

OHIO

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

Date of Approval: Dec 21, 2016

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

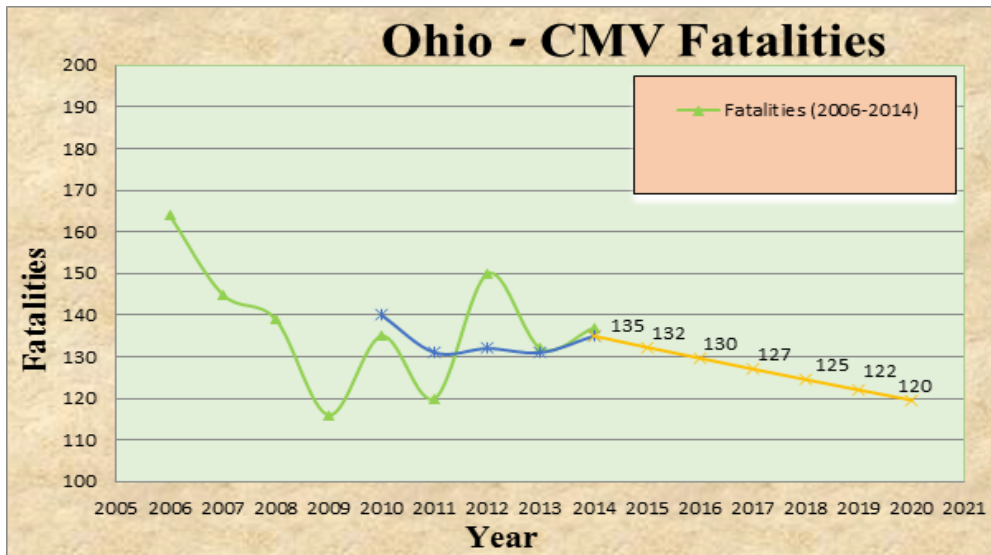
Instructions:

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.

Ohio remains committed to reducing crashes, injuries and fatalities involving commercial motor vehicles (CMVs). The performance based objectives contained in this plan seek to reduce crashes by 2% per year based upon a 5 year rolling average. This would be a reduction from the current 5 year average of 135 to a projected average of 120 fatalities by 2020.

| Year | Number of CMV involved fatal crashes (excludes govt & transit) | Total # of fatalities | 5 Yr Rolling Avg | Reduction |
|------|--|-----------------------|------------------|-----------|
| 2006 | 147 | 164 | N/A* | |
| 2007 | 126 | 145 | N/A* | |
| 2008 | 125 | 139 | N/A* | |
| 2009 | 102 | 116 | N/A* | |
| 2010 | 117 | 135 | 140 | |
| 2011 | 108 | 120 | 131 | |
| 2012 | 135 | 150 | 132 | |
| 2013 | 121 | 132 | 131 | |
| 2014 | 122 | 137 | 135 | -2.0% |
| 2015 | | | 132 | -3 |
| 2016 | | | 130 | -3 |
| 2017 | | | 127 | -3 |
| 2018 | | | 125 | -3 |
| 2019 | | | 122 | -2 |
| 2020 | | | 120 | -2 |



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

The Ohio Department of Public Safety (ODPS) is the sole sub-grantee in the MCSAP program in Ohio. Within ODPS, the Ohio Bureau of Motor Vehicles (OBMV) oversees the PRISM program while The State Highway Patrol (OSHP) is responsible for Motor Carrier Safety enforcement activities. The Patrol's mission is to protect life and property, promote traffic safety and provide professional public safety service with respect, compassion, and unbiased professionalism.

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

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

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

The Ohio Department of Public Safety (ODPS) is the sole sub-grantee in the program. Two divisions are involved in MCSAP. The Ohio Bureau of Motor Vehicles IRP division is responsible for implementation of the PRISM program in Ohio while the Ohio State Highway Patrol (OSHP) conducts safety enforcement activities. The OSHP employs a maximum of 130 fulltime staff lieutenants, district LCS lieutenants, commercial enforcement coordinator sergeants, load limit inspector troopers, commercial motor vehicle troopers, motor carrier enforcement supervisors and motor carrier enforcement inspectors. The OSHP performs the following activities under the MCSAP program:

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

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

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:

| |
|--|
| 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:

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: Actual # Fatalities

| 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 | 176 | 132 | 44 |
| 01/01/2014 | 12/31/2014 | 137 | 111 | 26 |
| 01/01/2013 | 12/31/2013 | 132 | 112 | 20 |
| 01/01/2012 | 12/31/2012 | 150 | 113 | 37 |
| 01/01/2011 | 12/31/2011 | 120 | 114 | 6 |

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

Safetynet

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

Ohio previously sought to reduce the number of fatalities involving commercial motor vehicles (CMVs) by 5 percent by 2015 from a baseline of 116 set in 2009. Since 2009 fatal crashes not only for CMVs but also passenger vehicles have risen. 2009 represented the lowest ever number of CMV crashes and fatalities in the state which may have been influenced by the recession during that time. The number of new motor carriers entering the marketplace was also down as well as vehicle miles traveled. As the economy has improved, the number of new motor carriers, vehicle miles traveled, and crashes have increased.

Since this goal was established, the statewide goal found in Ohio's Strategic Highway Safety Plan (SHSP) has also changed. As a result, the state has modified its goal within this CVSP to more closely align it with the state's SHSP. Ohio's CVSP will now look at crashes from the perspective of a 5 year rolling average in an effort to smooth out anomalies such as severe crashes or economic factors that may have either a positive or negative impact on the crash outlook for the state. This will be coupled with a goal of reducing crashes by 2% per year over the next 5 years as can be seen in the very first section of the CVSP.

In response to the increase in fatalities that the state has seen, adjustments to the CVSP have been made to focus more time on driver issues with the biggest coming in the form of targeting more resources toward level 3 (driver) inspections. As a part of the broader safety effort, a working committee under the SHSP will also be looking more closely at crash data in an effort to identify more closely which types of vehicles and drivers are involved in crashes.

The 2015 through 2020 goals represent the newly calculated goals.

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: Actual # Fatalities **Only those that are regulated are reported**

| 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 | 2 | | |
| 01/01/2014 | 12/31/2014 | 0 | | |
| 01/01/2013 | 12/31/2013 | 3 | | |
| 01/01/2012 | 12/31/2012 | 2 | | |
| 01/01/2011 | 12/31/2011 | 1 | | |

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

Safetynet - Data does not include fatalities that result from crashes of vehicles that do not fall within the regulatory jurisdiction of the state.

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

Ohio has not previously had a goal in this area due to the low number of fatalities experienced and since this has not changed, no new goals will be established at this time.

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: Actual # Fatalities

| 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 | 10 | | |
| 01/01/2014 | 12/31/2014 | 5 | | |
| 01/01/2013 | 12/31/2013 | 3 | | |
| 01/01/2012 | 12/31/2012 | 4 | | |
| 01/01/2011 | 12/31/2011 | 4 | | |

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

Safetynet

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

Ohio has not previously had a goal in this area due to the low number of fatalities experienced.

In CY 2015 the state saw a jump in hazmat related fatalities. This one year jump overall does not represent a significant portion of all crashes, however the state will be following future hazmat crashes closely to determine if this was a one time anomaly or if it is an indicator of a change in behavior that represents a concern that warrants a more formal response.

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 | | |
| 10/01/2014 | 09/30/2015 | 10872 | 32145 |
| 10/01/2013 | 09/30/2014 | 10384 | 36424 |
| 10/01/2012 | 09/30/2013 | 13008 | 41033 |
| 10/01/2011 | 09/30/2012 | 13072 | 34933 |
| 10/01/2010 | 09/30/2011 | 12277 | 34464 |



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:

Captured from Ohio State Highway Patrol Computer Aided Dispatch System. The Ohio State Highway Patrol as a whole conducts traffic enforcement stops on CMVs without an inspection and stops Non CMVs operating in the vicinity of a CMV. However, in both cases these stops are not officially part of the state's MCSAP program, are not used for matching purposes, and no federal reimbursement is sought for them.

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:

Carrier Safety Talks

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

75 talks

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

Through June 2015, OSHP has conducted 43 carrier safety talks and the PUCO has done 32 with a grand total of 75.

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

Activity #2

Activity: Describe Outreach and Education activity conducted:

State Trucking Association Meetings

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

Attend 4 meetings

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

3 meetings have been attended at this time. The state is on track to achieve this goal.

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

With over 3 months to go prior to the end of the fiscal year it is anticipated that we will meet this goal.

Activity #3

Activity: Describe Outreach and Education activity conducted:

State sponsored outreach efforts (Ohio State Fair)

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

Participate in 1 event, the Ohio State Fair that will last for a total of 12 days.

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

This event does not occur until after the CVSP has been submitted. However, space has been reserved and planning for the event completed. In addition, this activity was completed as planned in 2015 and it is anticipated this will occur as it has in the past.

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

In 2015 the state attended the event and there were no problems. It is anticipated this will occur as it has in the past in 2016.

Activity #4

Activity: Describe Outreach and Education activity conducted:

Local Educational Safety Events

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

Reach audiences in 22 counties per year over the next 4 years (FFY 2015 through 2018).

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

As of June 1, 2016 a total of 10 events have been completed. FFY 2015 Goal=22 -- Actual=15 FFY 2016 Goal=22 -- Actual=10* *YTD as of June 1, 2016

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

For FFY 2016 the PUCO is behind in meeting its goal of 22 presentations. In addition, the goal for FFY 2015 was short by 7. It is anticipated that the goal for FFY 2016 will be met. In addition, the 7 activities that were not conducted in FFY 2015 will be made up over the course of FFY 2017 (goal will be increased to 26) and FFY 2018 (goal will be increased to 25).

Activity #5

Activity: Describe Outreach and Education activity conducted:

Judicial Outreach

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

Attorneys from the PUCO compliance division will develop a continuing legal education (CLE) course on legal requirements related to commercial motor vehicles, drivers and carriers, obtain Ohio Bar Association certification of the course and offer it at least one time to judges in the state of Ohio.

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

This goal will not be met as it has been determined after researching available options that it will not be feasible to pursue at this time.

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

In working with the Supreme Court of Ohio it was determined that establishing a CLE for 2016 would not be feasible. The education coordinator for the court indicated that they would be willing to consider it for future years, however, they also stated that they had scaled back on traffic related Judicial College courses due to low turnout/attendance by Ohio Judges. Based on the time and work involved in setting up the course and projected turnout, the decision was made to no longer pursue this project. Staff will remain in communication with the Supreme Court and should an opportunity to pursue a class in the future arise, it will be pursued.

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.

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

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

1. The Ohio State Highway Patrol will identify the posts that cover each of the five counties that were determined to have the most significant increases in CMV related crashes within 10 miles of a permitted well. 2. Within each of the identified post areas, tactical squads will be organized to conduct targeted traffic enforcement and driver/vehicle inspections. 3. One tactical squad (consisting of no less than three certified inspectors working a minimum of 6 hours each) per quarter will conduct traffic enforcement and targeted inspections within each of the three designated post areas that cover the five identified counties. 4. Extra emphasis will be placed on areas near permitted well sites. 5. Certified inspectors will conduct traffic enforcement activities and driver/vehicle inspections Monday through Friday from 6:00 AM to 6:00 PM. 6. Work performed by each squad will be logged and monitored to ensure that it is in line with the activity goals. 7. Supervisors will review reports to ensure the accuracy and goals of the program are being met. 8. Based upon the data collected and reviews performed, OSHP supervisors will work with staff on any identified problems and make any overall programmatic adjustments as needed. 1. The PUCO will identify shale gas/oil facilities where hazardous materials are being offered into transportation in the targeted counties. 2. Contact will be made with each site to arrange for safe locations in which to inspect vehicles and/or drivers at each location. 3. On a quarterly basis 15 inspections will be conducted at each of the identified facilities. 4. On a quarterly basis contact with at least one supervisor(s) at each of the sites in each of the counties will be made to ensure they understand the regulatory requirements pertaining to the proper loading, placarding, and transportation of the products they are transporting. The activities are identified for this project will not be in addition to projections in 4.1 & 4.2.

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

The 3 year goal for Monroe county is 51 and through the end of CY 2015 a total of 37 crashes have occurred. The 3 year goal for Belmont county is 506 and through the end of CY 2015 a total of 264 crashes have occurred. The 3 year goal for Harrison county is 146 and through the end of CY 2015 a total of 68 crashes have occurred. The 3 year goal for Jefferson county is 256 and through the end of CY 2015 a total of 98 crashes have occurred. The 3 year goal for Carroll county is 153 and through the end of CY 2015 a total of 37 crashes have occurred. Source of data: Ohio Department of Transportation: comparison of crashes to within 10 miles of an active oil or gas well (well data by the Ohio Department of Natural Resources). In terms of activity reporting details, data from this project can be found in the attached spreadsheet "Additional Tables and Charts" under the "2.6-1 Oilfield Projects" Tab. The OSHP is on target to reach all of the goals set in the CVSP. The PUCO will meet the outreach goals and is currently behind in its inspections goals but it is believed this should be achieved by the end of the year.

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

After the initiation of this project it was realized that the original activity plan related to PUCO inspections was not workable. Initially, 15 inspections per facility identified were to be conducted. However, once the project began it became clear that some counties had multiple locations that could facilitate such work while others had very few or none at all. As a consequence, the activity plan for PUCO inspections was changed to reflect a goal of conducting 15 inspections per county per year at identified facilities within the county for a total of 75 inspections. At this point in time 30 total inspections have been conducted. The other PUCO goal of conducting outreach with facility supervisors was also modified to be a yearly goal rather than quarterly. There are a limited number of facilities where outreach can be conducted and the effort required would have been excessive. Therefore, a goal of reaching 4 facilities per year per county for a total of 20 outreach efforts has been adopted. At this point in time a total of 15 have been completed putting this project on target for timely completion. The OSHP has conducted 11 tactical squads in the identified areas through April 2016 and is on target to complete the goals.

Activity #2

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

Top 25 Carrier Reviews Project From FFY 2012 through FFY 2015, on an annual basis, the top 25 intrastate carriers with the worst safety record will receive a compliance review (100 total over 4 years). The overall objective will be to conduct intrastate compliance reviews of 1.2% of the highest risk carriers in Ohio over the next four years (2012-2016). To achieve this, a selection methodology that looks at inspections, crashes and compliance reviews will be used to develop a list of intrastate motor carriers to conduct a compliance review audit upon. The carriers on this list will be those that pose the highest risk for a crash based on the data assembled through the compliance review methodology developed. From 2015 to 2020, on an annual basis, the top 25 intrastate

carriers with the worst safety record will receive a compliance review (100 total over 4 years).

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

1. A compliance review methodology that looks at crashes, inspections and compliance reviews will be developed by the management analyst in charge of MCSAP data analysis. 2. Using the compliance review methodology, a list of carriers will be generated with those posing the highest risk listed first and all others after that in descending order of risk. 3. A total of 75 carriers will be selected and based upon this list, 25 carriers will be audited using a compliance review. If any carrier is no longer in business or must be re-classified, the next carrier on the list will be selected to ensure that a total of 25 receive a compliance review during the year.

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

In terms of activity reporting details, data from this project can be found in the attached spreadsheet "ECVSP Additional Tables" under the "Intra Top 25" Tab.

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

Although the project is slightly behind at the close of the third quarter, sufficient reviews have already been scheduled during the fourth quarter to meet the annual goals of the project. Assuming all such reviews are completed, the state should remain on track to properly complete this project.

Activity #3

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

Top 8 Counties Crash Reduction Project A review of reportable CMV-involved traffic crashes from the Safetynet traffic crash database between 2008 and 2011 found that eight of Ohio's 88 counties were over-represented in the number of CMVs involved traffic crashes). These eight counties (Butler, Cuyahoga, Franklin, Hamilton, Lucas, Montgomery, Stark and Summit) accounted for 40.4 percent of all reportable CMV-involved traffic crashes.

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

Starting in FY 2013, the objective is to reduce the total number of reportable CMV-involved traffic crashes (fatal, injury, and tow away) occurring in the top eight counties by five (5) percent (from an average of 2,663 to 2,530 total CMV-involved reportable traffic crashes per year) over the next five years. This project is scheduled to end on September 30, 2017. Performance Measurement 1 The primary measure used will be the number of reportable CMV-involved fatal and injury crashes that occur in the identified top eight counties. This focused effort expects to reduce the overall statewide reportable CMV traffic crashes. Performance Measurement 2 The number of reportable CMV-involved fatal and injury crashes in the designated eight counties will be tracked and reviewed yearly by staff of the Ohio State Highway Patrol to determine if any trends are occurring. The number of driver/vehicle inspections being conducted will also be monitored monthly to make sure the goal of maintaining the average 2008-2011 CMV inspections is maintained per year will be met. The program will be monitored using a five-year average to determine if the goals are being met. The number of tactical squad (consisting of no less than three certified inspectors working a minimum of 6 hours each) and the hours worked per month will be monitored.

