefings or presentations to motor carriers and/or their drivers on Federal and State Laws and Regulations that effects their operations. These presentations will emphasize commercial vehicle safety in an effort to educate those motor carriers and their drivers about the need to operate safely on the roadways of Connecticut. Presentations will include information on CSA and may be given in conjunction with the CT FMCSA Office.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	10
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	10
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	1
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	1
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	1

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.

Conduct safety briefings and presentations on CMV safety performed when requested. Hopefully, conducting at least one per month. Setup specific joint presentations that are meant to address the implementation of CSA within the State of Connecticut. All safety talks will include CSA, safety belt and distracted driving education.

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 Performance Progress Report (SF-PPR):

Perform inquiry into the CAD/RMS system and provide the number of Educational Events conducted.

New Entrant

1 - New Entrant Focus Area

Instructions:

The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct 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. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Complete the following areas to describe your plan for this MCSAP focus area.

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

Objective: Processing and Completing Safety Audits within the Statutory Time Limits

- 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.
- 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.

Enter New Entrant Agency:

Connecticut Department of Motor Vehicles

Strategies: Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.

With the ever anticipated increase in the number of new entrants, as motor carriers enter and exit the continued volatile business environment, this grant will help maintain the two current full-time DMV personnel assigned to the FMCSA CT office to perform SAs. Additionally, this grant provides for a two Processing Technicians (PT) to work full-time, one who will work as the New Entrant Coordinator and the other to work conducting offsite SAs as we continue to work to try and get ahead of those required SAs within the statutory time frame. The New Entrant Coordinator was added in FY 2014 in an attempt to counter the excessive backlog of SAs. This strategy had a tremendous payoff, ultimately reducing the backlog to almost no overdue SAs. The strategy allowed personnel conducting SAs to focus on completing SAs while the New Entrant Coordinator worked to fill appointments. The New Entrant Coordinator eliminates those motor carriers: 1) who do not need an SA (no interstate trips), or 2) who do not make contact and are declared OOS after three no contacts. Additionally, we began doing offsite SAs in June 2016, which has also helped to complete the required SAs within the statutory time frame. The New Entrant Coordinator will work with those motor carriers who are preparing for the SA and help to have the carrier ready when the Inspector comes to complete the SA or works with them in the offsite process. Personnel assigned to NE SAs are responsible to conduct SAs as assigned by the New Entrant Coordinator in coordination with the FMCSA CT Division Office (onsite or offsite). Personnel will also remove those registration plates for new entrant carriers who have been issued a Federal OOS order. With CT DMV personnel focused on the offsite process, CT will add a non-sworn PT to focus on offsite SAs. Motor carriers requiring an onsite SA will be visited by a sworn Inspector, visiting the motor carrier's place of business, or in the case of the business office in someone's home, conduct the SA in a separate office (e.g. DMV or FMCSA office). The NE program is reliant on FMCSA for funding and the CT DMV is committed to making the FMCSA investment pay off in terms of both quality and quantity.

The small nature of our State creates several challenges that affect the number of SAs performed; such as motor carriers who are no shows, have not made any interstate trips, must be converted to CRs, etc. The New Entrant Coordinator helps to manage the NE SA Program and ultimately, stay ahead of the new entrant companies on the assignment list. The addition of a second PT to the program can only have positive results as it relates to SAs performed. With a number of motor carriers entering and exiting the business

environment, tracking down those new entrants takes time. Those, along with motor carriers who are trying to avoid an SA, all ultimately affect the number of SAs actually performed. Over the years, and more so during these continued hard economic times, CT has seen a large number of new entrants change to intrastate, go out of business or just not show up resulting in a revocation, again all of which affects the number of SAs performed.

Activity Plan: A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Two CT DMV Inspectors and one PT assigned to the CT FMCSA division office would receive their audit assignments from the New Entrant Coordinator. The New Entrant Coordinator would coordinate with the FMCSA CT Division Office and CT DMV personnel to monitor the status of the CT's new entrants prioritize the assignment lists and attempt to mitigate those motor carriers who are overdue for their SA. The SAs, onsite or offsite, would be submitted for completeness and accuracy to the CT FMCSA DA or designee before being approved and submitted into the Federal system. Inspectors would report to the CT FMCSA division office as needed. The New Entrant Coordinator will schedule SAs, onsite and offsite) for CT DMV personnel. This has been very beneficial and eliminates the difficulties of scheduling for field personnel conducting the SAs.