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

Please see the attached spreadsheet "ECVSP Additional Tables" under the tab 2.6.3 Top 8 Project for specific data on this area. Currently the project is on target to meet both the overall objective and the annual activity goals for each county.

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

The Ohio State Highway Patrol has begun geo-mapping the locations of commercial crashes. This system more accurately identifies high crash areas in Ohio. Consequently, the current Top Eight County project will be terminated a year early, at the end of FFY2016. A new project will be initiated for FFY2017 that utilizes the geo-mapping data to identify high crash areas to focus enforcement.

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:

In 2013, the state had 132 fatalities resulting from CMV related crashes. In 2014 this number rose to 137 and in 2015 it grew to 176. It is clear from these numbers that crashes resulting in fatalities in Ohio have been on the rise.

Analysis of the crash data utilizing geo-mapping of CMV involved reportable crashes (source: Ohio Department of Public Safety Electronic Crash System) has revealed nine areas throughout the state where CMV crashes are over-represented. The attached map shows each of these areas with those causing the most concern hi-lighted in red and yellow.

Enter Data Source Capture Date:

Enter Data Source:

Ohio Department of Public Safety Electronic Crash System

Enter Crash Reduction Goal

Starting in FFY 2017, the objective is to reduce the total number of fatalities in CMV-involved traffic crashes occurring in Ohio to less than 120 through increased enforcement in the highest density crash areas. This project is scheduled to end on September 30, 2020.

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.

The Ohio State Highway Patrol will identify each of the districts that are located within the nine high crash areas. Within each of the identified districts, tactical squads will be organized to conduct targeted driver/vehicle inspections. One tactical squad (consisting of no less than three certified inspectors working a minimum of 6 hours each) per month will conduct targeted inspections in safe locations in high crash, high visibility areas within each designated high crash area. Certified inspectors will conduct driver/vehicle inspections Monday through Friday from 6:00 AM to 6:00 PM. Inspections will be conducted in safe locations on high CMV traveled routes in each of the designated high crash areas.

There will be 1,944 staff hours dedicated to this project for FY2017. The number of inspections conducted will be determined by the below table. The number of inspections is an estimate based on prior year's activities. Actual activity will vary based on man power, observed violations, traffic conditions, etc.

Projected Number of Inspections in High Crash Areas

| FY | Inspections | Goal (.02 Increase) | |
|------|-------------|------------------------|---------------------------|
| 2016 | 46,661 | | *baseline through 9/26/16 |
| 2017 | 47,594 | 933 | |
| 2018 | 48,546 | 952 | |
| 2019 | 49,517 | 971 | |
| 2020 | 50,507 | 990 | |

Within each of the high crash areas, Commercial Vehicle Related (CVR) Details will be organized to conduct targeted traffic enforcement on CMVs. Two tactical squads consisting of no less than five Troopers working a minimum of 6 hours each will be conducted in the high crash areas.

Inspections conducted during tactical squads will be uploaded within 48 hours of the completion of the inspection, with 98% accuracy.

Work performed by each squad will be logged and monitored to ensure that it is in line with the activity goals. Supervisors will review reports to ensure the accuracy and goals of the program are being met.

There will be 36 safety talks conducted annually aimed at educating carriers and the general public about traffic safety and awareness around commercial motor vehicles.

Based upon the data collected and reviews performed, OSHP supervisors will work with staff on any identified problems and make any overall programmatic adjustments as needed.

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.

Performance Measurement 1

The number of driver/vehicle inspections will be tracked within the high crash areas. The goal will be to increase the number of inspections conducted, by two percent versus the same time period in the previous year as outlined in the table below.

Projected Number of Inspections in High Crash Areas

| <u>FY</u> | <u>Inspections</u> | <u>0.02 Increase</u> | |
|-----------|--------------------|--------------------------|---------------------------|
| 2016 | 46,661 | | *baseline through 9/26/16 |
| 2017 | 47,594 | 933 | |
| 2018 | 48,546 | 952 | |
| 2019 | 49,517 | 971 | |
| 2020 | 50,507 | 990 | |

Performance Measurement 2

The number of traffic stops conducted on CMVs and for CMV related violations during CVR Details in high crash areas will be tracked. The statewide goal for these details will be to conduct at least 68 traffic stops per quarter.

Performance Measurement 3

Each of the nine districts will conduct at least one safety talk addressing traffic safety around commercial motor vehicles per quarter.

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 | Good | 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:

Data snapshot as of June 1, 2016. Non-Fatal Crash Completeness is no longer officially scored.

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 | Good | Yes |

Data Sources:

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

The state of Ohio will be pursuing funding for ITD and PRISM maintenance. A detailed explanation and costs of each item can be found in the attached spreadsheet "Additional Tables and Charts" under the "3.2 ITD & PRISM O&M" Tab.

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.

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.

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.

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..

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.

Oilfield Operations

Problem Statement Narrative: Describe problem identified by performance data.

Utilizing data crash data from the Ohio Department of Transportation and cross referencing it with the location of oil and gas wells from the Ohio Department of Natural Resources. It was determined that the number of crashes within 10 miles of a well increased significantly in several counties in the state when comparing data from 2008-2010 against that of 2011-2013. Specifically the following counties saw increases in CMV crashes within 10 miles of a well head: Monroe = Increase of 35% from 40 to 54; Belmont = Increase of 27.83% from 424 to 542; Harrison = Increase of 33.62% from 116 to 155; Jefferson = Increase of 22.52% from 222 to 272; and Carroll = Increase of 123.29% from 73 to 163.

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

Over the next 3 years the goal will be to lower the number of CMV crashes in each of these counties by 6% (2% per year). Monroe = Decrease of 3 crashes from 54 to 51; Belmont = Decrease of 36 crashes from 542 to 506; Harrison = Decrease of 9 from 155 to 146; Jefferson = Decrease of 16 from 272 to 256; and Carroll = Decrease of 10 from 163 to 153.

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).

1. The Ohio State Highway Patrol will identify the posts that cover each of the five counties that were determined to have the most significant increases in CMV related crashes within 10 miles of a permitted well. 2. Within each of the identified post areas, tactical squads will be organized to conduct targeted traffic enforcement and driver/vehicle inspections. 3. One tactical squad (consisting of no less than three certified inspectors working a minimum of 6 hours each) per quarter will conduct traffic enforcement and targeted inspections within each of the three designated post areas that cover the five identified counties. 4. Extra emphasis will be placed on areas near permitted well sites. 5. Certified inspectors will conduct traffic enforcement activities and driver/vehicle inspections Monday through Friday from 6:00 AM to 6:00 PM. 6. Work performed by each squad will be logged and monitored to ensure that it is in line with the activity goals. 7. Supervisors will review reports to ensure the accuracy and goals of the program are being met. 8. Based upon the data collected and reviews performed, OSHS supervisors will work with staff on any identified problems and make any overall programmatic adjustments as needed. 1. The PUCO will identify shale gas/oil facilities in each of the identified counties where hazardous materials are being offered into transportation. 2. Contact will be made with each site to arrange for safe locations in which to inspect vehicles and/or drivers at each location. 3. Annually, 15 inspections will be conducted in each county. Inspections will take place primarily at identified facilities and focus on entities involved in oil and gas activities and transportation of hazardous materials. 4. Annually educational contacts will be made with the operators of at least 4

facilities per county to ensure they understand the regulatory requirements pertaining to the proper loading, placarding, and transportation of the products they are transporting. The activities are identified for this project will not be in addition to projections in 4.1 & 4.2 For 2016 the section pertaining to PUCO activities has been updated and modified from 2015 based upon feedback from investigators and supervisors. It was determined that the original activity goals were not feasible and that the focus on conducting inspections based on facility locations was not workable primarily due to the fact that there was not an even distribution of sites where inspections could be conducted. Therefore, the focus will now be on an annual goals per count instead of by facility.

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

The primary measure used will be the number of reportable CMV-involved crashes that occur in the identified five counties. This focused effort expects to reduce the overall CMV-involved crashes near permitted well sites. The number of reportable CMV-involved crashes in the designated five counties will be tracked and reviewed annually to determine if activities are having the desired impact. In terms of activity monitoring, supervisors with the Ohio State Highway Patrol and Public Utilities Commission of Ohio will on a quarterly basis monitor the work output of staff to ensure goals are being met and that the quality of work meets programmatic requirements.

State Objective #2

Enter the title of your State-Identified Objective.

Intrastate Reviews - Top 25

Problem Statement Narrative: Describe problem identified by performance data.

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

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

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

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).

1. A compliance review selection methodology that looks at inspections on a quarterly basis and assigns scores based on violations will be used to develop a list of carriers posing the highest risk. 2. Carriers will be selected from this list and annually 25 carriers will be audited using a compliance review. 3. If any carrier is no longer in business or must be re-classified, the next carrier on the list will be selected to ensure that a total of 25 receive a compliance review during the year.

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

The Compliance Review Supervisor will track the number of carriers from the list that have been reviewed and look at each compliance review to ensure it has been conducted in a timely, accurate manner. Changes to the program will be made based upon the compliance reviews conducted during the year versus the state goals.

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.

Pursuant to state law, driver/vehicle inspections in Ohio may only be conducted by the PUCO and OSHP. Within these two agencies, the OSHP is primarily responsible for conducting driver/vehicle inspections which occur at both fixed facilities as well as along the active roadway. The PUCO focuses the bulk of its inspections on hazmat carriers which are conducted at both fixed facilities as well as along the active roadway.

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

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

Due to hiring restrictions in the OSHP, there is a reduction in the number of full time MCSAP employees. However, the OSHP has been able to certify 27 troopers to conduct Level 3 inspections only on a part time basis. These troopers have a lower goal for inspections compared to full time MCSAP staff due to having other non-MCSAP related duties. Consequently, the overall goal for inspections during FFY 2017 has been decreased slightly. The OSHP will be working to maintain or increase the number of inspections from the previous year, despite these limitations. One key will be the addition of another 33 part time L3 troopers that have been budgeted and it is hoped they can be recruited, trained and brought up-to-speed by the end of FFY 2017.

In terms of prior year activity details, data from this project can be found in the attached spreadsheet "ECVSP Additional Tables" under the tab "4.1 Driver Vehicle Inspections. At this point in time the state is on-target to achieve its goals for this area.

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: PUBLIC UTILITIES COMMISSION OF OHIO

Enter the total number of certified officers in the Lead agency: 31

| FY 2017 Driver/Vehicle Inspection Goals | | | | | |
|---|----------------------------|------------|-----------|-------------|---------------------|
| | Estimated Performance Goal | | | | |
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1 | 716 | 188 | 80 | 984 | 52.90% |
| Level 2 | 321 | 429 | 0 | 750 | 40.32% |
| Level 3 | 126 | 0 | 0 | 126 | 6.77% |
| Level 4 | 0 | 0 | 0 | 0 | 0.00% |
| Level 5 | 0 | 0 | 0 | 0 | 0.00% |
| Level 6 | 0 | 0 | 0 | 0 | 0.00% |
| Sub-Total Lead Agency | 1163 | 617 | 80 | 1860 | |

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: OHIO STATE HIGHWAY PATROL

Enter the total number of certified officers in this funded agency: 136

| FY 2017 Driver/Vehicle Inspection Goals | | | | | |
|---|----------------------------|-------------|------------|--------------|---------------------|
| Inspection Level | Estimated Performance Goal | | | | Percentage by Level |
| | Non-Hazmat | Hazmat | Passenger | Total | |
| Level 1 | 9875 | 1097 | 0 | 10972 | 14.42% |
| Level 2 | 31728 | 3536 | 100 | 35364 | 46.48% |
| Level 3 | 29750 | 0 | 0 | 29750 | 39.10% |
| Level 4 | 0 | 0 | 0 | 0 | 0.00% |
| Level 5 | | 0 | | 0 | 0.00% |
| Level 6 | 0 | 0 | 0 | 0 | 0.00% |
| Sub-Total Funded Agencies | 71353 | 4633 | 100 | 76086 | |

Non-Funded Agencies

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

Summary

| Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies | | | | | |
|---|-----------------------------------|-------------|------------|--------------|---------------------|
| MCSAP Lead Agency: PUBLIC UTILITIES COMMISSION OF OHIO | | | | | |
| # certified officers: 31 | | | | | |
| Funded Agencies: OHIO STATE HIGHWAY PATROL | | | | | |
| # certified officers: 136 | | | | | |
| Number of Non-Funded Agencies: | | | | | |
| # certified officers: | | | | | |
| | Estimated Performance Goal | | | | |
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1 | 10591 | 1285 | 80 | 11956 | 15.34% |
| Level 2 | 32049 | 3965 | 100 | 36114 | 46.33% |
| Level 3 | 29876 | 0 | 0 | 29876 | 38.33% |
| Level 4 | 0 | 0 | 0 | 0 | 0.00% |
| Level 5 | 0 | 0 | 0 | 0 | 0.00% |
| Level 6 | 0 | 0 | 0 | 0 | 0.00% |
| Total ALL Agencies | 72516 | 5250 | 180 | 77946 | |

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.

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

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 | 12000 |
| <input type="radio"/> | <input checked="" type="radio"/> | CMV without Inspection | |
| <input type="radio"/> | <input checked="" type="radio"/> | Non-CMV | |
| <input checked="" type="radio"/> | <input type="radio"/> | Comprehensive and high visibility in high risk locations and corridors (special enforcement details) | 270 |

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.

The State of Ohio uses a strategy to conduct driver/vehicle inspections on CMVs after traffic enforcement stops. Because of this, we will not conduct any activities that do not require an inspection after a traffic enforcement stop. The State of Ohio has an existing plan to conduct special enforcement details in our high risk locations.

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

Ohio will conduct interventions pursuant to the CSA Methodology in partnership with the FMCSA Ohio Division office. In addition, intrastate reviews will be conducted pursuant to the state specific projects contained within this plan. Finally, when complaints about carriers have been received reviews will be coordinated with the FMCSA depending upon whether they are inter or intrastate in nature. In terms of prior year activity details, data from this project can be found in the attached spreadsheet "ECVSP Additional Tables" under the tab 4.4 Carrier Interventions. In FFY 2016 carrier intervention goals were based on 16 investigators working full time and 3 working 1/2 of their time on MCSAP eligible activities. This resulted in a goal of 514 carrier interventions for the year. As of June 1, 2016, the PUCO has completed 224 interventions and is behind in meeting this goal. The primary reason for falling behind is that 4 investigators retired early in the year. Filling their positions has been challenging and time consuming. In addition, up to six existing staff have also been involved in training newly hired personnel. Further complicating matters has been the fact that 3 investigators have been out at various times during the year on extended disability leave. Consequently, the original goals in the FFY 2016 CVSP were reduced from 514 to 336 in order to be aligned with the temporary reduction in staff. Based upon this revised goal, the PUCO anticipates that it will meet the lower goal.

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.

In FFY 2017, the PUCO anticipates having 20 staff (17 full and 3 half time) to conduct interventions. Of this, 8 staff are investigators (formal classification is HMIS1) whose primary job responsibility is to conduct non-hazmat related interventions. Their goal will be to conduct 28 interventions per year for a total of 168. There are also two new HMIS staff who, due to on-the-job training, will only be expected to conduct 20 interventions for a total of 40. In addition to the HMIS 1 (investigators) staff, 12 personnel serve in the HMIS 2 role. These individuals conduct both hazmat and non-hazmat related interventions in addition to other hazmat focused MCSAP duties. Eight of these staff work full time in the MCSAP and their goal will be to conduct 26 interventions per year for a total of 208. One HMIS 2 staff person is new and due to on-the-job training will only be expected to conduct 20 interventions for the year. Finally, 3 HMIS 2 only devote 1/2 their time to MCSAP eligible work. These individuals will only be required to conduct 13 interventions for a total of 39. Based on these figures the state will be looking to complete a total of 475 interventions for the year.

It is anticipated that additional staff may be added during the course of the year. As this occurs goals may need to be changed due to the addition of staff and/or the need for existing staff to assist in training new personnel. Changes will be reflected in the required quarterly reports.

The state also anticipates providing training for CSA Phase III as well as ELDs during the latter half of the year. Funds have been budgeted for both.

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).

The individual goals of each person have been taken into consideration when completing the table in this section and supervisors have communicated the programmatic and individual goals to each person.

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

In addition to the quantitative measures, supervisors also look closely at the work products being produced to ensure they meet qualitative expectations. Both SNET reports and internal reviews of work are looked at to see not only the number of corrections required but also how investigators compare to state, regional, and national numbers in terms of the number and types of violations

found. The PUCO has a dedicated manager responsible for assigning and reviewing interventions to ensure that work has been completed appropriately. This individual will continue to closely monitor work for qualitative issues and help PUCO supervisors and the FMCSA to identify and correct problem areas.

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 | | 37 |
| Passenger | | 6 |
| HM | | 7 |
| Rated and Non-rated Reviews (Excludes CSA & SCRs) Total | 0 | 50 |
| CSA Off-Site Investigations | | |
| Non-HM Cargo CSA Off-Site | 0 | 0 |
| Passenger CSA Off-Site | 0 | 0 |
| HM CSA Off-Site | 0 | 0 |
| CSA Off-Site Investigations Sub-total | 0 | 0 |
| CSA On-Site Focused Investigations | | |
| Non-HM Cargo CSA On-Site Focused | 328 | 0 |
| Passenger CSA On-Site Focused | 0 | 0 |
| HM CSA On-Site Focused | 42 | 0 |
| CSA On-Site Focused Investigations Sub-total | 370 | 0 |
| CSA On-Site Comprehensive | | |
| Non-HM Cargo CSA On-Site Comprehensive | 25 | 0 |
| Passenger CSA On-Site Comprehensive | 10 | 0 |
| HM CSA On-Site Comprehensive | 8 | 0 |
| CSA On-Site Comprehensive Sub-total | 43 | 0 |
| CSA Investigations (all Types) Total | 413 | 0 |
| HM-Related Review Types | | |
| Security Contact Reviews (SCRs) | 0 | 0 |
| Cargo Tank Facility Reviews | 0 | 0 |
| Shipper Reviews | 12 | 0 |
| HM-Related Review Types Total | 12 | 0 |
| ALL REVIEW TYPES GRAND TOTAL | 425 | 50 |

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

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.:

In an effort to increase the safety awareness of the motoring public, motor carriers and drivers, the state of Ohio will continue to perform a number of education and outreach activities as a part of its CVSP. The specific activities that will be performed by the state are outlined in the table below. In terms of prior year performance, an update regarding projects from FFY 2016 has been provided in section 2.

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 | 75 |
| <input type="radio"/> | <input checked="" type="radio"/> | CMV Safety Belt Education and Outreach | |
| <input checked="" type="radio"/> | <input type="radio"/> | State Trucking Association Meetings | 4 |
| <input checked="" type="radio"/> | <input type="radio"/> | State-sponsored outreach events | 1 |
| <input checked="" type="radio"/> | <input type="radio"/> | Local educational safety events | 22 |
| <input type="radio"/> | <input checked="" type="radio"/> | Teen safety events | |

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

Under the state sponsored outreach events Ohio will have a display at the Ohio State Fair that will last for a total of 12 days. The OSHP will have MCSAP certified inspectors on hand to answer questions and provide information to the public about motor carrier safety.

Staff from the PUCO will attend state trucking association meetings at least 4 times per year.

Both PUCO and OSHP staff will attend carrier safety talks upon request which will result in at least 75 contacts.

The PUCO will continue educating local Fire, Police and Emergency Management agencies about CMV safety issues in general and hazardous materials incidents involving a CMV. The goal will be to reach audiences in 22 counties per year for a total of all 88 counties over the next 4 years. Overall the state is behind in reaching this goal. In FFY 2015 it was short by 7. For FFY 2016 it is currently behind but is anticipated the goal for the year will be met. To ensure the overall 4 year goal of reaching all 88 counties is achieved, the shortfall in 2015 will be made up in the remaining 2 years of the project. Therefore, the goal for FFY 2017 will be adjusted upward to 26 and FFY 2018 it will be 25.

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):

The OSHP Motor Carrier Enforcement Unit Commander and/or Motor Carrier Enforcement Manager will monitor the program at the OSHP while the Chief of Enforcement will do so for the PUCO. Monitoring will be conducted through management reports such as public appearance reports filed after each detail as well as direct monitoring of events by supervisors.

| |
|--------------------|
| 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:

Public Utilities Commission of Ohio

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.

Goal: Assist in accomplishing the Federal Motor Carrier Safety Administration (FMCSA) goal of reducing the number of crashes and fatalities involving large trucks and commercial buses.

Performance Objective: Conduct all new entrant audits (estimated at 1,100 per year) of motor carriers (12 month time period permitted by MAP 21 for property carrying vehicles and 4 months for passenger carriers) in conformance with regulatory requirements, timeliness standards, and FMCSA policies and procedures. The goal will be to conduct audits on 100% of the carriers eligible to receive a safety audit within the required federal timeframes.

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

Strategy: A combination of education and awareness in conjunction with enforcement will be used to accomplish the goals of the program. Carriers currently meet staff at pre-determined locations for audits. However, once training for off-site audits is made available to the state, staff will be trained in this technique and it will be utilized in conjunction with the current process.

In FFY 2017 the PUCO is scheduled to undergo New Entrant Off-Site Training. Since initial plans call for this to occur at the end of the year, it is not expected to have an impact on audit numbers/goals for FFY 2016.

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.

Program Activity Plan

Step1 – Identify new entrant Motor Carriers- Ohio utilizes a field information reporting system (FIRS) to manage all motor carriers domiciled in Ohio entering the new entrant program. New carriers are added on a daily basis by importing data from the GOTHAM database. Once a carrier has been added the system is used to track progress toward completion of the program including conducting an SA, reclassifying, inactivating, or any other activity that may occur to a carrier while they are in the new entrant Monitoring Period.

Step 2 – Contact Motor Carriers – The FIRS system automatically generates all required contacts (letter, email, or fax) that are sent to each new entrant to initiate the process of scheduling an audit. These contacts inform carriers that they are required to contact the PUCO to schedule a review. If necessary three separate attempts at contacting a carrier are made. Once a carrier schedules a safety audit, the automatic contacts cease. In cases where all three contacts are made and a review has not been scheduled a process to remove the carrier from the new entrant program begins which involves additional contacts pursuant to required federal procedures.

Step 3 - Schedule Audits – When a carrier contacts the PUCO an internal staff person first conducts a pre-audit of the carrier to ensure they should receive an audit. In cases where the carrier should not be part of the program, the internal staff person will work to reclassify or inactivate the carrier depending upon their current operational status. Once the determination is made that the carrier is subject to the safety audit process, the nearest field staff person to the carrier will be identified (Examiner, Investigator, Internal or Field Based Hazmat Investigator) and a date and time for the audit to take place will be determined. Prior to ending the call, the administrative staff person will review a list of documents the carrier must provide during the audit, confirm the date, time and location of the audit, and answer any questions the carrier may have. The staff person will also verify contact information for the carrier and upon completion of the call generate a letter and packet of materials to send to the carrier (by email, fax or regular mail) instructing them where the audit will take place, the date and time, and materials they must bring to the audit.

Step 4 - Conduct Audits– Safety audits are primarily conducted at fixed facilities throughout the state by field personnel (Examiner, Investigator, Internal or Field Based Hazmat Investigator). Carriers are scheduled to come to one of these fixed facilities to meet with a staff person to conduct the audit. The exceptions to this are hazmat, passenger, and larger carriers (those with 10 or more vehicles) in which case an investigator or hazmat investigator will generally be sent to the carrier's facility. Prior to the initiation of an audit, staff will review information about each carrier and prepare accordingly. When the carrier arrives, the SA will be conducted in accordance with the EFOTM. The investigator will work through all elements of the audit, close with the carrier, complete a Part C, and upload the review to an internal auditor at the PUCO. Staff are required to submit reviews within 48 hours of completion. An administrative staff person (internal auditor) reviews the audits to ensure all elements have been properly completed and they work with staff to make any necessary corrections. Once the internal review has been completed it will be forwarded to the FMCSA Ohio Division office for final approval and upload into MCMIS.

Step 5 – Follow Up – On a regular basis the new entrant Program Manager along with field managers utilize internal reports to identify staff that are having difficulty meeting the quantity, quality and timeliness measures of the department and to ensure all audits remain on track to be completed within the statutory guidelines. To the extent changes need to be made or training provided to staff the new entrant program manager will work with supervisors and staff to ensure that this occurs.

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.

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

For the 5 full time new entrant auditors (Examiners), the goal will be for each person to complete 175 audits per year. On average 6 audits per week will be scheduled for each individual with the understanding that factors outside their control (i.e. audit cancellations or carrier reclassifications) may impact their ability to actually complete each assignment. Remaining staff (Investigators and Internal and Field Based Hazmat Investigators) will continue to conduct audits on an as needed basis.

Administrative support will continue to be achieved by current in-house staff in the same manner as in the past. Scheduling audits, making carrier contacts, program management, staff supervision, database management, tracking of carriers in the program, internal auditing of reviews, computer hardware and software maintenance, budgeting and vouchering, technical advice to carriers, and training will all be handled by in-house personnel and supervisors.

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) | 990 | 0 |
| # of Safety Audits (Offsite) | 0 | 0 |
| TOTAL Safety Audits | 990 | 0 |
| # of Non-Audit Resolutions | 316 | 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): \$1,666,177.00

| 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 |
| Administrative Staff | 7 | 38.7482 | 2080 | \$47.25 | \$266,572.12 | \$117,310.00 | \$20,702.00 | \$125,367.00 |
| Enforcement Support | 4 | 73.2195 | 2080 | \$30.04 | \$182,999.55 | \$46,361.00 | \$8,181.00 | \$0.00 |
| Enforcement Managers | 6 | 81.4867 | 2080 | \$45.11 | \$458,747.96 | \$213,419.00 | \$37,662.00 | \$148,118.00 |
| Investigators | 12 | 81.9122 | 2080 | \$31.13 | \$636,461.73 | \$442,267.00 | \$78,047.00 | \$33.00 |
| Examiners | 5 | 87.9126 | 2080 | \$25.29 | \$231,224.20 | \$22,300.00 | \$3,935.00 | \$16,207.00 |
| HM Investigators | 12 | 78.4729 | 2080 | \$36.74 | \$719,620.35 | \$448,680.00 | \$79,179.00 | \$0.00 |
| Compliance Managers | 2 | 81.987 | 2080 | \$48.88 | \$166,713.02 | \$141,706.00 | \$25,007.00 | \$0.00 |
| Compliance Support | 2 | 82.0027 | 2080 | \$22.23 | \$75,833.47 | \$64,458.00 | \$11,375.00 | \$0.00 |
| Compliance Investigators | 1 | 83.7467 | 2080 | \$29.71 | \$51,752.78 | \$43,990.00 | \$7,763.00 | \$0.00 |
| In House HM Investigators | 3 | 82.3391 | 2080 | \$32.13 | \$165,082.65 | \$119,987.00 | \$21,174.00 | \$0.00 |
| IT/Data Support | 3 | 81.6085 | 2080 | \$33.19 | \$169,015.77 | \$0.00 | \$0.00 | \$169,016.00 |
| Sub-Total Salary | | | | | \$3,124,023.60 | \$1,660,478.00 | \$293,025.00 | \$458,741.00 |
| Overtime Information | | | | | | | | |
| Overtime | | 100 | 2080 | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Sub-Total Overtime | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| TOTAL PERSONNEL | | | | | \$3,124,023.60 | \$1,660,478.00 | \$293,025.00 | \$458,741.00 |

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

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

The methodology discussed above for determining MCSAP eligible expenses in the personnel line item does not match the required data entry fields and pre-programmed calculations used by the ECVSP template. Consequently, certain information entered in the personnel template above is not an accurate representation of the percent of time, work year hours or hourly rates of our staff. To enable the state to utilize the ECVSP template, figures in these fields had to be adjusted in a manner that would produce the correct eligible costs for each staffing line item. The staff line items provided, number of staff they represent, and the eligible cost figures are correct as are the amounts budgeted.

Two new positions have been included in the personnel budget for FFY 2017. Both are field supervisors which will be located in central areas throughout the state and will serve as front line managers tasked with working with investigators, inspectors and hazmat specialists to achieve the quantity, quality and timeliness goals of the MCSAP. Currently the PUCO is operating with only 2 field supervisors and it has been determined that two additional positions are necessary. Current supervisors are unable to spend sufficient time with their staff since they are each expected to cover half the state. By adding two positions, the state will be divided into four areas rather than two and supervisors will be able to spend more time assisting staff, providing training and working to ensure

each person is achieving their assigned goals.

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 |
| Administrative Staff | 62.43 | \$266,572.00 | \$166,420.90 | \$47,016.54 | \$8,297.04 | \$45,734.62 |
| Enforcement Support | 62.43 | \$183,000.00 | \$114,246.90 | \$32,276.56 | \$5,695.86 | \$31,396.53 |
| Enforcement Managers | 62.43 | \$458,747.00 | \$286,395.75 | \$80,911.33 | \$14,278.47 | \$78,705.27 |
| Investigators | 62.43 | \$636,462.00 | \$397,343.23 | \$112,255.75 | \$19,809.84 | \$109,195.07 |
| Examiners | 62.43 | \$231,224.00 | \$144,353.14 | \$40,782.05 | \$7,196.83 | \$39,670.12 |
| HM Investigators | 62.43 | \$719,620.00 | \$449,258.77 | \$126,922.71 | \$22,398.13 | \$123,462.14 |
| Compliance Managers | 62.43 | \$166,713.00 | \$104,078.93 | \$29,403.95 | \$5,188.93 | \$28,602.24 |
| Compliance Support | 62.43 | \$75,833.00 | \$47,342.54 | \$13,375.02 | \$2,360.30 | \$8,879.04 |
| Compliance Investigators | 62.43 | \$51,753.00 | \$32,309.40 | \$9,127.92 | \$1,610.81 | \$8,879.04 |
| In House HM Investigators | 62.43 | \$165,083.00 | \$103,061.32 | \$29,116.45 | \$5,138.20 | \$28,322.59 |
| IT/Data Support | 62.43 | \$169,016.00 | \$105,516.69 | \$29,810.13 | \$5,260.61 | \$28,997.36 |
| Sub-Total Fringe Benefits | | | \$1,950,327.57 | \$550,998.41 | \$97,235.02 | \$531,844.02 |

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

The PUCO Fringe is calculated by starting with a base amount (Total Federal Share of personnel that has been budgeted) and multiplying it times the Federally approved fringe rate. The result is the eligible fringe amount. Once this number has been calculated we determine the amount that will be budgeted toward the federal share (85%), state share (15%) and MOE for the Basic, Incentive and New Entrant areas.