The addition of the one additional PT will require hiring, training in the NE SA offsite process and purchase of equipment for the program.

Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.

The New Entrant Coordinator will complete a schedule that all personnel have access too, including the FMCSA CT Division Office personnel. Monthly activity reports will be provided to New Entrant Coordinator. Monthly reports will include: days worked, number of SAs onsite completed, number of offsite SAs completed, number of SAs converted to CRs and reassigned, number of visits resulting in a motor carriers change from interstate to intrastate or US DOT number revoked, number of SAs that were no shows and US DOT number revoked, number of visits cancelled, number of roadside inspections, number of days off (vacation, PL or sick) and any other relative information.

A financial and performance quarterly report will be submitted within 30 days of the end of each quarter, as required by FMCSA.

Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	40	0
# of Safety Audits (Offsite)	200	0
TOTAL Safety Audits	240	0
# of Non-Audit Resolutions	351	0

Spending Plan

B&I Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel

What different types of costs do I need to put in my Spending Plan?

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: ☐ Cash ☒ Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$414,597.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Processing Technician	1	100	2080	\$29.26	\$60,860.80	\$51,731.68	\$9,129.12	\$60,860.80
Lieutenant	1	100	2080	\$44.55	\$92,664.00	\$78,764.40	\$13,899.60	\$0.00
Inspector	11	100	2080	\$31.60	\$723,008.00	\$614,556.80	\$108,451.20	\$854,464.00
Sub-Total Salary					\$876,532.80	\$745,052.88	\$131,479.92	\$915,324.80
Overtime Information								
Overtime	1	100	220	\$47.40	\$10,428.00	\$8,863.80	\$1,564.20	\$9,480.00
Sub-Total Overtime					\$10,428.00	\$8,863.80	\$1,564.20	\$9,480.00
TOTAL PERSONNEL					\$886,960.80	\$753,916.68	\$133,044.12	\$924,804.80

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

MCSAP funding pays for Eleven Inspectors, one Lieutenant (MCSAP Coordinator) and one SAFETYNET Processing Technician all work full-time (2,080 hours per year) on MCSAP eligible activities. With the eleven Inspector's average rate of \$31.60 per hour that equates to

\$723,008 per year; the Lieutenant's rate of \$44.55 per hour that equates to \$92,664 per year; and the SAFETYNET Processing Technician's rate of \$29.26 per hour, equating to \$60,860.80 per year; totaling \$876,532.80. With an added overtime line item of \$10,428, which is approximately 220 hours of Inspector overtime (\$31.60 per hour x 1.5 x 220) the total personnel costs are \$886,960.80.

As part of Connecticut's commercial vehicle safety program the State pays (MOE) the salaries for thirteen additional Inspectors (\$854,464) and one additional SAFETYNET Processing Technician (\$60,860.80), all working full-time (2,080 hours per year) on MCSAP eligible activities. Their salaries are shown in the "Planned MOE Expenditures" column in the table above.

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Processing Technician	101.97	\$60,860.80	\$62,059.76	\$52,750.80	\$9,308.96	\$62,059.76
Lieutenant	103.58	\$92,664.00	\$95,981.37	\$81,584.16	\$14,397.21	\$0.00
Inspector	120	\$723,008.00	\$867,609.60	\$737,468.16	\$130,141.44	\$1,036,732.80
Overtime	120	\$10,428.00	\$12,513.60	\$10,636.56	\$1,877.04	\$11,376.00
Sub-Total Fringe Benefits			\$1,038,164.33	\$882,439.68	\$155,724.65	\$1,110,168.56

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

Fringe benefits are a summation of the actual fringe benefits per employee (regardless of job category) and include medical/dental insurance (42.12% avg), unemployment compensation (.06%), FICA-Social Security (6.2%), FICA-Medicare (1.45%), employer-share of their retirement plan (69.94%*) and employer-share group life (.23% avg). We estimate the fringe rate average at 120% and based on the proposed personnel costs of \$886,960.80 our fringe rate is proposed to be \$1,038,164.33. Note: Percentages used for the Processing Technician and Lieutenant are based on their actual rates.

As part of Connecticut's commercial vehicle safety program the State pays (MOE) the fringe benefits for thirteen additional Inspectors (\$1,036,732.80) and one additional SAFETYNET Processing Technician (\$62,059.76), all working full-time (2,080 hours per year) on MCSAP eligible activities. Their fringe benefits are shown in the "Planned MOE Expenditures" column in the table above.

*The memorandum from the Connecticut Office of the State Comptroller as it relates to the calculations for 2016-2017 Fringe Benefit Cost Recovery Rates has been attached. The direct link to the memorandum found on the Comptroller's website is: <http://www.osc.ct.gov/2016memos/numbered/201614.htm>.

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
COHMED Savannah, GA	2	5	\$3,850.00	\$3,272.50	\$577.50	\$0.00
CVSA Annual Conference Whitehorse, Yukon, Canada	1	7	\$3,000.00	\$2,550.00	\$450.00	\$0.00
MCSAP Planning Meeting TBD	2	2	\$3,500.00	\$2,975.00	\$525.00	\$0.00
CVSA Spring Workshop Atlanta, GA	1	6	\$1,650.00	\$1,402.50	\$247.50	\$0.00
NTC Training	6	10	\$2,250.00	\$1,912.50	\$337.50	\$0.00
Sub-Total Travel			\$14,250.00	\$12,112.50	\$2,137.50	\$0.00

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

Conference travel for three CVSA conferences/meetings; Annual, Spring Workshop and COHMED. Lieutenant to attend: CVSA Spring Workshop in Atlanta, GA – hotel \$1,440 and per diem \$210; and CVSA Annual Meeting in Whitehorse, Yukon, Canada – hotel \$2,750 and per diem \$250. Lieutenant and Sergeant to attend COHMED in Savannah, GA – air fare \$1,520, hotel \$2,000 and per diem \$330; Lieutenant and Sergeant to attend MCSAP Planning Meeting/Workshop March 2017, location to be determined – air fare \$2,500, hotel \$800 and per diem \$200. Total travel expenses \$12,000.

NTC Training travel covers the cost of personnel attending NTC classes, which will be greatly increased as a result of the loss of the Regional Training Academy that was hosted by the Massachusetts State Police. NTC Courses: NASTI Part A & B, General HM, Bulk Packaging, PVI, DIAP, and CR courses as needed.

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: ☐ Yes ☒ No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Equipment			\$0.00	\$0.00	\$0.00	\$0.00

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

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Inspection Equipment	1	Each	\$9,000.00	\$9,000.00	\$7,650.00	\$1,350.00	\$10,500.00
Office Supplies	1	Each	\$5,000.00	\$5,000.00	\$4,250.00	\$750.00	\$6,000.00
Uniforms	125	Each	\$120.52	\$15,065.00	\$12,805.25	\$2,259.75	\$17,000.00
Printers	4	Each	\$250.00	\$1,000.00	\$850.00	\$150.00	\$0.00
Computers	1	3	\$9,250.00	\$9,250.00	\$7,862.50	\$1,387.50	\$0.00
Motorola Two-way Radios	5	Each	\$4,500.00	\$22,500.00	\$19,125.00	\$3,375.00	\$9,600.00
Emergency Lighting Equipment	1	Each	\$16,050.00	\$16,050.00	\$13,642.50	\$2,407.50	\$104,325.00
Sub-Total Supplies				\$77,865.00	\$66,185.25	\$11,679.75	\$147,425.00

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

Computers: 2 Panasonic Toughbooks (CF31 or similar); projected cost \$3,083.33 each and 1 desk top w/large screen, at projected cost of \$3,083.34 each, including associated cables; \$9,250.

Printers: 4 Laser Jets (Lexmark MS312 (office) or similiar, or HP P1102 (cruiser) or similar) at projected cost of \$250 each; \$1,000.

Uniforms are purchased for the Inspectors and Lieutenant funded under this program. Purchase is based on individual needs such as shirts, trousers, jacket, rain gear, etc. Purchase is typically replacement for worn out items; 8 to 10 items per person.

Office supplies funds the purchases printer cartridges and paper supplies needed for printing of Driver/Vehicle Examination Reports and associated supporting documents (e.g. Federal out-of-service orders) by law enforcement personnel and office staff when processing/certifying reports.

Inspection equipment funds purchases of creepers, chock blocks, tape measures, flash lights, soap stone holders, soap stone and other items related to the inspection of commercial vehicles.