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

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 |
| NASI A | 5 | 5 | \$9,850.00 | \$0.00 | \$0.00 | \$9,850.00 |
| NASI B | 5 | 5 | \$9,850.00 | \$0.00 | \$0.00 | \$9,850.00 |
| General Hazmat | 5 | 5 | \$9,850.00 | \$0.00 | \$0.00 | \$9,850.00 |
| Cargo Tank | 3 | 5 | \$5,910.00 | \$0.00 | \$0.00 | \$5,910.00 |
| Bulk Package | 3 | 5 | \$5,910.00 | \$0.00 | \$0.00 | \$5,910.00 |
| Compliance Review | 5 | 12 | \$17,950.00 | \$0.00 | \$0.00 | \$17,950.00 |
| New Entrant | 1 | 12 | \$3,590.00 | \$0.00 | \$0.00 | \$3,590.00 |
| HM Technician | 3 | 5 | \$2,220.00 | \$0.00 | \$0.00 | \$2,220.00 |
| IMDG | 16 | 5 | \$11,840.00 | \$0.00 | \$0.00 | \$11,840.00 |
| Level VI | 5 | 3 | \$5,100.00 | \$0.00 | \$0.00 | \$5,100.00 |
| NE Offsite | 30 | 3 | \$12,000.00 | \$0.00 | \$0.00 | \$12,000.00 |
| CSA Phase 3 | 30 | 3 | \$12,000.00 | \$0.00 | \$0.00 | \$12,000.00 |
| ELD Training | 30 | 3 | \$12,000.00 | \$0.00 | \$0.00 | \$12,000.00 |
| Staff In-Service | 30 | 3 | \$12,000.00 | \$0.00 | \$0.00 | \$12,000.00 |
| CVSA Fall Conference | 3 | 5 | \$6,900.00 | \$0.00 | \$0.00 | \$6,900.00 |
| CVSA Spring Conference | 3 | 5 | \$5,100.00 | \$0.00 | \$0.00 | \$5,100.00 |
| COHMED Conference | 4 | 5 | \$6,800.00 | \$0.00 | \$0.00 | \$6,800.00 |
| NAIC | 4 | 5 | \$6,800.00 | \$0.00 | \$0.00 | \$6,800.00 |
| MCSAP Leadership Meeting | 4 | 4 | \$5,600.00 | \$0.00 | \$0.00 | \$5,600.00 |
| MCSG Radioactive Transportation Meeting | 2 | 4 | \$2,800.00 | \$0.00 | \$0.00 | \$2,800.00 |
| MCSAP Data Management Meeting | 1 | 5 | \$1,700.00 | \$0.00 | \$0.00 | \$1,700.00 |
| NCSTS / HM Alliance Meeting | 1 | 5 | \$1,700.00 | \$0.00 | \$0.00 | \$1,700.00 |
| CVISN Annual Meeting | 1 | 5 | \$1,700.00 | \$0.00 | \$0.00 | \$1,700.00 |
| Sub-Total Travel | | | \$169,170.00 | \$0.00 | \$0.00 | \$169,170.00 |

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

Travel is used to achieve several purposes. Some is used to get people to and from training opportunities. In other cases it is related to attendance at conferences and meetings that will aid in enhancing motor carrier safety in Ohio. The table below includes each item that has been included in the budget along with an explanation of how that item will be used in the program.

| Training | |
|----------|--|
| NASI A | Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicle operators. |

| | |
|---------------------------|---|
| NASI B | Required course for those who conduct inspections. Provides basic knowledge, skills, practices, and procedures with a focus on federal regulations during inspections of commercial motor vehicles. |
| General Hazmat | Required course for those who conduct driver/vehicle inspections involving hazardous materials. Designed to train personnel to inspect HM shipments for compliance with Hazardous Materials Regulations, either on the roadside or at a carrier's or shipper's place of business. |
| Cargo Tank | Required course for those who conduct inspections involving cargo tanks. Designed to train personnel to inspect Cargo Tank motor vehicles transporting hazardous materials for compliance with Hazardous Material Regulations either on the roadside or at a carrier's or shipper's place of business. |
| Bulk Package | Required course for those who conduct inspections. Designed to train personnel to inspect Other Bulk Packaging, transporting hazardous materials for compliance with Hazardous Material Regulations either on the roadside or at a carrier's or shipper's place of business. |
| Compliance Review | Required course for those who conduct compliance reviews. Designed to prepare investigators to conduct investigations and complete a quality Compliance Review in accordance with the Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations. |
| New Entrant | Required course for those who conduct new entrant safety audits. Designed to provide participants with the knowledge, skills and ability to conduct a new entrant safety audit. |
| HM Technician | Safety training to ensure that staff who work in and around hazardous materials are properly trained to utilize their equipment and work safely. |
| IMDG | Training for staff who conduct inspections and compliance reviews involving hazardous materials. The IMDG code is incorporated by reference into the HMRs under 171.23(v)(2) and used in 171.22, 171.7 and 171.25 as it relates to the transportation of hazardous materials. Ohio is an industrial cross roads state that sees the importation and exportation of hazardous materials from not only the US but foreign countries. Furthermore, the state has international air freight hubs, sea ports, rail and highway facilities that all send and receive hazardous materials that may fall under the IMDG. Finally the state ranks in the top five nationally for highway traffic which increases the number of vehicles passing through the state that may also contain items falling under the IMDG that are destined for other locations in the US. Ensuring staff have been properly trained to understand what the IMDG is, how it works and how its requirements work in conjunction with the HMRs is important to ensuring staff trained in the hazmat area can continue to identify and catch issues related to hazmat during inspections, compliance reviews, shipper reviews and other hazmat related activities under the MCSAP. |
| Level VI | Training to provide knowledge and skills to inspect motor carrier and drivers transporting transuranic waste and/or highway route controlled quantities (HRCQ) shipments of radioactive material |
| New Entrant Offsite | Training to provide participants with the knowledge, skills and ability to conduct an off-site new entrant safety audit. |
| CSA Phase III Training | Training designed to prepare investigators who conduct investigations and Compliance Reviews in accordance with the Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations to conduct off-site investigations. |
| ELD Training | Training designed to prepare inspectors and investigators on how to utilize Electronic Logging Devices (ELDs) to conduct inspections and investigations. |
| Refresher Training | |
| In-service | Annual training to reinforce proper techniques to conduct inspections, investigations and safety audits. Focus is on identifying new and changing regulations, enforcement procedures, rules, and laws as well as identifying areas where it has been determined additional training is necessary based upon prior year performance. |

| Conferences | |
|-----------------------|--|
| CVSA Fall | Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations. |
| CVSA Spring | Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations |
| COHMED | Provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the conference, coupled with hands-on training and in-depth education, is critical to building cooperation among stakeholders. The COHMED Conference is an unparalleled opportunity to network, build better working relationships, learn the latest trends and techniques, and provide input into future changes and regulations. |
| NAIC | Allows inspectors to compete against other jurisdictions across North America. During the week training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures is provided and attendees are afforded the chance to share insights, ideas, techniques and experiences with other inspectors. Attendees bring back information, materials, and training to the state so it can be implemented, used and shared with other staff. |
| MCSAP Leadership Mtg | Meetings and training designed to offer policy, procedure and legislative/regulatory updates to leadership staff at the state level. Sessions permit state and federal officials to exchange information and ideas, receive MCSAP specific training and understand federal expectations/priorities regarding MCSAP work. |
| MCSG Rad Mtg | The Midwest Council on State Governments Radioactive transportation meetings allow states from throughout the region to meet and discuss issues related to the transportation of radioactive materials. |
| MCSAP Data Mgmt Mtg | The MCSAP data management meeting allows state personnel engaged in the analysis, reporting, upload, correction and maintenance of data to receive training, identify issues and work collaboratively to improve the quality and timeliness of data stored in state / federal systems. |
| NCSTS/HM Alliance Mtg | As a member of the HM Alliance attendance at the biannual meetings allows the state to ensure it has direct input into decisions on how the alliance is run and that the state remains in compliance with the rules, regulations, policies and procedures of the organization. |
| CVISN Annual Meeting | The CVISN annual meeting allows for information sharing between state and federal partners, provides a forum for cooperative problem solving, and offers invaluable training and in-depth education regarding the latest rules, laws, policies and procedures. |

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: \$1,000

| Equipment Cost Spending Plan Narrative | | | | | | |
|--|------------|---------------|----------------------|-------------------|-----------------|--------------------------|
| Item Name | # of Items | Cost per Item | Total Eligible Costs | 85% Federal Share | 15% State Share | Planned MOE Expenditures |
| Laptop | 6 | \$2,500.00 | \$15,000.00 | \$0.00 | \$0.00 | \$15,000.00 |
| Identifinder RAM Detector | 4 | \$2,995.00 | \$11,980.00 | \$0.00 | \$0.00 | \$11,980.00 |
| Car | 1 | \$20,000.00 | \$20,000.00 | \$0.00 | \$0.00 | \$20,000.00 |
| SUV | 1 | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 | \$25,000.00 |
| Lightbar Package | 1 | \$3,000.00 | \$3,000.00 | \$0.00 | \$0.00 | \$3,000.00 |
| Sub-Total Equipment | | | \$74,980.00 | \$0.00 | \$0.00 | \$74,980.00 |

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

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

| | |
|---------------------------|---|
| Office Equipment | |
| Laptop | Laptops will be purchased and placed into stock, to replace items that are beyond their useful lifespan. They are used by staff to: 1) complete driver vehicle inspections; 2) complete investigations (CRs); 3) complete new entrant safety audits; 4) conduct research on motor carriers; 5) maintain files, upload/download documents, and utilize state and federal online/offline computer systems and software. |
| HM Equipment | |
| Identifinder RAM Detector | Devices will be purchased to replace similar equipment that is over 10 years old and will be used when conducting Level VI inspections, radioactive escorts, other inspections of loads containing radioactive materials, and shipper/compliance reviews at facilities where radioactive materials are or may be present. These devices serve as an invaluable safety tool that ensures personnel are not accidentally exposed to radioactive materials that may or may not be properly labeled, packaged or have been damaged. |
| Other Equipment | |

| | |
|----------------------------|---|
| Car, SUV, Lightbar Package | <p>The cars, SUVs, and Lightbars are vehicle related equipment that is being replaced due to age and/or have reached the end of their useful lifespan. These items are used to safely transport personnel to conduct work with lightbars serving as safety equipment designed to protect vehicle occupants at the roadside. SUVs will be used by HM investigators and will be the only vehicles equipped with lightbars. SUVs are required for this position due to the additional equipment and gear that is carried by these staff members. Cars are used by investigators and examiners since they do not need the additional cargo hauling capacity. In addition these vehicles are not used in situations where warning lights are necessary and as such will not receive lightbars.</p> |
|----------------------------|---|

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 |
| Metal Ruler | 10 | Rulers | \$2.00 | \$20.00 | \$0.00 | \$0.00 | \$20.00 |
| Printer | 10 | Printers | \$300.00 | \$3,000.00 | \$0.00 | \$0.00 | \$3,000.00 |
| Scanner | 10 | Scanners | \$150.00 | \$1,500.00 | \$0.00 | \$0.00 | \$1,500.00 |
| HMR Books | 35 | Books | \$20.00 | \$700.00 | \$0.00 | \$0.00 | \$700.00 |
| Gas Meter | 13 | Meters | \$800.00 | \$10,400.00 | \$0.00 | \$0.00 | \$10,400.00 |
| Emergency Response Guidebook | 35 | Books | \$25.00 | \$875.00 | \$0.00 | \$0.00 | \$875.00 |
| FMCSR Books | 50 | Books | \$20.00 | \$1,000.00 | \$0.00 | \$0.00 | \$1,000.00 |
| NAS Criteria Books | 50 | Books | \$25.00 | \$1,250.00 | \$0.00 | \$0.00 | \$1,250.00 |
| Tape Measure | 10 | Tape Measures | \$8.00 | \$80.00 | \$0.00 | \$0.00 | \$80.00 |
| Soapstone Holder | 10 | Holders | \$3.00 | \$30.00 | \$0.00 | \$0.00 | \$30.00 |
| Creeper | 10 | Creepers | \$131.00 | \$1,310.00 | \$0.00 | \$0.00 | \$1,310.00 |
| Hard Hat | 6 | Hats | \$10.00 | \$60.00 | \$0.00 | \$0.00 | \$60.00 |
| Sub-Total Supplies | | | | \$20,225.00 | \$0.00 | \$0.00 | \$20,225.00 |

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

Supplies are items that are replenished on a regular basis and used to further the MCSAP. The PUCO has an approved indirect rate that includes many supplies and therefore the items in the budget represent only those that are not already covered by the approved indirect rate. The table below includes each item that has been included in the budget along with an explanation of how that item will be used in the program.

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

| | |
|----------------------------|--|
| HMR Books | HMR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR. |
| Gas Meter | The 4-gas monitor will include a docking station that will be used in the field for investigations and inspections. It will provide information and alarming function to alert investigators of potential dangerous atmospheres. Meters will be portable and affix to a staff person's uniform. They will show levels of O2, CO, H2S and Lower explosive Levels for a variety of combustible gases.. |
| Emergency Response Book | Emergency Response Guidebooks and the information contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding and requirements contained within the books. |
| Inspection Supplies | |
| FMCSR Books | FMCSR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR. |
| NAS Criteria Books | NAS Criteria is revised annually and new books must be purchased to ensure inspectors have access to the most recent, up-to-date information regarding the NAS OOS criteria. |
| Tape Measure | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Tape measures are used during vehicle inspections to determine compliance with specific regulations |
| Soapstone/Holder | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Soapstone/Holders are used during vehicle inspections to mark vehicle components so measurements can be taken to determine compliance with applicable regulations. |
| Creeper | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Creepers are used to allow inspectors access to the underside of a vehicle so it can be properly inspected pursuant to the NAS procedure. |
| Hard Hat | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Hard hats are an essential piece of safety equipment used when conducting vehicle inspections or at carrier/shipper facilities where they are required to access certain areas of a facility. |

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|---------------------------------------|
| 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 |
| Sub-Total Contractual | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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

The contractual line item above contains only the costs of sub-grantees (Ohio Department of Public Safety and Ohio Department of Taxation (only for IDT related expenses)) in our program. This has been done pursuant to instructions from the FMCSA to include such costs in the contractual line item. In addition, separate line item tables in the ECVSP have been completed for each sub-grantee.

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 | \$659,651.00 | \$373,076.25 | \$65,836.69 | \$220,738.06 |

| 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 |
| NCSTS/HM Alliance Registration Fees | 1 | Registrations | \$400.00 | \$400.00 | \$0.00 | \$0.00 | \$400.00 |
| CVSA Spring Registration Fees | 3 | Registration Fees | \$550.00 | \$1,650.00 | \$0.00 | \$0.00 | \$1,650.00 |
| CVSA Fall Registration Fees | 3 | Registrations | \$550.00 | \$1,650.00 | \$0.00 | \$0.00 | \$1,650.00 |
| COHMED Registration Fees | 4 | Registrations | \$550.00 | \$2,200.00 | \$0.00 | \$0.00 | \$2,200.00 |
| NAIC Registration Fees | 4 | Registrations | \$550.00 | \$2,200.00 | \$0.00 | \$0.00 | \$2,200.00 |
| IMDG Instructor Fees (per day) | 5 | Fees per day | \$2,200.00 | \$11,000.00 | \$0.00 | \$0.00 | \$11,000.00 |
| MCSG Radioactive Transportation Meeting Registration Fees | 1 | Registrations | \$400.00 | \$400.00 | \$0.00 | \$0.00 | \$400.00 |
| Radioactive Equipment Calibration | 15 | Calibrations | \$75.00 | \$1,125.00 | \$0.00 | \$0.00 | \$1,125.00 |
| CVSA Membership | 1 | Memberships | \$15,000.00 | \$15,000.00 | \$0.00 | \$0.00 | \$15,000.00 |
| Hazmat Alliance Membership | 1 | Memberships | \$10,000.00 | \$10,000.00 | \$0.00 | \$0.00 | \$10,000.00 |
| MARCs Radio System Fees (\$20/Month) | 24 | Annual Fees | \$240.00 | \$5,760.00 | \$0.00 | \$0.00 | \$5,760.00 |
| Hazmat Specialist Physicals | 16 | Physicals | \$500.00 | \$8,000.00 | \$0.00 | \$0.00 | \$8,000.00 |
| Xerox IRP Data Uploads | 1 | Annual Cost | \$18,750.00 | \$18,750.00 | \$15,938.00 | \$2,813.00 | \$0.00 |
| ASPEN Replacement Software Annual Fee | 1 | Annual Cost | \$15,000.00 | \$15,000.00 | \$12,750.00 | \$2,250.00 | \$0.00 |
| Sub-Total Other Costs | | | | \$93,135.00 | \$28,688.00 | \$5,063.00 | \$59,385.00 |

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

The first section deals with indirect costs. The PUCO has an approved indirect rate of 28.69%. The Federal Motor Carrier Safety Administration (FMCSA) serves as the Cognizant Agency for the approval of this rate.