Five Motorola portable two-way radios, to replace old and outdated models currently in use, including maintenance at \$4,500 each; total costs \$22,500.

Emergency Lighting Equipment: Purchase of consoles/lights/sirens being purchased and installed in new leased cruisers. Outfitting of new cruisers with consoles/lights/sirens is approximately \$8,025 per vehicle and this will allow the purchase of the equipment for two new cruisers. CVSD has fifteen new cruisers on order from DAS as part of the vehicle lease program. \$8,025 each vehicle, total costs \$16,050.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Vehicle Lease (2-SUVs)	\$13,176.00	\$11,199.60	\$1,976.40	\$0.00
Vehicle Lease (10-Sedans)	\$60,000.00	\$51,000.00	\$9,000.00	\$78,000.00
Sub-Total Contractual	\$73,176.00	\$62,199.60	\$10,976.40	\$78,000.00

Enter detailed explanation of how you came up with the contractual costs:

Twelve vehicles are leased from the State's Department of Administrative services (DAS). The fee includes maintenance and routine repairs. Ten Ford Police Interceptors are leased at \$500 per month and two Ford Expeditions are leased at \$549/month.

- 10 Ford Police Interceptors; \$500/month/12 months = \$60,000
- 2 Ford Expeditions; \$549/month/12 months = \$13,176
- Total lease costs = \$73,176

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: ☐ Yes ☒ No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
CVSA Dues	1	Each	\$5,700.00	\$5,700.00	\$4,845.00	\$855.00	\$0.00
CVSA Decals	7200	Each	\$0.29	\$2,088.00	\$1,774.80	\$313.20	\$0.00
Training Costs	1	Each	\$12,284.00	\$12,284.00	\$10,441.40	\$1,842.60	\$0.00
Cellular Phones	6	Each	\$130.00	\$780.00	\$663.00	\$117.00	\$0.00
Modems	55	Each	\$462.00	\$25,410.00	\$21,598.50	\$3,811.50	\$0.00
Fleet Repairs (not covered by lease)	1	Each	\$5,000.00	\$5,000.00	\$4,250.00	\$750.00	\$7,500.00
Fuel Costs	1	Each	\$73,718.79	\$73,718.79	\$62,660.97	\$11,057.82	\$85,000.00
Conference Registration Fees	4	Each	\$500.00	\$2,000.00	\$1,700.00	\$300.00	\$0.00
WiFi Hot spots	3	Each	\$408.00	\$1,224.00	\$1,040.40	\$183.60	\$0.00
CAD/RMS (PRISM)	1	Each	\$9,950.00	\$9,950.00	\$8,457.50	\$1,492.50	\$0.00
CTCVIEW/NORPASS (CVISN)	1	Each	\$55,000.00	\$55,000.00	\$46,750.00	\$8,250.00	\$0.00
Sub-Total Other Costs				\$193,154.79	\$164,181.57	\$28,973.22	\$92,500.00

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

CVSA Decals: 7,200 at projected cost of .29 cents per decal (includes shipping). Total cost \$2,088.

CVSA yearly dues, small State: \$5,700.

Conference costs listed cover the conference/meeting registration fees for the three conferences/meetings of \$500 each; grand total of \$2,000.

Fuel costs are calculated from our previous year's expenditures and are only associated with the law enforcement vehicles assigned to the Lieutenant and the eleven Inspectors assigned to MCSAP eligible activities. Fuel costs beyond the MCSAP line item budgeted amount are included as part of our maintenance of effort. MCSAP personnel generally average 170 gallons per month that equates to 24,480 gallons per year. At approximately three dollars per gallon, MCSAP fuel costs for twelve vehicles are budgeted at \$73,718.79

Fleet repairs are funds that cover damage to vehicles that are not covered by the DAS lease. Funds are based on previous years' expenses.

Modem costs \$38.50/month for 55 units, twelve months; \$25,410. Costs cover all DMV personnel who complete and upload inspections. All DMV personnel are required to be certified to conduct truck inspections.

WiFi Hot spots cost \$34/month for 3 units, twelve months; \$1,224. Hot spots for use by personnel conducting NE SAs and MCSAP Coordinator.

Cellular phones – Lieutenant (MCSAP Coordinator), three truck team Sergeants and two NE Inspectors. Cost includes fees for Lieutenant's smart phone. Proposed fees \$780.