The second section deals with the other category which includes items that do not fall into any other category in the budget. This includes fees for attendance at events/training, equipment maintenance, physicals for employees that work around hazardous materials and ITD/PRISM operations and maintenance expenditures. The tables below include each item that has been included in the budget along with an explanation of how that item will be used in the program.

| Training/Conferences | |
|----------------------|--|
| Conferences | |
| CVSA Fall | Attendance at the CVSA meeting allows the state to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations. |

| | |
|----------------------------|---|
| CVSA Spring | Attendance at the CVSA meeting allows the state to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations. |
| COHMED | Attendance at the annual conference provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the conference, coupled with hands-on training and in-depth education, is critical to building cooperation among stakeholders. The COHMED Conference is an unparalleled opportunity to network, build better working relationships, learn the latest trends and techniques, and provide input into future changes and regulations. |
| NAIC | Each jurisdiction sends its best inspector to compete against other inspectors from jurisdictions all across North America. NAIC competitors receive training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures while sharing insights, ideas, techniques and experiences with other inspectors. Those who attend bring back information, materials, and training to the state so it can be implemented, used and shared with other staff. |
| MCSAP Leadership Mtg | The MCSAP leadership meeting is designed to offer policy, procedure and legislative/regulatory updates to leadership staff at the state level. In addition to sessions where state and federal officials exchange information and ideas, invaluable training is provided to state and federal personnel and expectations regarding upcoming motor carrier safety work is outlined and discussed. |
| MCSG Rad Mtg | The Midwest Council on State Governments Radioactive transportation meetings allow states from throughout the region to meet and discuss issues related to the transportation of radioactive materials. |
| MCSAP Data Mgmt Mtg | The MCSAP data management meeting allows state personnel engaged in the analysis, reporting, upload, correction and maintenance of data exchanged with FMCSA to discuss issues, receive first hand training on proper techniques and methods and work together to ensure data in both state and federal systems is of the highest quality and received in the most timely manner possible. |
| NCSTS/HM Alliance Mtg | As a member of the HM Alliance attendance at the biannual meetings allows the state to ensure that it has direct input into decisions on how the alliance is run and that the state remains in compliance with the rules, regulations, policies and procedures of the organization. |
| CVISN Annual Meeting | The CVISN annual meeting allow for information sharing between state and federal partners, provides a forum for cooperative problem solving and offers invaluable training and in-depth education regarding the latest rules, laws, policies and procedures. |
| IMDG (Instructor cost/day) | Train staff in IMDG code that is incorporated by reference into the HMRs under 171.23(v)(2) and used in 171.22, 171.7 and 171.25 as it relates to the transportation of hazardous materials. Ohio is an industrial cross roads state that see the importation and exportation of hazardous materials from not only the US but foreign countries. Furthermore, the state has international air freight hubs, sea ports, rail and highway facilities that all send and receive hazardous materials that may fall under the IMDG. Finally the state ranks in the top five nationally for highway traffic which increases the number of vehicles passing through the state that may also contain items falling under the IMDG that are destined for other locations in the US. Ensuring staff have been properly trained to understand what the IMDG is, how it works and how its requirements work in conjunction with the HMRs is important to ensuring staff trained in the hazmat area can continue to identify |

| | |
|-------------------------------------|--|
| | and catch issues related to hazmat during inspections, compliance reviews, shipper reviews and other hazmat related activities under the MCSAP. |
| Equipment Maintenance | |
| Rad Equipment Calibration | Radioactive detection and monitoring equipment must be calibrated on a regular basis to ensure it is performing correctly. |
| Memberships | |
| CVSA | The Commercial Vehicle Safety Alliance (CVSA) is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety. Its mission is to improve commercial motor vehicle safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and education to enforcement, industry and policy makers. |
| HM Alliance | The Alliance for Uniform Hazmat Transportation Procedures is a group of five states — Michigan, Nevada, Ohio, Oklahoma and West Virginia — that register and permit carriers and shippers of hazardous materials in a uniform manner, utilizing the same application forms and fee assessment calculations. Its objective is the protection of public health and safety through increased compliance with a single set of registration and permitting requirements |
| MARCs Radio Fee (\$20/Month) | This fee allows the PUCO to gain access to the statewide Multi Agency Radio Communications (MARCs) system and allows for communication by and between PUCO staff and their supervisors and can also be used to communicate with other state agencies that use the system. |
| Physicals/Medical Monitoring | |
| HMIS 2 Annual Physicals | This cost is to conduct required annual physicals of staff that are engaged in the inspection of vehicles and/or facilities where hazardous materials are present. |

| Operations and Maintenance Costs Associated with ITD/PRISM Activities | | |
|--|------|---|
| IRP Data Uploads | PUCO | As a part of the ITD program, the state of Ohio currently contracts with Xerox to upload IRP data to FMCSA thus ensuring its availability. |
| OMCIS Maintenance Costs | PUCO | |
| ASPEN Replacement Software | PUCO | This expense would be for the replacement of ASPEN inspection software. This software would be an alternative to ASPEN already in use in a number of states. The fees included would only be for the annual license and systems maintenance as allowed by FMCSA policy. |

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 | \$9,441,671.00 | \$1,666,177.00 | \$11,107,848.00 |

Allowable amount for Overtime (15% of total award amount without justification): \$1,666,177.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$824,480.00

| Personnel (Payroll Costs) | | | | |
|----------------------------------|-----------------------|---------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Administrative Staff | \$117,310.00 | \$20,702.00 | \$138,012.00 | \$125,367.00 |
| Enforcement Support | \$46,361.00 | \$8,181.00 | \$54,542.00 | \$0.00 |
| Enforcement Managers | \$213,419.00 | \$37,662.00 | \$251,081.00 | \$148,118.00 |
| Investigators | \$442,267.00 | \$78,047.00 | \$520,314.00 | \$33.00 |
| Examiners | \$22,300.00 | \$3,935.00 | \$26,235.00 | \$16,207.00 |
| HM Investigators | \$448,680.00 | \$79,179.00 | \$527,859.00 | \$0.00 |
| Compliance Managers | \$141,706.00 | \$25,007.00 | \$166,713.00 | \$0.00 |
| Compliance Support | \$64,458.00 | \$11,375.00 | \$75,833.00 | \$0.00 |
| Compliance Investigators | \$43,990.00 | \$7,763.00 | \$51,753.00 | \$0.00 |
| In House HM Investigators | \$119,987.00 | \$21,174.00 | \$141,161.00 | \$0.00 |
| IT/Data Support | \$0.00 | \$0.00 | \$0.00 | \$169,016.00 |
| Subtotal for Personnel | \$1,660,478.00 | \$293,025.00 | \$1,953,503.00 | \$458,741.00 |

| Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.) | | | | |
|--|---------------------|--------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Administrative Staff | \$47,016.54 | \$8,297.04 | \$55,313.58 | \$45,734.62 |
| Enforcement Support | \$32,276.56 | \$5,695.86 | \$37,972.42 | \$31,396.53 |
| Enforcement Managers | \$80,911.33 | \$14,278.47 | \$95,189.80 | \$78,705.27 |
| Investigators | \$112,255.75 | \$19,809.84 | \$132,065.59 | \$109,195.07 |
| Examiners | \$40,782.05 | \$7,196.83 | \$47,978.88 | \$39,670.12 |
| HM Investigators | \$126,922.71 | \$22,398.13 | \$149,320.84 | \$123,462.14 |
| Compliance Managers | \$29,403.95 | \$5,188.93 | \$34,592.88 | \$28,602.24 |
| Compliance Support | \$13,375.02 | \$2,360.30 | \$15,735.32 | \$8,879.04 |
| Compliance Investigators | \$9,127.92 | \$1,610.81 | \$10,738.73 | \$8,879.04 |
| In House HM Investigators | \$29,116.45 | \$5,138.20 | \$34,254.65 | \$28,322.59 |
| IT/Data Support | \$29,810.13 | \$5,260.61 | \$35,070.74 | \$28,997.36 |
| Subtotal for Fringe Benefits | \$550,998.41 | \$97,235.02 | \$648,233.43 | \$531,844.02 |

| Program Travel | | | | |
|---|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| NASI A | \$0.00 | \$0.00 | \$0.00 | \$9,850.00 |
| NASI B | \$0.00 | \$0.00 | \$0.00 | \$9,850.00 |
| General Hazmat | \$0.00 | \$0.00 | \$0.00 | \$9,850.00 |
| Cargo Tank | \$0.00 | \$0.00 | \$0.00 | \$5,910.00 |
| Bulk Package | \$0.00 | \$0.00 | \$0.00 | \$5,910.00 |
| Compliance Review | \$0.00 | \$0.00 | \$0.00 | \$17,950.00 |
| New Entrant | \$0.00 | \$0.00 | \$0.00 | \$3,590.00 |
| HM Technician | \$0.00 | \$0.00 | \$0.00 | \$2,220.00 |
| IMDG | \$0.00 | \$0.00 | \$0.00 | \$11,840.00 |
| Level VI | \$0.00 | \$0.00 | \$0.00 | \$5,100.00 |
| NE Offsite | \$0.00 | \$0.00 | \$0.00 | \$12,000.00 |
| CSA Phase 3 | \$0.00 | \$0.00 | \$0.00 | \$12,000.00 |
| ELD Training | \$0.00 | \$0.00 | \$0.00 | \$12,000.00 |
| Staff In-Service | \$0.00 | \$0.00 | \$0.00 | \$12,000.00 |
| CVSA Fall Conference | \$0.00 | \$0.00 | \$0.00 | \$6,900.00 |
| CVSA Spring Conference | \$0.00 | \$0.00 | \$0.00 | \$5,100.00 |
| COHMED Conference | \$0.00 | \$0.00 | \$0.00 | \$6,800.00 |
| NAIC | \$0.00 | \$0.00 | \$0.00 | \$6,800.00 |
| MCSAP Leadership Meeting | \$0.00 | \$0.00 | \$0.00 | \$5,600.00 |
| MCSG Radioactive Transportation Meeting | \$0.00 | \$0.00 | \$0.00 | \$2,800.00 |
| MCSAP Data Management Meeting | \$0.00 | \$0.00 | \$0.00 | \$1,700.00 |
| NCSTS / HM Alliance Meeting | \$0.00 | \$0.00 | \$0.00 | \$1,700.00 |
| CVISN Annual Meeting | \$0.00 | \$0.00 | \$0.00 | \$1,700.00 |
| Subtotal for Program Travel | \$0.00 | \$0.00 | \$0.00 | \$169,170.00 |

| Equipment | | | | |
|-------------------------------|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Laptop | \$0.00 | \$0.00 | \$0.00 | \$15,000.00 |
| Identifinder RAM Detector | \$0.00 | \$0.00 | \$0.00 | \$11,980.00 |
| Car | \$0.00 | \$0.00 | \$0.00 | \$20,000.00 |
| SUV | \$0.00 | \$0.00 | \$0.00 | \$25,000.00 |
| Lightbar Package | \$0.00 | \$0.00 | \$0.00 | \$3,000.00 |
| Subtotal for Equipment | \$0.00 | \$0.00 | \$0.00 | \$74,980.00 |

| Supplies | | | | |
|------------------------------|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Metal Ruler | \$0.00 | \$0.00 | \$0.00 | \$20.00 |
| Printer | \$0.00 | \$0.00 | \$0.00 | \$3,000.00 |
| Scanner | \$0.00 | \$0.00 | \$0.00 | \$1,500.00 |
| HMR Books | \$0.00 | \$0.00 | \$0.00 | \$700.00 |
| Gas Meter | \$0.00 | \$0.00 | \$0.00 | \$10,400.00 |
| Emergency Response Guidebook | \$0.00 | \$0.00 | \$0.00 | \$875.00 |
| FMCSR Books | \$0.00 | \$0.00 | \$0.00 | \$1,000.00 |
| NAS Criteria Books | \$0.00 | \$0.00 | \$0.00 | \$1,250.00 |
| Tape Measure | \$0.00 | \$0.00 | \$0.00 | \$80.00 |
| Soapstone Holder | \$0.00 | \$0.00 | \$0.00 | \$30.00 |
| Creeper | \$0.00 | \$0.00 | \$0.00 | \$1,310.00 |
| Hard Hat | \$0.00 | \$0.00 | \$0.00 | \$60.00 |
| Subtotal for Supplies | \$0.00 | \$0.00 | \$0.00 | \$20,225.00 |

| Contractual (Subgrantees, Consultant Services, etc.) | | | | |
|---|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Contractual | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| Other Expenses | | | | |
|---|--------------------|-------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| NCSTS/HM Alliance Registration Fees | \$0.00 | \$0.00 | \$0.00 | \$400.00 |
| CVSA Spring Registration Fees | \$0.00 | \$0.00 | \$0.00 | \$1,650.00 |
| CVSA Fall Registration Fees | \$0.00 | \$0.00 | \$0.00 | \$1,650.00 |
| COHMED Registration Fees | \$0.00 | \$0.00 | \$0.00 | \$2,200.00 |
| NAIC Registration Fees | \$0.00 | \$0.00 | \$0.00 | \$2,200.00 |
| IMDG Instructor Fees (per day) | \$0.00 | \$0.00 | \$0.00 | \$11,000.00 |
| MCSG Radioactive Transportation Meeting Registration Fees | \$0.00 | \$0.00 | \$0.00 | \$400.00 |
| Radioactive Equipment Calibration | \$0.00 | \$0.00 | \$0.00 | \$1,125.00 |
| CVSA Membership | \$0.00 | \$0.00 | \$0.00 | \$15,000.00 |
| Hazmat Alliance Membership | \$0.00 | \$0.00 | \$0.00 | \$10,000.00 |
| MARCs Radio System Fees (\$20/Month) | \$0.00 | \$0.00 | \$0.00 | \$5,760.00 |
| Hazmat Specialist Physicals | \$0.00 | \$0.00 | \$0.00 | \$8,000.00 |
| Xerox IRP Data Uploads | \$15,938.00 | \$2,813.00 | \$18,751.00 | \$0.00 |
| ASPEN Replacement Software Annual Fee | \$12,750.00 | \$2,250.00 | \$15,000.00 | \$0.00 |
| Subtotal for Other Expenses including Training & Conferences | \$28,688.00 | \$5,063.00 | \$33,751.00 | \$59,385.00 |

| Total Costs | | | | |
|----------------------------------|-----------------------|---------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Direct Costs | \$2,240,164.41 | \$395,323.02 | \$2,635,487.43 | \$1,314,345.02 |
| Indirect Cost | \$373,076.25 | \$65,836.69 | \$438,912.94 | \$220,738.06 |
| Total Costs Budgeted | \$2,613,240.66 | \$461,159.71 | \$3,074,400.37 | \$1,535,083.08 |

Spending Plan (Sub-Grantee: OHIO DEPARTMENT OF PUBLIC SAFETY)**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): \$1,666,177.00

| 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 |
| Administration | 4 | 75.6474 | 2080 | \$38.22 | \$240,551.47 | \$30,677.00 | \$5,414.00 | \$0.00 |
| CDL | 1 | 25 | 2080 | \$39.87 | \$20,732.40 | \$2,643.00 | \$466.00 | \$0.00 |
| Lieutenants | 5 | 16 | 2080 | \$44.65 | \$74,297.60 | \$31,576.00 | \$5,572.00 | \$0.00 |
| CEC Seargents | 9 | 22 | 2080 | \$34.73 | \$143,032.03 | \$91,180.00 | \$16,091.00 | \$0.00 |
| CMV Troopers | 30 | 62 | 2080 | \$30.85 | \$1,193,524.80 | \$862,266.00 | \$152,165.00 | \$0.00 |
| LLI Troopers | 12 | 61 | 2080 | \$30.90 | \$470,471.04 | \$359,852.00 | \$63,503.00 | \$0.00 |
| L3 Troopers | 60 | 10 | 2080 | \$29.97 | \$374,025.60 | \$158,967.00 | \$28,053.00 | \$0.00 |
| MCE Supervisors | 8 | 71 | 2080 | \$27.96 | \$330,330.62 | \$266,718.00 | \$47,068.00 | \$0.00 |
| MCE Inspectors | 48 | 84.4 | 2080 | \$22.99 | \$1,937,251.43 | \$1,646,350.00 | \$290,532.00 | \$0.00 |
| MCE Admin Professionals | 7 | 41 | 2080 | \$19.24 | \$114,855.10 | \$73,236.00 | \$12,924.00 | \$0.00 |
| Sub-Total Salary | | | | | \$4,899,072.10 | \$3,523,465.00 | \$621,788.00 | \$0.00 |
| Overtime Information | | | | | | | | |
| Overtime | 184 | 100 | 2080 | \$0.19 | \$72,716.80 | \$61,018.00 | \$10,768.00 | \$0.00 |
| Sub-Total Overtime | | | | | \$72,716.80 | \$61,018.00 | \$10,768.00 | \$0.00 |
| TOTAL PERSONNEL | | | | | \$4,971,788.90 | \$3,584,483.00 | \$632,556.00 | \$0.00 |

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

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

The methodology discussed above for determining MCSAP eligible expenses in the personnel line item does not match the required data entry fields and pre-programmed calculations used by the ECVSP template. Consequently, certain information entered in the personnel template above is not an accurate representation of the percent of time, work year hours or hourly rates of our staff. To enable the state to utilize the ECVSP template, figures in these fields had to be adjusted in a manner that would produce the correct eligible costs for each staffing line item. The staff line items provided, number of staff they represent, and the eligible cost figures are correct as are the amounts budgeted.

A new addition to the OSHP personnel budget in FFY 2017 is the L3 Trooper position – This position will include troopers that have been trained to conduct Level 3 inspections. These troopers will conduct Level 3 inspections and in the enforcement of non CMV around CMVs. The goal is to use these staff to increase the number of inspections and non CMV enforcement to improve crash reduction. The hourly rate and salary for vacant positions is based upon the current average rate/salary plus an anticipated salary increase of 5%. The hourly rate and salary of current L3 Troopers is based on actuals plus a 5% expected increase. The MCSAP eligibility was determined by the current average time spent by L3 Troopers conducting level 3 inspections in April 2016.

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 |
| Overtime | 100 | \$34,668.34 | \$34,668.34 | \$29,468.09 | \$5,200.25 | \$0.00 |
| Administration | 100 | \$126,504.02 | \$126,504.02 | \$10,752.84 | \$1,897.56 | \$0.00 |
| CDL | 100 | \$9,817.38 | \$9,817.38 | \$834.48 | \$147.26 | \$0.00 |
| Lieutenants | 100 | \$45,637.98 | \$45,637.98 | \$19,396.14 | \$3,422.85 | \$0.00 |
| CEC Seargents | 100 | \$91,002.34 | \$91,002.34 | \$58,013.99 | \$10,237.76 | \$0.00 |
| CMV Troopers | 100 | \$792,474.40 | \$792,474.40 | \$572,562.75 | \$101,040.49 | \$0.00 |
| LLI Troopers | 100 | \$288,668.25 | \$288,668.25 | \$220,831.21 | \$38,970.21 | \$0.00 |
| L3 Troopers | 100 | \$246,865.51 | \$246,865.51 | \$10,491.78 | \$1,851.49 | \$0.00 |
| MCE Supervisors | 100 | \$191,385.15 | \$191,385.15 | \$154,543.51 | \$27,272.38 | \$0.00 |
| MCE Inspectors | 100 | \$1,116,326.40 | \$1,116,326.40 | \$948,877.44 | \$167,448.96 | \$0.00 |
| MCE Admin Professionals | 100 | \$55,236.25 | \$55,236.25 | \$35,213.11 | \$6,214.08 | \$0.00 |
| Sub-Total Fringe Benefits | | | \$2,998,586.02 | \$2,060,985.34 | \$363,703.29 | \$0.00 |

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

OSHP Fringe amounts were determined based on the 1st quarter 2016 actual fringe costs for each position. Next the actual percentage of time each person worked in the program from January through May of 2016 was determined. Finally the actual fringe costs were multiplied by the actual percentage of time to arrive at the MCSAP eligible amount.

The OSHP utilizes fringe benefits as a part of an employee's compensation. They include employee retirement, worker's compensation, disability, Medicare, health/life/dental/vision/liability insurance. Since the OSHP does not use a fringe rate and the table above requires the entry of a number to determine the eligible amount, a rate of "100" has been utilized to ensure the proper amount is calculated.

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 |
| CVSA Fall Conference | 2 | 5 | \$4,822.00 | \$4,098.70 | \$723.30 | \$0.00 |
| CVSA Spring Conference | 2 | 3 | \$2,568.00 | \$2,182.80 | \$385.20 | \$0.00 |
| CVSP Midwest Planning Meeting | 2 | 5 | \$3,110.00 | \$2,643.50 | \$466.50 | \$0.00 |
| COHMED Conference | 2 | 5 | \$3,142.00 | \$0.00 | \$0.00 | \$0.00 |
| NAIC | 2 | 5 | \$2,440.00 | \$0.00 | \$0.00 | \$0.00 |
| Sub-Total Travel | | | \$16,082.00 | \$8,925.00 | \$1,575.00 | \$0.00 |

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

Travel is used to achieve several purposes. Some is used to get people to and from training opportunities. In other cases it is related to attendance at conferences and meetings that will aid in enhancing motor carrier safety in Ohio. The table below includes each item that has been included in the budget along with an explanation of how that item will be used in the program.

| Conferences | |
|----------------------|--|
| CVSA Fall | Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations. |
| CVSA Spring | Allows staff to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Ohio's program to stay up-to-date and consistent with CVSA OOS criteria and Federal requirements as well as work toward uniform enforcement of motor carrier and hazmat safety regulations. |
| COHMED | Provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the conference, coupled with hands-on training and in-depth education, is critical to building cooperation among stakeholders. The COHMED Conference is an unparalleled opportunity to network, build better working relationships, learn the latest trends and techniques, and provide input into future changes and regulations. |
| NAIC | Allows inspectors to compete against other jurisdictions across North America. During the week training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures is provided and attendees are afforded the chance to share insights, ideas, techniques and experiences with other inspectors. Attendees bring back information, materials, and training to the state so it can be implemented, used and shared with other staff. |
| MCSAP Leadership Mtg | Meetings and training designed to offer policy, procedure and legislative/regulatory updates to leadership staff at the state level. Sessions permit state and federal officials to exchange information and ideas, receive MCSAP specific training and understand federal expectations/priorities regarding MCSAP work. |

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: \$1,000

| Equipment Cost Spending Plan Narrative | | | | | | |
|--|------------|---------------|----------------------|-------------------|-----------------|--------------------------|
| Item Name | # of Items | Cost per Item | Total Eligible Costs | 85% Federal Share | 15% State Share | Planned MOE Expenditures |
| Personal Radiation Device | 120 | \$3,250.00 | \$390,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Sub-Total Equipment | | | \$390,000.00 | \$0.00 | \$0.00 | \$0.00 |

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

Equipment that has been included in the budget represents those items that are used on a daily basis to conduct work in the MCSAP. In each case, the items included are to replace equipment that has become worn, broken or reached the end of its useful life. In Ohio, items are considered to be equipment if their cost is greater than \$1,000. In some cases items being replaced are used as reserve stock to ensure they are available to deploy quickly when something must be replaced. This avoids excessive down-time and ensures work can continue uninterrupted. The table below includes each item that has been included in the budget along with an explanation of how that item will be used in the program.

| Inspection Equipment | |
|---------------------------|---|
| Personal radiation Device | PRDs will be worn by inspectors while inspecting commercial motor vehicles. These devices detect and identify rising levels of radiation. The PRD will also record the amount of radiation an inspector has been exposed to. This benefits MCSAP by identifying sources of hazardous materials. |

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 |
| Thermal Printer | 15 | Printers | \$350.00 | \$5,250.00 | \$4,462.50 | \$787.50 | \$0.00 |
| ChainSafe Gauge | 125 | Gauges | \$20.00 | \$2,500.00 | \$2,125.00 | \$375.00 | \$0.00 |
| Brake Inspection Tool | 175 | Tools | \$25.00 | \$4,375.00 | \$3,718.75 | \$656.25 | \$0.00 |
| Creepers | 115 | Creepers | \$131.00 | \$15,065.00 | \$12,805.25 | \$2,259.75 | \$0.00 |
| Mechanic Gloves | 150 | Gloves | \$17.00 | \$2,550.00 | \$2,167.50 | \$382.50 | \$0.00 |
| HMR Books | 200 | Books | \$20.00 | \$4,000.00 | \$0.00 | \$0.00 | \$0.00 |
| OOS Books | 200 | Books | \$25.00 | \$5,000.00 | \$4,250.00 | \$750.00 | \$0.00 |
| FMCSR Books | 200 | Books | \$20.00 | \$4,000.00 | \$3,400.00 | \$600.00 | \$0.00 |
| Cable Seal Cutters | 120 | Cutters | \$23.00 | \$2,760.00 | \$2,346.00 | \$414.00 | \$0.00 |
| Sub-Total Supplies | | | | \$45,500.00 | \$35,275.00 | \$6,225.00 | \$0.00 |

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

Supplies are items that are replenished on a regular basis and used to further the MCSAP. The table below includes each item that has been included in the budget along with an explanation of how that item will be used in the program.

| | |
|-----------------------|--|
| Thermal printer | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Printers are used during enforcement activities to print copies of documents and to provide inspection reports to entities being inspected. |
| Brake Inspection Tool | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Used during inspections of commercial motor vehicles to correctly measure brakes. |
| Chainsafe Gauge | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Used during inspections of commercial motor vehicles to properly determine the size of chains used for load securement. |
| Creepers | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Creepers are used to allow inspectors access to the underside of a vehicle so it can be properly inspected pursuant to the NAS procedure. |
| Mechanic Gloves | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Safety equipment used to protect the hands of employees when conducting inspections |
| Cable Seal Cutters | Item is being replaced due to wear and age and to ensure that sufficient number remain in stock should an individual need a new one. Used during inspections to remove seals and permit access |

| | |
|--------------------|---|
| | to contents of trailers |
| HMR Books | HMR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR. |
| FMCSR Books | FMCSR books and the rules contained within them are constantly being revised. New books must be purchased regularly to ensure inspectors have access to the most recent, up-to-date information regarding rules under 49 CFR. |
| NAS Criteria Books | NAS Criteria is revised annually and new books must be purchased to ensure inspectors have access to the most recent, up-to-date information regarding the NAS OOS criteria. |

Please note: The OSHP is in the process of training 50 additional staff to conduct Level III inspections. As such, additional supplies (FMCSR, CVSA OOS, and HMR Books) have been ordered for use by those staff. In addition, when ordering supplies extra items have been included above and beyond the exact numbers necessary to ensure that enough remain on hand at any given time to be able to quickly respond to issues such as loss or damage.

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 |
| Sub-Total Contractual | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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

NA

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 Spring Registration Fee | 2 | Registrations | \$550.00 | \$1,100.00 | \$935.00 | \$165.00 | \$0.00 |
| CVSA Fall Registration Fees | 2 | Registrations | \$550.00 | \$1,100.00 | \$935.00 | \$165.00 | \$0.00 |
| COHMED Registration Fees | 2 | Registrations | \$550.00 | \$1,100.00 | \$0.00 | \$0.00 | \$0.00 |
| Fuel | 1 | Yearly Fuel Cost | \$301,698.00 | \$301,698.00 | \$0.00 | \$0.00 | \$0.00 |
| State Fair No Zone Rental | 1 | Rental Cost | \$8,000.00 | \$8,000.00 | \$6,800.00 | \$1,200.00 | \$0.00 |
| Help Inc. Membership | 1 | Memberships | \$15,000.00 | \$15,000.00 | \$12,750.00 | \$2,250.00 | \$0.00 |
| IRP Hosting Fees | 1 | Annual Fees | \$87,000.00 | \$87,000.00 | \$73,950.00 | \$13,050.00 | \$0.00 |
| IRP Circuit Monitoring | 1 | Annual Cost | \$43,200.00 | \$43,200.00 | \$36,720.00 | \$6,480.00 | \$0.00 |
| IRP Membership Dues | 1 | Memberships | \$34,000.00 | \$34,000.00 | \$28,900.00 | \$5,100.00 | \$0.00 |
| Sub-Total Other Costs | | | | \$492,198.00 | \$160,990.00 | \$28,410.00 | \$0.00 |

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

The other category includes items that do not fit into any other budget category. For the ODPS it is broken down into two broad areas. The first deals with miscellaneous expenses which in this case deals with fuel and facility rental costs. The second deals with items related to ITD/PRISM operations and maintenance expenditures. The tables below include each item that has been included in the budget along with an explanation of how that item will be used in the program.

| Other | |
|-------|---|
| Fuel | Used for MCSAP related travel which includes vehicle fuel and maintenance for the Motor Carrier Enforcement Manager, Supervisors and Inspectors vehicles only. This is based on the |

| | |
|--------------------------------|---|
| | 2016 actual costs. |
| Ohio State Fair No Zone Rental | Used to achieve the No Zone outreach item contained in the education and outreach portion of the CVSP. Cost is to rent the space at the Ohio State Fairgrounds. |

| Operations and Maintenance Costs Associated with ITD/PRISM Activities | | |
|---|-----------|--|
| Help Inc. Membership | ODPS-OSHP | This membership allows the state of Ohio to have a voting seat on the Help Inc. Board and is part of the state's ITD program. By participating on the board as a member of a public private partnership, Ohio can ensure future wireless roadside inspections and bypass decisions meet the MCSAP plan for the state. It also allows Ohio to learn best practices for crash reduction. |
| IRP Hosting Fees | ODPS-BMV | As a part of the PRISM program Ohio BMV pays monthly fees to host/administer the online commercial renewal process (OCRCP). All OCRCP transaction processing includes real time VIN and Registrant level validations with PRISM data to ensure compliant safety status. The OCRCP prohibits any online transaction if the motor carrier is prohibited from interstate operations or Safety and Responsibility information is missing. The OCRCP allows Registrants to update Safety and Responsibility data allowing credentials to have the most up to date information in an easy to read bar code format. |
| IRP Circuit Monitoring | ODPS-BMV | Under Ohio's IRP program The Ohio Bureau of Motor Vehicles (BMV) pays a fee to monitor three T1 lines for IRP registrations from Xerox offices to their data center. BMV contracts with Xerox to run 3 branch offices where IRP plates are issued (\$1,200 per branch X 3 branches). These dedicated lines allow Ohio IRP to comply with the PRISM requirement - Check carrier safety status before issuing credentials and deny the registration if the motor carrier is prohibited from interstate operations without delay of same day credentialing. |
| IRP Membership Dues | ODPS-BMV | IRP serves as the framework for the PRISM program and by paying annual membership dues to the IRP Inc. as a member jurisdiction allows Ohio IRP Program to participate as a voting member to support PRISM related initiatives as well as access to educational and technological forums to advance the Safety and Responsibility reporting for Registrants. |

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 | \$9,441,671.00 | \$1,666,177.00 | \$11,107,848.00 |

Allowable amount for Overtime (15% of total award amount without justification): \$1,666,177.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$824,480.00

| Personnel (Payroll Costs) | | | | |
|----------------------------------|-----------------------|---------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Overtime | \$61,018.00 | \$10,768.00 | \$71,786.00 | \$0.00 |
| Administration | \$30,677.00 | \$5,414.00 | \$36,091.00 | \$0.00 |
| CDL | \$2,643.00 | \$466.00 | \$3,109.00 | \$0.00 |
| Lieutenants | \$31,576.00 | \$5,572.00 | \$37,148.00 | \$0.00 |
| CEC Seargents | \$91,180.00 | \$16,091.00 | \$107,271.00 | \$0.00 |
| CMV Troopers | \$862,266.00 | \$152,165.00 | \$1,014,431.00 | \$0.00 |
| LLI Troopers | \$359,852.00 | \$63,503.00 | \$423,355.00 | \$0.00 |
| L3 Troopers | \$158,967.00 | \$28,053.00 | \$187,020.00 | \$0.00 |
| MCE Supervisors | \$266,718.00 | \$47,068.00 | \$313,786.00 | \$0.00 |
| MCE Inspectors | \$1,646,350.00 | \$290,532.00 | \$1,936,882.00 | \$0.00 |
| MCE Admin Professionals | \$73,236.00 | \$12,924.00 | \$86,160.00 | \$0.00 |
| Subtotal for Personnel | \$3,584,483.00 | \$632,556.00 | \$4,217,039.00 | \$0.00 |

| Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.) | | | | |
|--|-----------------------|---------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Overtime | \$29,468.09 | \$5,200.25 | \$34,668.34 | \$0.00 |
| Administration | \$10,752.84 | \$1,897.56 | \$12,650.40 | \$0.00 |
| CDL | \$834.48 | \$147.26 | \$981.74 | \$0.00 |
| Lieutenants | \$19,396.14 | \$3,422.85 | \$22,818.99 | \$0.00 |
| CEC Seargents | \$58,013.99 | \$10,237.76 | \$68,251.75 | \$0.00 |
| CMV Troopers | \$572,562.75 | \$101,040.49 | \$673,603.24 | \$0.00 |
| LLI Troopers | \$220,831.21 | \$38,970.21 | \$259,801.42 | \$0.00 |
| L3 Troopers | \$10,491.78 | \$1,851.49 | \$12,343.27 | \$0.00 |
| MCE Supervisors | \$154,543.51 | \$27,272.38 | \$181,815.89 | \$0.00 |
| MCE Inspectors | \$948,877.44 | \$167,448.96 | \$1,116,326.40 | \$0.00 |
| MCE Admin Professionals | \$35,213.11 | \$6,214.08 | \$41,427.19 | \$0.00 |
| Subtotal for Fringe Benefits | \$2,060,985.34 | \$363,703.29 | \$2,424,688.63 | \$0.00 |

| Program Travel | | | | |
|------------------------------------|-------------------|-------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| CVSA Fall Conference | \$4,098.70 | \$723.30 | \$4,822.00 | \$0.00 |
| CVSA Spring Conference | \$2,182.80 | \$385.20 | \$2,568.00 | \$0.00 |
| CVSP Midwest Planning Meeting | \$2,643.50 | \$466.50 | \$3,110.00 | \$0.00 |
| COHMED Conference | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| NAIC | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Subtotal for Program Travel | \$8,925.00 | \$1,575.00 | \$10,500.00 | \$0.00 |

| Equipment | | | | |
|-------------------------------|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Personal Radiation Device | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Subtotal for Equipment | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| Supplies | | | | |
|------------------------------|--------------------|-------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Thermal Printer | \$4,462.50 | \$787.50 | \$5,250.00 | \$0.00 |
| ChainSafe Gauge | \$2,125.00 | \$375.00 | \$2,500.00 | \$0.00 |
| Brake Inspection Tool | \$3,718.75 | \$656.25 | \$4,375.00 | \$0.00 |
| Creepers | \$12,805.25 | \$2,259.75 | \$15,065.00 | \$0.00 |
| Mechanic Gloves | \$2,167.50 | \$382.50 | \$2,550.00 | \$0.00 |
| HMR Books | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| OOS Books | \$4,250.00 | \$750.00 | \$5,000.00 | \$0.00 |
| FMCSR Books | \$3,400.00 | \$600.00 | \$4,000.00 | \$0.00 |
| Cable Seal Cutters | \$2,346.00 | \$414.00 | \$2,760.00 | \$0.00 |
| Subtotal for Supplies | \$35,275.00 | \$6,225.00 | \$41,500.00 | \$0.00 |

| Contractual (Subgrantees, Consultant Services, etc.) | | | | |
|--|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Contractual | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| Other Expenses | | | | |
|---|---------------------|--------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| CVSA Spring Registration Fee | \$935.00 | \$165.00 | \$1,100.00 | \$0.00 |
| CVSA Fall Registration Fees | \$935.00 | \$165.00 | \$1,100.00 | \$0.00 |
| COHMED Registration Fees | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Fuel | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| State Fair No Zone Rental | \$6,800.00 | \$1,200.00 | \$8,000.00 | \$0.00 |
| Help Inc. Membership | \$12,750.00 | \$2,250.00 | \$15,000.00 | \$0.00 |
| IRP Hosting Fees | \$73,950.00 | \$13,050.00 | \$87,000.00 | \$0.00 |
| IRP Circuit Monitoring | \$36,720.00 | \$6,480.00 | \$43,200.00 | \$0.00 |
| IRP Membership Dues | \$28,900.00 | \$5,100.00 | \$34,000.00 | \$0.00 |
| Subtotal for Other Expenses including Training & Conferences | \$160,990.00 | \$28,410.00 | \$189,400.00 | \$0.00 |

| Total Costs | | | | |
|---------------------------|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Direct Costs | \$5,850,658.34 | \$1,032,469.29 | \$6,883,127.63 | \$0.00 |
| Total Costs Budgeted | \$5,850,658.34 | \$1,032,469.29 | \$6,883,127.63 | \$0.00 |