Training costs covers the cost of personnel attending NTC classes for materials needed, printing supplies and other associated training costs. Additionally, these funds purchase of the CVSA North American Standard Out-of-Service Criteria Handbook for all certified personnel.

CAD/RMS costs (PRISM updates, maintenance and support); \$9,950. Costs cover: \$4,000 Netmotion maintenance; \$5,000 Appeon RMS Server update; \$950 Appeon RMS server maintenance; .

CTCVIEW/NORPASS (CVISN maintenance and support); \$55,000. Costs cover: \$40,000 for CTCVIEW; and \$15,000 NORPASS.

NOTE: Indirect fees of \$376,873.02 could not be added to the planned MOE expenditures table. CT uses the indirect costs as part of their MOE and does not bill them to the grant.

8 - Spending Plan**Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$2,349,385.00	\$414,597.00	\$2,763,983.00

Allowable amount for Overtime (15% of total award amount without justification): \$414,597.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$195,209.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Processing Technician	\$51,731.68	\$9,129.12	\$60,860.80	\$60,860.80
Lieutenant	\$78,764.40	\$13,899.60	\$92,664.00	\$0.00
Inspector	\$614,556.80	\$108,451.20	\$723,008.00	\$854,464.00
Overtime	\$8,863.80	\$1,564.20	\$10,428.00	\$9,480.00
Subtotal for Personnel	\$753,916.68	\$133,044.12	\$886,960.80	\$924,804.80

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Processing Technician	\$52,750.80	\$9,308.96	\$62,059.76	\$62,059.76
Lieutenant	\$81,584.16	\$14,397.21	\$95,981.37	\$0.00
Inspector	\$737,468.16	\$130,141.44	\$867,609.60	\$1,036,732.80
Overtime	\$10,636.56	\$1,877.04	\$12,513.60	\$11,376.00
Subtotal for Fringe Benefits	\$882,439.68	\$155,724.65	\$1,038,164.33	\$1,110,168.56

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
COHMED Savannah, GA	\$3,272.50	\$577.50	\$3,850.00	\$0.00
CVSA Annual Conference Whitehorse, Yukon, Canada	\$2,550.00	\$450.00	\$3,000.00	\$0.00
MCSAP Planning Meeting TBD	\$2,975.00	\$525.00	\$3,500.00	\$0.00
CVSA Spring Workshop Atlanta, GA	\$1,402.50	\$247.50	\$1,650.00	\$0.00
NTC Training	\$1,912.50	\$337.50	\$2,250.00	\$0.00
Subtotal for Program Travel	\$12,112.50	\$2,137.50	\$14,250.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Inspection Equipment	\$7,650.00	\$1,350.00	\$9,000.00	\$10,500.00
Office Supplies	\$4,250.00	\$750.00	\$5,000.00	\$6,000.00
Uniforms	\$12,805.25	\$2,259.75	\$15,065.00	\$17,000.00
Printers	\$850.00	\$150.00	\$1,000.00	\$0.00
Computers	\$7,862.50	\$1,387.50	\$9,250.00	\$0.00
Motorola Two-way Radios	\$19,125.00	\$3,375.00	\$22,500.00	\$9,600.00
Emergency Lighting Equipment	\$13,642.50	\$2,407.50	\$16,050.00	\$104,325.00
Subtotal for Supplies	\$66,185.25	\$11,679.75	\$77,865.00	\$147,425.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Vehicle Lease (2-SUVs)	\$11,199.60	\$1,976.40	\$13,176.00	\$0.00
Vehicle Lease (10-Sedans)	\$51,000.00	\$9,000.00	\$60,000.00	\$78,000.00
Subtotal for Contractual	\$62,199.60	\$10,976.40	\$73,176.00	\$78,000.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
CVSA Dues	\$4,845.00	\$855.00	\$5,700.00	\$0.00
CVSA Decals	\$1,774.80	\$313.20	\$2,088.00	\$0.00
Training Costs	\$10,441.40	\$1,842.60	\$12,284.00	\$0.00
Cellular Phones	\$663.00	\$117.00	\$780.00	\$0.00
Modems	\$21,598.50	\$3,811.50	\$25,410.00	\$0.00
Fleet Repairs (not covered by lease)	\$4,250.00	\$750.00	\$5,000.00	\$7,500.00
Fuel Costs	\$62,660.97	\$11,057.82	\$73,718.79	\$85,000.00
Conference Registration Fees	\$1,700.00	\$300.00	\$2,000.00	\$0.00
WiFi Hot spots	\$1,040.40	\$183.60	\$1,224.00	\$0.00
CAD/RMS (PRISM)	\$8,457.50	\$1,492.50	\$9,950.00	\$0.00
CTCVIEW/NORPASS (CVISN)	\$46,750.00	\$8,250.00	\$55,000.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$164,181.57	\$28,973.22	\$193,154.79	\$92,500.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$1,941,035.28	\$342,535.64	\$2,283,570.92	\$2,352,898.36
Total Costs Budgeted	\$1,941,035.28	\$342,535.64	\$2,283,570.92	\$2,352,898.36