Spending Plan (Sub-Grantee: OHIO DEPARTMENT OF TAXATION)**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): \$1,666,177.00

| 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 |
| Sub-Total Salary | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Overtime Information | | | | | | | | |
| Overtime | | 100 | 2080 | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Sub-Total Overtime | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| TOTAL PERSONNEL | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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

NA

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 |
| Overtime | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Sub-Total Fringe Benefits | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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

NA

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 |
| Sub-Total Travel | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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

NA

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:

NA

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 |
| Sub-Total Supplies | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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

NA

| |
|---------------------------------------|
| 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 |
| Sub-Total Contractual | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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

NA

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 |
| IFTA Membership Dues | 1 | Memberships | \$17,000.00 | \$17,000.00 | \$14,450.00 | \$2,550.00 | \$0.00 |
| National Fuel Diversion Registry Program (FTA) Annual Dues | 1 | Memberships | \$4,000.00 | \$4,000.00 | \$3,400.00 | \$600.00 | \$0.00 |
| Sub-Total Other Costs | | | | \$21,000.00 | \$17,850.00 | \$3,150.00 | \$0.00 |

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

The other category includes items that do not fall into another budget category. In the case of the Ohio Department of Taxation the only budgeted items fall into this area and represent expenditures tied to ITD/PRISM operations and maintenance costs. These expenditures are directly tied to the costs of maintenance and operation of systems used in the ITD program. The table below includes each item that has been budgeted along with an explanation of how that item will be used in the program.

| Item | Agency | Explanation |
|--|----------|---|
| IFTA Membership Dues | Taxation | IFTA, Inc. is a nonprofit corporation formed to manage and administer the International Fuel Tax Agreement (IFTA). The IFTA is an agreement among states and jurisdictions that allows transportation companies to file tax returns with their base jurisdictions and relies on the state and jurisdiction participants to share tax information among them. To help administer that process, IFTA, Inc. oversees the Clearinghouse, which accepts the return information, facilitates payments between jurisdictions, updates tax rates for the various jurisdictions, and shares applicable information among participants. As payment for those services, states and jurisdictions pay an annual membership fee. |
| National Fuel Diversion Registry Program (FTA) Annual Dues | Taxation | The National Fuel Diversion Registry Program is a program Ohio participates in that requires all states to register any loads of fuel that were diverted to another state or into Ohio. The database tracks all fuel where the destination changed to allow the new destination state to ensure dealers properly report diverted fuel. In |

| | | |
|--|--|---|
| | | exchange for this information, states pay an annual membership fee. |
|--|--|---|

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 | \$9,441,671.00 | \$1,666,177.00 | \$11,107,848.00 |

Allowable amount for Overtime (15% of total award amount without justification): \$1,666,177.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$824,480.00

| Personnel (Payroll Costs) | | | | |
|----------------------------------|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Overtime | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Subtotal for Personnel | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.) | | | | |
|--|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Overtime | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Subtotal for Fringe Benefits | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| Program Travel | | | | |
|------------------------------------|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Program Travel | \$0.00 | \$0.00 | \$0.00 | \$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 |
| Subtotal for Supplies | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| Contractual (Subgrantees, Consultant Services, etc.) | | | | |
|--|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Contractual | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| Other Expenses | | | | |
|---|--------------------|-------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| IFTA Membership Dues | \$14,450.00 | \$2,550.00 | \$17,000.00 | \$0.00 |
| National Fuel Diversion Registry Program (FTA) Annual Dues | \$3,400.00 | \$600.00 | \$4,000.00 | \$0.00 |
| Subtotal for Other Expenses including Training & Conferences | \$17,850.00 | \$3,150.00 | \$21,000.00 | \$0.00 |

| Total Costs | | | | |
|----------------------------------|--------------------|-------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Direct Costs | \$17,850.00 | \$3,150.00 | \$21,000.00 | \$0.00 |
| Total Costs Budgeted | \$17,850.00 | \$3,150.00 | \$21,000.00 | \$0.00 |

| |
|-----------------------------|
| 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 | \$9,441,671.00 | \$1,666,177.00 | \$11,107,848.00 |

- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.

| Cost Summary by Budget Category | | | | |
|---------------------------------|--------------------|--------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Personnel Total | \$5,849,970.00 | \$1,032,347.00 | \$6,882,317.00 | \$458,741.00 |
| Fringe Benefit Total | \$2,933,036.81 | \$517,594.78 | \$3,450,631.59 | \$531,844.02 |
| Program Travel Total | \$8,925.00 | \$1,575.00 | \$10,500.00 | \$169,170.00 |
| Equipment Total | \$0.00 | \$0.00 | \$0.00 | \$74,980.00 |
| Supplies Total | \$35,275.00 | \$6,225.00 | \$41,500.00 | \$20,225.00 |
| Contractual Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Other Expenses Total | \$207,528.00 | \$36,623.00 | \$244,151.00 | \$59,385.00 |
| Total Costs | | | | |
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Direct Costs | \$9,034,734.81 | \$1,594,364.78 | \$10,629,099.59 | \$1,314,345.02 |
| Indirect Costs | \$382,014.19 | \$67,414.22 | \$449,428.41 | \$220,738.06 |
| Total Costs Budgeted | \$9,416,749 | \$1,661,779 | \$11,078,528 | \$1,535,083 |

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.

- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.

Certification of MCSAP Conformance (State Certification) Format

I Asim Z. Haque, (Chairman, Public Utilities Commission of Ohio, on behalf of the State of Ohio, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, 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 (name of Lead State Agency) as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and (names of agencies) to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

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

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

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

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

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

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

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

Signature



Date

7/13/2016

Printed Name:

Asim Z. Hays

Title:

Chairman



**Public Utilities
Commission**

Asim Z. Haque, Chairman

Commissioners

Lynn Slaby
M. Beth Trombold
Thomas W. Johnson
Vacant

ANNUAL CERTIFICATION OF COMPATIBILITY

In accordance with 49 CFR, Parts 350 and 355, as Chairman of the Public Utilities Commission of Ohio, I do hereby certify that the State of Ohio is compatible with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSRs) and the Federal Hazardous Materials Regulations (HMRs).

Asim Z. Haque, Chairman
The Public Utilities Commission of Ohio

7/13/2015

Date



**Public Utilities
Commission**

Asim Z. Haque, Chairman

Commissioners

Lynn Slaby
M. Beth Trombold
Thomas W. Johnson
Vacant

June 21, 2015

Ms. Linda Gilliam
Division Administrator
Columbus Ohio Division
Federal Motor Carrier Safety Administration
U.S. Department of Transportation
200 North High Street – Room 609
Columbus, Ohio 43215

Dear Ms. Gilliam:

With this letter I am authorizing Milan Orbovich and Alan R Martin of the Public Utilities Commission of Ohio (PUCO) to administer the Motor Carrier Safety Assistance Program (MCSAP) Grant for the State of Ohio. Also with this letter I am authoring Milan Orbovich, Alan R Martin, Daniel Fisher and Tina Watkins of the PUCO to submit and certify MCSAP vouchers and grant agreements on behalf of the State of Ohio.

Please contact Milan Orbovich, Director of the PUCO Transportation Department at (614) 466-0437 with any questions regarding this matter.

Sincerely,

Asim Z. Haque,
Chairman, Public Utilities Commission of Ohio



JOHN R. KASICH
GOVERNOR
STATE OF OHIO

July 18, 2016

Ms. Linda Gilliam
Division Administrator
Ohio Division, Federal Motor Carrier Safety Administration
U.S. Department of Transportation
200 North High Street – Room 609
Columbus, Ohio 43215

Re: Governor's Designation for Ohio's Motor Carrier Safety Assistance Program Lead Agency

Dear Ms. Gilliam:

Please accept this letter as my formal notification that, in accordance with 49 C.F.R. Part 350, I hereby designate the Public Utilities Commission of Ohio (PUCO) as the lead agency responsible for implementing the Commercial Vehicle Safety Plan (CVSP) for the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Assistance Program (MCSAP).

Furthermore, in accordance with 49 C.F.R. Section 350.209 and other federal regulations and statutes, I hereby authorize the Chairman of the PUCO to submit any certification for the State of Ohio that may be required for the MCSAP.

If you have any questions regarding this letter or need additional information, please do not hesitate to contact Milan Orbovich, Director of the PUCO Transportation Department at (614) 466-0437.

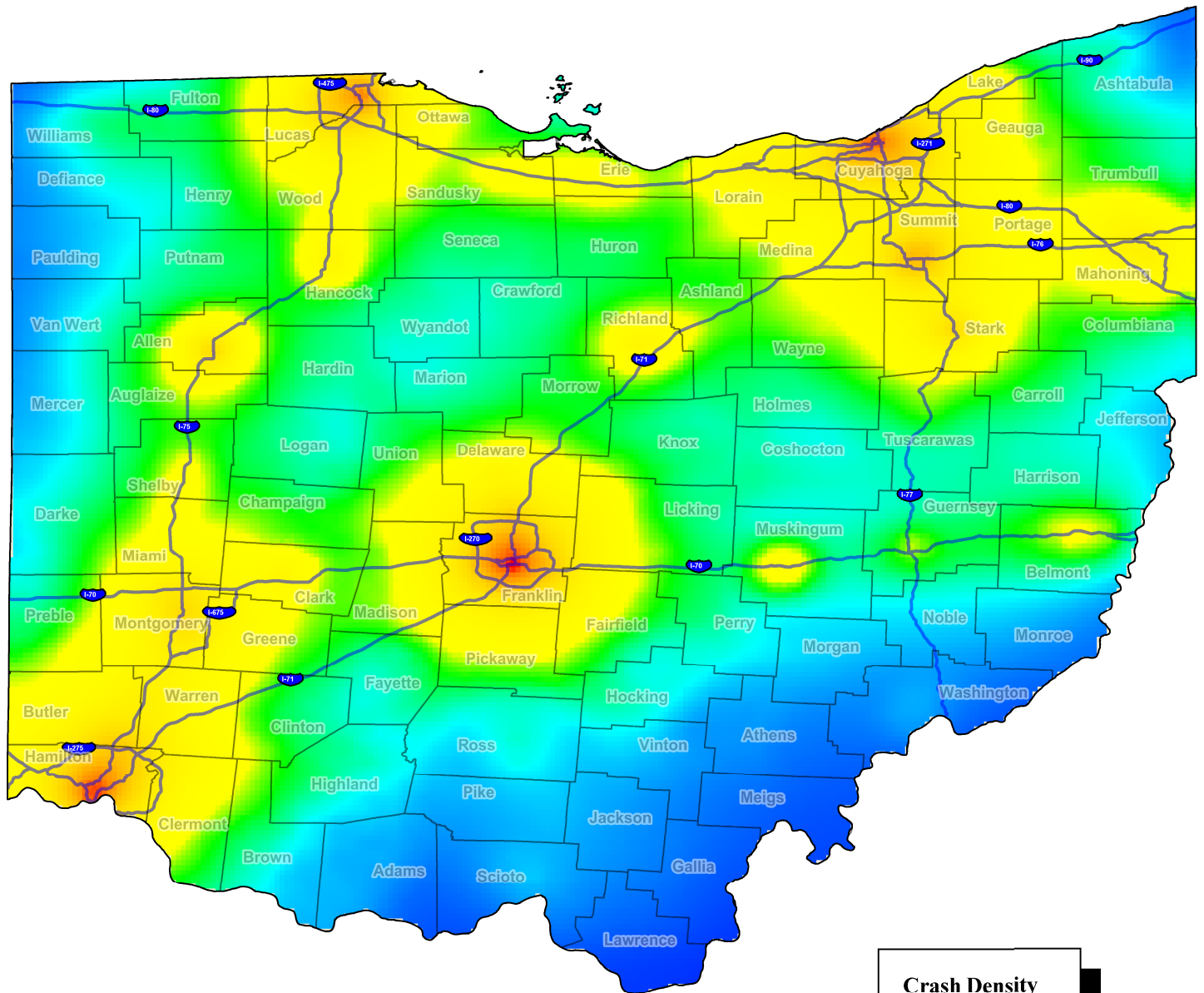
Sincerely,

A handwritten signature in blue ink, which appears to read "John R. Kasich", is written over the word "Sincerely,".

John R. Kasich
Governor of Ohio

The State of Ohio

Commercial-Related Crash Density Estimate



Crash Density

- Very High
- High
- Medium
- Low
- Very Low



Data Source: ODPS Electronic Crash System; CrimeStat 3.2
 Map Design and Layout: OSHP Statistical Analysis Unit
 Ohio State Highway Patrol
 May 20, 2015



0 25 50
 Miles

2.6-1 Oilfields Project Prior Year Results

2015 to 2017 Crashes within 10 Miles of Active Wells

| County | CY 2015 | CY 2016 | CY 2017 | Total YTD | Averag YTD | 3 Yr Goal |
|-----------|---------|---------|---------|-----------|------------|-----------|
| Monroe | 37 | | | 37 | 37 | 51 |
| Belmont | 264 | | | 264 | 264 | 506 |
| Harrison | 68 | | | 68 | 68 | 146 |
| Jefferson | 98 | | | 98 | 98 | 256 |
| Carroll | 37 | | | 37 | 37 | 153 |

OSHP Tactical Squads (Inspections and Traffic Stops)

| Qtr | Tactical Squads | | Insp | T Stops |
|-----------------------|-----------------|-----------|------------|------------|
| | Actual | Goal | | |
| Q1 FFY 2015 | 3 | 3 | 42 | 42 |
| Q2 FFY 2015 | 9 | 3 | 240 | 299 |
| Q3 FFY 2015 | 10 | 3 | 181 | 277 |
| Q4 FFY 2015 | 4 | 3 | 65 | 86 |
| Total FFY 2015 | 26 | 12 | 528 | 704 |
| Q1 FFY 2016 | 3 | 3 | 59 | 65 |
| Q2 FFY 2016 | 7 | 3 | 165 | 184 |
| Q3 FFY 2016 | 1 | 3 | 12 | 16 |
| Q4 FFY 2016 | | 3 | | |
| Total FFY 2016 | 11 | 12 | 236 | 265 |
| Q1 FFY 2017 | | 3 | | |
| Q2 FFY 2017 | | 3 | | |
| Q3 FFY 2017 | | 3 | | |
| Q4 FFY 2017 | | 3 | | |
| Total FFY 2017 | 0 | 12 | 0 | 0 |
| Project Total | 37 | 36 | 764 | 969 |

PUCO Outreach Efforts FFY 2015

| County | 1st Quarter | | 2nd Quarter | | 3rd Quarter | | 4th Quarter | | Total | |
|--------------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-----------|-----------|
| | Goal | Actual | Goal | Actual | Goal | Actual | Goal | Actual | Goal | Actual |
| Monroe | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 4 | 3 |
| Belmont | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 4 | 3 |
| Harrison | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 4 | 3 |
| Jefferson | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 4 | 3 |
| Carroll | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 4 | 3 |
| Total | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 0 | 20 | 15 |