Comprehensive Budget

This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$2,349,385.00	\$414,597.00	\$2,763,983.00

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$937,930.12	\$165,517.08	\$1,103,447.20	\$924,804.80
Fringe Benefit Total	\$1,094,239.01	\$193,101.00	\$1,287,340.01	\$1,110,168.56
Program Travel Total	\$14,450.00	\$2,550.00	\$17,000.00	\$0.00
Equipment Total	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
Supplies Total	\$66,185.25	\$11,679.75	\$77,865.00	\$147,425.00
Contractual Total	\$62,199.60	\$10,976.40	\$73,176.00	\$78,000.00
Other Expenses Total	\$164,181.57	\$28,973.22	\$193,154.79	\$92,500.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$2,349,385.55	\$414,597.45	\$2,763,983.00	\$2,352,898.36
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$2,349,385	\$414,598	\$2,763,983	\$2,352,898

NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.



STATE OF CONNECTICUT

DEPARTMENT OF MOTOR VEHICLES

60 State Street, Wethersfield, CT 06161

<http://ct.gov/dmv>



FY 2017 Certification of MCSAP Conformance (State Certification)

I, Michael Bzdyra, Commissioner, on behalf of the State of Connecticut, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the Department of Motor Vehicles as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the Department of Motor Vehicles 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.

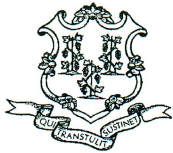
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness 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 is Thomas J. Maziarz*.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329.

Date: 7-12-16

Signature: Michael R. Boyd

** While Thomas J. Maziarz is the Governor's Highway Safety Representative, coordination is done through participation with the CT Strategic Highway Safety Planning Coordinating Committee, the Traffic Records Coordinating Committee and the Highway Safety Office of the Connecticut Department of Transportation.*



STATE OF CONNECTICUT

DEPARTMENT OF MOTOR VEHICLES

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REGULATORY COMPATIBILITY REVIEW - Fiscal Year 2017

In accordance with 49 CFR § 355.21, and the guidelines contained in Appendix A to Part 355, I have completed a review of Connecticut state laws and regulations affecting commercial motor vehicle safety in interstate and intrastate commerce. This review consisted of analyzing the laws and regulations that have been adopted since Connecticut's most recent compatibility review, for fiscal year 2014, wherein no inconsistent laws or regulations were identified.

In my opinion, Connecticut's laws and regulations are compatible with the Federal Motor Carrier Safety Regulations (FMCSR) and Federal Hazardous Materials Regulations (FHMR). The legislation that has been adopted since the last compatibility review was drafted in full consideration of the provisions of FMCSR and FHMR. Connecticut has adopted and enforces the requirements referenced in Appendix A to Part 355.

Signature: _____

A handwritten signature in blue ink, appearing to read "Sharon Geanuracos", written over a horizontal line.

Sharon Geanuracos
Agency Legal Director

Date: _____

7/15/16

KEVIN LEMBO
STATE COMPTROLLER

MARTHA CARLSON
DEPUTY COMPTROLLER



STATE OF CONNECTICUT
OFFICE of the STATE COMPTROLLER
55 Elm Street
Hartford, CT 06106

MEMORANDUM NO. 2016-14

July 1, 2016

TO THE HEADS OF ALL STATE AGENCIES

Attention: Fiscal and Administrative Officers, Business Managers, Payroll and Personnel Officers

Subject: 2016-2017 Fringe Benefit Cost Recovery Rates

The percentage rates for unemployment compensation and the various retirement plans listed on the attached chart are effective July 1, 2016. These rates should be used for any fringe benefit cost recovery taking place on or after July 1, 2016. In 2016-2017, as in the previous fiscal year, there will be no composite rates encompassing all fringe benefit components.