PUCO Inspection Efforts Prior Year Results

| County | Annual Goal | FFY 2016 Results | | | | | | | | | | | | | | | |
|-----------|-------------|------------------|----------|----------|-------------|----------|----------|-------------|----------|----------|-------------|----------|----------|----------|----------|----------|-------|
| | | 1st Quarter | | | 2nd Quarter | | | 3rd Quarter | | | 4th Quarter | | | Total | | | |
| | | FFY 2015 | FFY 2016 | FFY 2017 | FFY 2015 | FFY 2016 | FFY 2017 | FFY 2015 | FFY 2016 | FFY 2017 | FFY 2015 | FFY 2016 | FFY 2017 | FFY 2015 | FFY 2016 | FFY 2017 | Total |
| Monroe | 15 | 0 | 2 | | 0 | 3 | | 7 | 6 | | 7 | | | 14 | 11 | 0 | 25 |
| Belmont | 15 | 0 | 0 | | 0 | 0 | | 8 | 3 | | 8 | | | 16 | 3 | 0 | 19 |
| Harrison | 15 | 0 | 6 | | 0 | 5 | | 37 | 1 | | 12 | | | 49 | 12 | 0 | 61 |
| Jefferson | 15 | 0 | 2 | | 0 | 1 | | 13 | 0 | | 11 | | | 24 | 3 | 0 | 27 |
| Carroll | 15 | 0 | 1 | | 0 | 0 | | 2 | 0 | | 0 | | | 2 | 1 | 0 | 3 |
| Total | 75 | 0 | 11 | 0 | 0 | 9 | 0 | 67 | 10 | 0 | 38 | 0 | 0 | 105 | 30 | 0 | 135 |

2.6-3 Intrastate Intervention Project Prior Year Results**Intra Top 25 CR Project FFY 2016-2019**

| Year | Goal | Q1 | Q2 | Q3 | Q4 | Total |
|----------|------|----|----|----|----|-------|
| FFY 2016 | 25 | 3 | 7 | 6 | | 16 |
| FFY 2017 | 25 | | | | | 0 |
| FFY 2018 | 25 | | | | | 0 |
| FFY 2019 | 25 | | | | | 0 |
| Total | 100 | 3 | 7 | 6 | 0 | 16 |

*As of June 23, 2016

2.6-3 Top 8 County Project Prior CY Year Results

Source: Ohio SafetyNet Database

| County Name | 2013 | | | 2014 | | | 2015 | | | 2016 | | | 2017 | | |
|-------------------------------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|
| | Fatal | Injury | Total | Fatal | Injury | Total | Fatal | Injury | Total | Fatal | Injury | Total | Fatal | Injury | Total |
| Butler | 0 | 55 | 83 | 2 | 48 | 127 | 7 | 56 | 141 | 0 | 20 | 62 | | | |
| Cuyahoga | 4 | 201 | 283 | 2 | 218 | 434 | 6 | 231 | 469 | 1 | 99 | 192 | | | |
| Franklin | 11 | 173 | 315 | 10 | 223 | 570 | 9 | 205 | 597 | 0 | 5 | 12 | | | |
| Hamilton | 2 | 136 | 287 | 5 | 164 | 440 | 7 | 173 | 452 | 1 | 86 | 204 | | | |
| Montgomery | 2 | 86 | 164 | 6 | 85 | 229 | 3 | 89 | 238 | 1 | 62 | 124 | | | |
| Lucas | 8 | 104 | 179 | 3 | 118 | 258 | 5 | 120 | 270 | 0 | 30 | 74 | | | |
| Stark | 4 | 41 | 83 | 6 | 50 | 148 | 2 | 53 | 128 | 0 | 17 | 45 | | | |
| Summit | 3 | 59 | 150 | 1 | 87 | 272 | 3 | 84 | 248 | 0 | 39 | 98 | | | |
| Top Eight Total | 34 | 855 | 1,544 | 35 | 993 | 2,478 | 42 | 1,011 | 2,543 | 3 | 358 | 811 | 0 | 0 | 0 |
| Statewide Total | 121 | 2,058 | 4,332 | 122 | 2,357 | 6,211 | 165 | 2,438 | 6,474 | 33 | 965 | 2,458 | | | |
| Percent of Top Eight Counties | 28.1% | 41.5% | 35.6% | 28.7% | 42.1% | 39.9% | 25.5% | 41.5% | 39.3% | 9.1% | 37.1% | 33.0% | | | |

*data as of 6/3/2016, prior year updated to reflect changes from DataQs and internal corrections

| County | of Tactical Squad | | # Inspections |
|-----------------|-------------------|--------|---------------|
| | Goal | Actual | |
| Butler | 12 | 16 | 1,670 |
| Cuyahoga | 12 | 36 | 2,931 |
| Franklin | 12 | 21 | 3,797 |
| Hamilton | 12 | 20 | 3,311 |
| Montgomery | 12 | 19 | 2,060 |
| Lucas | 12 | 13 | 3,024 |
| Stark | 12 | 28 | 2,128 |
| Summit | 12 | 24 | 2,645 |
| Top Eight Total | 96 | 177 | 21,566 |

A Tactical Squad will consist of at least 3 certified inspectors lasting at least 6 hours in length and occurring at least 1 time per month

4.1 Driver/Vehicle Inspections FFY 2016 Results *

| PUCO | Number of Certified Inspectors | | | 31 | |
|------------------------------|---------------------------------------|---------------|------------------|--------------|-------------------|
| Inspection Level | Non Hazmat | Hazmat | Passenger | Total | % by level |
| Level 1 | 231 | 233 | 2 | 466 | 43% |
| Level 2 | 145 | 332 | 0 | 477 | 44% |
| Level 3 | 46 | 13 | 0 | 59 | 5% |
| Level 4 | 0 | 5 | 0 | 5 | 0% |
| Level 5 | 17 | 1 | 58 | 76 | 7% |
| Level 6 | 0 | 2 | 0 | 2 | 0% |
| Level 7 | 0 | 0 | 0 | 0 | 0% |
| Sub Total Lead Agency | 439 | 586 | 60 | 1,085 | 100% |

| OSHP | Number of Certified Inspectors | | | 130 | |
|--------------------------------|---------------------------------------|---------------|------------------|---------------|-------------------|
| Inspection Level | Non Hazmat | Hazmat | Passenger | Total | % by level |
| Level 1 | 5,501 | 870 | 8 | 6,379 | 11% |
| Level 2 | 14,259 | 2,520 | 50 | 16,829 | 30% |
| Level 3 | 27,046 | 133 | 13 | 27,192 | 49% |
| Level 4 | 25 | 3 | | 28 | 0% |
| Level 5 | 141 | | 5,227 | 5,368 | 10% |
| Level 6 | | | | 0 | 0% |
| Level 7 | 76 | 1 | 32 | 109 | 0.2% |
| Sub Total Sub Grantee 1 | 47,048 | 3,527 | 5,330 | 55,905 | 100% |

| State Total | Number of Certified Inspectors | | | 161 | |
|-------------------------|---------------------------------------|---------------|------------------|---------------|-------------------|
| Inspection Level | Non Hazmat | Hazmat | Passenger | Total | % by level |
| Level 1 | 5,732 | 1,103 | 10 | 6,845 | 12% |
| Level 2 | 14,404 | 2,852 | 50 | 17,306 | 30% |
| Level 3 | 27,092 | 146 | 13 | 27,251 | 48% |
| Level 4 | 25 | 8 | 0 | 33 | 0% |
| Level 5 | 158 | 1 | 5,285 | 5,444 | 10% |
| Level 6 | 0 | 2 | 0 | 2 | 0% |
| Total Statewide | 47,411 | 4,112 | 5,358 | 56,881 | 100% |

*Current as of 6-1-2016

4.4 Carrier Interventions FFY 2016 Results*

| | | | | | | |
|--|------------|------------|------------|-----------|----------------|------------|
| Number of Certified Investigators | 15 | | | | | |
| Review Investigation Type | Interstate | | Intrastate | | Combined Total | |
| | 2016 | | 2016 | | 2016 | |
| | Goal | Actual | Goal | Actual | Goal | Actual |
| Rated and Non-Rated Reviews (excludes CSA & SCRs) | | | | | | |
| Non-HM Cargo | | | 20 | 12 | 20 | 12 |
| Passenger | | | 15 | 3 | 15 | 3 |
| HM | | | 10 | 4 | 10 | 4 |
| Total | 0 | 0 | 45 | 19 | 45 | 19 |
| CSA Off-Site Investigations | | | | | | |
| Non-HM Cargo Off-Site | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger CSA Off-Site | 0 | 0 | 0 | 0 | 0 | 0 |
| HM CSA Off-Site | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>SubTotal</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> |
| CSA On-Site Focused Investigations | | | | | | |
| Non-HM Cargo On-Site Focused | 313 | 115 | 0 | 0 | 313 | 115 |
| Passenger CSA On-Site Focused | 0 | 0 | 0 | 0 | 0 | 0 |
| HM CSA On-Site Focused | 125 | 53 | 0 | 0 | 125 | 53 |
| <i>SubTotal</i> | <i>438</i> | <i>168</i> | <i>0</i> | <i>0</i> | <i>438</i> | <i>168</i> |
| CSA On-Site Comprehensive | | | | | | |
| Non-HM Cargo On-Site Comprehensive | 30 | 7 | 0 | 0 | 30 | 7 |
| Passenger CSA On-Site Comprehensive | 0 | 13 | 0 | 0 | 0 | 13 |
| HM CSA On-Site Comprehensive | 10 | 16 | 0 | 0 | 10 | 16 |
| <i>SubTotal</i> | <i>40</i> | <i>36</i> | <i>0</i> | <i>0</i> | <i>40</i> | <i>36</i> |
| CSA Investigations (all Types) Total | 478 | 204 | 0 | 0 | 478 | 204 |
| HM-Related Review Types | | | | | | |
| Security Contact Reviews (SCRs) | 0 | 0 | 0 | 0 | 0 | 0 |
| Cargo Tank Facility Reviews | 1 | 0 | 0 | 0 | 1 | 0 |
| Shipper Reviews | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 |
| Total All Types | 479 | 204 | 45 | 19 | 524 | 223 |

*SCRs only include independent SCRs and do not count those done in conjunction with another review

*Current as of 6-1-2016

4.6 New Entrant Audits FFY 2016 Results

Number of Personnel Certified to Conduct Reviews

24

| Item | Goal |
|-----------------------------|------|
| On Site Audits | 663 |
| Off Site Audits | 0 |
| Total Audits | 663 |
| No-Shows | 75 |
| Reclassifications | 135 |
| Total Non Audit Resolutions | 210 |

* Current as of 6-1-16

| Bill Number | Effective Date | ORC Section Changed | Summary of Changes |
|-------------|----------------|---------------------|--|
| HB 237 | 3/23/2016 | 4925 | Enacts law to regulate Transportation Network Companies (i.e. Uber, Lyft). Requires the PUCO to issue permits to TNC's. |
| | | | |

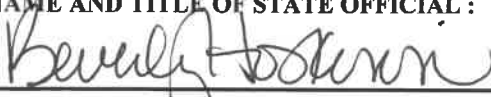
| OAC Section Changed | OAC Section Changed | Effective Date | Summary of Changes |
|---------------------|---------------------|------------------|---|
| | 4901:2-22 | Expected CY 2016 | This chapter of rules implements SB 274 (effective 3/2015) which made changes to the law governing the towing and storage of motor vehicles. The rules (1) establish safety standards for the type of equipment necessary to safely remove and tow vehicles based on the type of vehicle removes or towed, (2) establish the scope of public safety regulations applicable to a for-hire motor carrier engaged in the towing of motor vehicles that a county or township may adopt pursuant to a resolution, (3) establish an after-hours retrieval fee, and (4) establish standards for the removal of a vehicle from a private tow-away zone by a for-hire motor carrier engaged in the towing of motor vehicles in addition to standards and requirements established under section 4513.601 of the Revised Code |
| | 4901:2-7 | Expected CY 2016 | This chapter of rules governs the proceedings of the PUCO to assess civil forfeitures and make compliance orders. The proposed amendments to these rules are non-substantive in nature and serve to provide additional clarity and better align them with other sections of the Ohio Revised Code, the Ohio Administrative Code, and departmental procedures. |
| | 4901:2-19 | Expected CY 2016 | This chapter of rules sets for the the requirements for the transportation of household goods which apply to all carriers of household goods regulated by the PUCO. The proposed amendments update requirements for record retention to be consistent with other PUCO record retention rules, and prohibit limitations on customer rights to file a claim with a carrier. Other proposed amendments are non-substantive in nature. |
| | | | |

MCSAP MAINTENANCE OF EFFORT (MOE) SUBSTANTIATION TEMPLATE
FEDERAL FISCAL YEAR (FFY): 2015

| LEAD AGENCY MCSAP-ELIGIBLE EXPENDITURES for FFY 2015 (October 1, 2014 through September 30, 2015) | | FFY 2015 TOTAL MCSAP ELIGIBLE EXPENDITURES¹ |
|--|--|---|
| Personnel (Payroll Costs) | | |
| Salary | | \$2,207,528.44 |
| Overtime (Allowed Basic and Incentive Funded) | | |
| Other Payroll Costs (<i>describe</i>) | | |
| (Specify) | | |
| Subtotal for Personnel | | \$2,207,528.44 |
| Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.) | | |
| Approved Fringe Benefits Rate (59.18%) | | \$1,306,415.33 |
| Subtotal for Fringe Benefits | | \$1,306,415.33 |
| Program Travel | | |
| Routine MCSAP-related Travel (Lodging/Meal Allowance) | | \$25,638.98 |
| Conference Travel | | \$6,401.39 |
| Training Travel | | |
| (Specify) | | |
| Subtotal for Program Travel | | \$32,040.37 |
| Equipment | | |
| Vehicles and Related Vehicle Equipment | | |
| Vehicles | | \$28,437.74 |
| Other Inspection Vehicle Equipment (Radios, etc.) | | |
| (Specify) | | |
| Subtotal for Vehicles and Related Vehicle Equipment | | \$28,437.74 |
| Non-Vehicle Equipment | | |

| | |
|---|-----------------------|
| Other Equipment (Not included above) | |
| (Specify) | |
| Subtotal for Non-Vehicle Equipment | \$0.00 |
| Subtotal for Equipment | \$28,437.74 |
| Supplies | |
| Office Supplies | \$10,653.21 |
| Uniforms and Other Related Supplies | \$12,868.37 |
| Computers | \$7,015.11 |
| Printers | \$1,746.42 |
| (Specify) | |
| Subtotal for Supplies | \$32,283.11 |
| Contractual (Sub Grantees, Consultant Services, etc.) | |
| Lease Cost of MCSAP Vehicles | |
| (Specify) | |
| Subtotal for Contractual | \$0.00 |
| Other Expenses | |
| Training Costs (Tuition, materials, etc.) | \$9,388.21 |
| CVSA Decals | |
| Conferences Costs (Registration fees, etc.) | |
| Fuel Costs | \$39,764.38 |
| Repair and Maintenance of Vehicles Not Under Contract | |
| Fleet Cost (Mileage/Repairs) | \$24,346.23 |
| Communications (air cards, mobile phones, etc.) | |
| (Specify) | |
| Subtotal for Other Expenses including Training & Conferences | \$73,498.82 |
| TOTAL DIRECT COSTS | \$3,680,203.81 |
| TOTAL APPROVED INDIRECT COSTS (27.18%) | \$600,006.23 |
| TOTAL MCSAP ELIGIBLE COSTS EXPENDED | \$4,280,210.04 |
| Federal Grant Funds Expended | \$1,963,908.27 |
| Associated State Matching Funds Expended | \$490,977.06 |
| Total Grant Related Funds Expended | \$2,454,885.33 |
| Total MOE Funds Expended | \$1,825,324.71 |

CERTIFICATION AND VALIDATION OF FFY 2015 MOE EXPENDITURES

| | |
|--|--------------------------------------|
| TOTAL MOE BASELINE (MAP-21 Baseline years of 2004 and 2005) | \$1,052,657.39 |
| TOTAL MOE EXPENDITURES | \$1,825,324.71 |
| <p>I hereby certify as follows that the information included in this template is true, accurate and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable federal law:</p> <p>(1) The State lead MCSAP agency has validated and met the minimum MOE baseline expenditure amount for FFY 2015.</p> <p>(2) All Lead Agency expenditures included in the template are MCSAP-eligible.</p> <p>(3) Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.</p> | |
| NAME AND TITLE OF STATE OFFICIAL : Beverly Hoskinson, CFO  | DATE: 12/11/15 |
| EMAIL ADDRESS FOR CERTIFYING OFFICIAL: Beverly.Hoskinson@puco.ohio.gov | PHONE NUMBER: 614-644-8950 |