Actual Cost Fringe Benefits

Since November 2003, with the implementation of the Core-CT HRMS module, the state shares of certain fringe benefits have been charged to agencies on an actual cost basis. This includes group life insurance and medical insurance, which are calculated based on the actual cost of the state's share of insurance premiums. In addition, FICA-Social Security and FICA-Medicare have been calculated based on the existing Federal tax rates instead of the percentage rate developed in the past by the Office of the State Comptroller (OSC). The actual cost method will continue to be used in Fiscal Year 2016-17.

Fringe Benefit Recovery

All personal service expenditures from Federal and Private Grants and any funds other than the General Fund and Correction Industries Internal Service Fund are subject to fringe benefit recovery.

Charging Employees to the Correct Funding Source

In Core-CT, fringe benefits are charged to the same funding source as the personal services expenditure. If an employee is paid from the correct funding source, Core-CT will charge the actual cost of fringe benefits to the proper funding source. Therefore, coordination is needed between agency payroll and financial staff to ensure every effort is made to pay employees from the correct funding sources.

Fringe Benefits and Overtime Salaries

It has been the State of Connecticut's longstanding policy to distribute a proportional amount of all fringe benefits with overtime salaries. These fringe benefits include group life insurance, medical insurance, unemployment compensation, FICA-Social Security, FICA-Medicare and the applicable retirement plan in which the employee is enrolled. For overtime charged directly through payroll, the applicable fringe benefit rates and Federal tax rates for FICA and Medicare will be applied. In addition, a proportional amount of the employer-share group life and medical insurance will be distributed with the overtime salary based on the employee's coverage. Please note – additional group life and medical premiums are not generated or charged with overtime. Rather a proportional amount of the total actual employer-share premium is distributed to the

funding source where the overtime salary is charged. Journal transfers of overtime salaries and associated fringe benefit adjustments should follow this approach.

Avoiding Temporary Funding Sources

To reduce the number of payroll corrections, agencies are asked to charge payroll expenses to the proper funding sources, even in cases where anticipated funding is not yet available, but is expected within the current fiscal year. In these cases, the account will be allowed to go negative temporarily. However, if the anticipated funding does not become available, the agency will be responsible for addressing the negative balance before the close of the fiscal year.

Salary and Fringe Benefit Payroll Corrections

If an agency pays an employee from the wrong funding source, fringe benefits will be charged to the wrong funding source as well. For corrections, the agency will be responsible for identifying the salary amounts and fringe benefit amounts that need to be transferred.

Salaries can be transferred through spreadsheet journals using the source code of PC, although there are limitations to this approach. In addition, when the salary transfer is between a reimbursable funding source and a non-reimbursable source (e.g., a Grant Fund SID and the General Fund), the agency will need to submit a CO-826 form to identify the fringe benefit amounts to be transferred by fringe benefit account.

Completed electronic copies of CO-826 forms should be sent by e-mail to the following mailbox for processing: Osc.CO-826@ct.gov. Alternatively, forms may be faxed to (860) 702-3441 or mailed to Office of the State Comptroller, Administrative Services Division, 55 Elm Street, 2nd Floor, Hartford, CT 06106.

The Impact of Payroll Corrections on Financial Reporting

It should be noted that spreadsheet journal transfers of salary and fringe benefits in the Core-CT financials module are not reflected in the HRMS system or in the payroll tables in EPM. Therefore, if using HRMS for reporting purposes, agencies must track the corrections they make through spreadsheet journals and the use of CO-826 forms.

Fringe Benefit Variances - New Requests Required

All variances approved in Fiscal Year 2015-16 or earlier will be deleted for check date August 19, 2016. Variances for Fiscal Year 2016-17 will require a new request.

Full and Partial Fringe Benefit Variances

In most cases, full fringe benefit variances can be accommodated in Core-CT through the use of fringe benefit allocations that run when payrolls are posted. Fully exempted fringe benefit expenditures will be transferred to the appropriate OSC central appropriation.

For partial variances, Core-CT will charge the funding source the full amount for fringe benefits. Agencies with approved partial variances should submit CO-826 forms to recover the portion of fringe benefits that have been exempted.

Deposits to Fund 34005 - Fringe Benefit Recovery Fund

In certain situations, state agencies bill another state agency, municipality or private firm for services provided by an employee. The bill can include both salary and fringe benefit costs to be reimbursed.

Payments for the fringe benefit portion should be deposited or applied to the following coding:

Fund:	34005
SID:	40001
Account:	44338

Budget Current Fiscal
Reference: Year

In addition, the agency should use its own Department ID, Program and Project values.

Alerting OSC of the Fund 34005 Deposit Using the CO-826 Form

Once a fringe benefit recovery payment is deposited or applied to Fund 34005, the agency should alert the Office of the State Comptroller using a CO-826 Reimbursable Cost Recovery Form. This allows OSC to credit the recovery to the proper central fringe benefit appropriations. A sample CO-826 form for Fund 34005 fringe benefit recovery deposits is available as a General Ledger job aid on the Core-CT website at <http://www.core-ct.state.ct.us/user/finjobaids/gl.htm>.

If there are questions, please call the Cost Reporting Unit of the Budget and Financial Analysis Division at (860) 702-3352.

KEVIN LEMBO
STATE COMPTROLLER

KL: REG

Actual Cost Fringe Benefits

Account Code	Fringe Benefit Description	Actual Cost Expenditure Basis
50410	Employer Share Group Life Insurance	State Share Premium
50420	Employer Share Medical Insurance	State Share Premiums for Medical, Dental and Prescription Coverage
50441	Employer Share FICA-Social Security	Federal Tax Rate of 6.2% of applicable wages up to Federal maximum limit.
50442	Employer Share FICA-Medicare	Federal Tax Rate of 1.45% of applicable wages – no maximum limit.

Percentage Rate Fringe Benefits

Account Code	Fringe Benefit Description	FY 2016-17 Rate
50430	Unemployment Compensation	0.06%
50471	Employer SERS Retirement Regular Employee	54.99%
50471	Employer SERS Retirement Hazardous Duty	69.94%
50472	Employer Alternative Retirement Program	11.93%

50473	Employer Teachers Retirement	9.87%
50474	Employer Judges/Compensation Commissioners Retirement Plan	53.35%

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Public Act No. 16-55

AN ACT CONCERNING RECOMMENDATIONS BY THE DEPARTMENT OF MOTOR VEHICLES REGARDING HAZARDOUS MATERIALS, CAR DEALERS, ELECTRONIC REGISTRATION, STUDENT TRANSPORTATION VEHICLE OPERATORS, DIVERSION PROGRAMS, MOTOR VEHICLE INSPECTORS AND MINOR REVISIONS TO THE MOTOR VEHICLE STATUTES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (NEW) (Effective October 1, 2016) (a) Any person who engages in interstate or intrastate commerce on the highways of this state and transports hazardous materials, as defined in 49 CFR 171.8, shall comply with the provisions of 49 CFR Parts 105 to 173, inclusive, and 49 CFR Parts 177 to 180, inclusive.

(b) Except as otherwise provided in subsection (c) of this section, any person described in subsection (a) of this section who violates any provision of 49 CFR 107.620, 49 CFR 171, Subpart A, 49 CFR 172, Subparts A to I, inclusive, 49 CFR 173, Subparts A to G, inclusive, 49 CFR 177, Subparts A to E, inclusive, 49 CFR 178, Subparts A to C, inclusive, H and J to S, inclusive, or 49 CFR 180, Subparts A and C to G, inclusive, shall have committed an infraction.

(c) Any person described in subsection (a) of this section who violates any provision of 49 CFR 172.505(a), 49 CFR 172.507(a), 49 CFR 173.24(b) or 49 CFR 177.835 shall, for a first offense, be guilty of a class D misdemeanor and, for any subsequent offense of the same provision, be guilty of a class A misdemeanor.

(d) A motor vehicle inspector, designated under section 14-8 of the general statutes and certified pursuant to section 7-294d of the general statutes, or a state or municipal police officer, shall enforce the provisions of this section, provided such inspector or officer (1) has inspection authority pursuant to section 14-163c-9 of the regulations of Connecticut state agencies, and (2) has satisfactorily completed a course of instruction in specialized hazardous materials provided by the United States Department of Transportation Federal Motor Carrier Safety Administration.