# (STATE OF UTAH)

# MOTOR CARRIER SAFETY ASSISTANCE PROGRAM COMMERCIAL VEHICLE SAFETY PLAN

FY 2013

# **Version Tracking**

Author/Reviewer	Date	Status/Action
Stephen Goodrich	7/26/2012	(Reviewed/Edited/Final)
Chad Sheppick	7/27/2012	(Reviewed/Edited/Final)

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# GENERAL OVERVIEW (1-2 PAGES)

# MISSION OR GOAL STATEMENT (LESS THAN 1 PAGE)

The Utah Department of Transportation, Motor Carrier Division in partnership with the Utah Highway Patrol is dedicated to highway safety and the reduction of crashes, fatalities, and injuries on our highway systems. The mission of the Motor Carrier Division is to Ensure Safety, Protect our Infrastructure and Facilitate Commerce. The Utah Highway Patrol's mission is to provide quality police services related to commercial motor vehicles and passenger vehicle safety.

Together, our organizations and employees are committed to providing safety education and outreach to the motor carrier industry. As partners in safety, we will continue to work together and with our FMCSA partners to proactively enforce commercial vehicle regulation and support the goals of the MCSAP program. Together we have had, and will continue to have, a positive impact on reducing commercial vehicle crashes to make our highways safer for the motoring public.

# **Utah's CMV Crash Fatality Reduction Goal:**

The Motor Carrier Division and the Utah Highway Patrol are committed to *a CMV Fatality Reduction Goal* of <u>no more than 0.114 per 100 million vehicle miles traveled by 2013</u> from a baseline rate of 0.21 per 100 million VMT in 2002.

The Motor Carrier Division and the Utah Highway Patrol will continue to concentrate on our primary safety objectives outlined in the Commercial Vehicle Safety plan. This will support, maintain and improve the CMV crash reduction safety initiatives of FMCSA's National CMV Crash Reduction Goal.

				Comn	nercial M	otor Vehic	le (CMV)	Fatality F	Rate Per 10	D Million	Vehicle N	Ailes Trave	led*				
	*All vehicle miles traveled																
	2005 2006 2007 2008 2009 2010																
Fatalities	Utah Total VMT	Fatality Rate	Fatalities	Utah Total VMT	Fatality Rate	Fatalities	Utah Total VMT	Fatality Rate	Fatalities	Utah Total VMT	Fatality Rate	Fatalities	Utah Total VMT	Fatality Rate	Fatalities	Utah Total VMT	Fatality Rate
33	25,158	0.13	39	25,964	0.15	40	26,832	0.15	39	25,974	0.15	23	26,264	0.09	37	26,585	0.14

#### Data Source: USDOT/FHWA, Highway Statistics (annual series); FARS

- Notes: 1. Commercial Motor Vehicles are comprised of Large Trucks and Buses.
  - 2. The Fatalities heading includes the number of fatalities involved in Large Truck and Bus fatal crashes.
  - 3. <u>Fatality Rate</u>: equal to the "Number of Fatalities Involved in Commercial Motor Vehicle Crashes" divided by the "State Total VMT" multiplied by 100. Fatality Rate figures represent Fatalities per 100 Million Vehicle Miles Traveled.

<sup>\*\*\*</sup> Section Break has been inserted here – Please enter text above this to ensure consistent document formatting

# **Program Effectiveness Summary:**

The State of Utah has developed this Commercial Vehicle Safety Plan (CVSP) to support the Federal Motor Carrier Safety Administration's mission of reducing commercial motor vehicle crashes and resulting injuries and fatalities. The Motor Carrier Division in partnership with the Utah Highway Patrol share FMCSA's mission and are confident that the initiatives established in Utah's CVSP contribute to a safer transportation system.

From the table shown below, although all data for 2010 is not yet available, most of the crash data in the table show downward trends including non-fatal crashes (1,344 to 960), injury crashes (416 to 254), tow away crashes (925 to 706), and injuries (549 to 359). The concern is the number of fatal crashes increased from 2009 to 2010 moving from 25 to 32 mirroring the national trend in 2010.

	Utah: Summa	ary of Large <u>Trucks</u> Inv	olved in Crashes									
<u>Download Table Data</u>												
Number of Large Trucks Involved in:	2006	2007	2008	2009	2010							
Fatal and Non-Fatal Crashes (FARS & MCMIS)	1,210	1,774	1,808	1,369	N.							
Fatal Crashes (FARS)	32	36	32	25	N.							
Fatal Crashes (MCMIS)	29	39	35	25	3							
Non-Fatal Crashes (MCMIS)	1,178	1,738	1,778	1,344	96							
Injury Crashes (MCMIS)	498	708	766	416	25							
Towaway Crashes (MCMIS)	680	1,032	1,010	928	70							
HM Placard Crashes (MCMIS)	65	1	5	100	10							
Number of:												
Fatalities (FARS)	39	39	29	21	N							
Injuries (MCMIS)	652	978	995	549	3							
The MCMIS Crash File is intended to be a census of tru	oks and buses involved in fatal	, injury and towaway crashes; h	owever, some States do not rep	ort all FMCSA-eligible crashes.	MCSA continues to work							

Data Source: FARS & MCMIS (March 2011 data snapshot) (NA - 2010 FARS Data is not available)

Out-Of-Service (OOS) rates from Roadside Inspections in Utah have decreased for driver, vehicle and hazmat from 2008 through 2011 and the trend looks currently to continue for 2012. This is due, in large part, to CVSA inspections, effective investigations, enforcement activities, outreach activities and building trust with motor carriers so they will be proactive in their approach to their safety and compliance programs. We are seeing a slight increase in driver OOS for 2012.

	Utah Roadside Inspection Out-Of-Service Rates, U.S. domiciled carriers														
OOS Rate		FY 2008			FY 2009			FY 2010			FY 2011			FY 2012	
OOS Rate	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total
Driver Inspections*	69	37,891	37,960	89	39,096	39,185	78	36,750	36,828	13	32,879	32,892	78	22,500	22,578
Driver Inspections with OOS Violation	4	4,230	4,234	1	3,948	3,949	2	3,557	3,559	0	2,617	2,617	2	1,877	1,879
Driver OOS Rate	5.80%	11.16%	11.15%	1.12%	10.10%	10.08%	2.56%	9.68%	9.66%	0.00%	7.96%	7.96%	2.56%	8.34%	8.32%
Vehicle Inspections**	61	15,882	15,943	104	16,553	16,657	104	15,906	16,010	55	14,383	14,438	119	8,485	8,604
Vehicle Inspections with OOS Violation	11	5,782	5,793	14	5,443	5,457	11	5,049	5,060	8	4,504	4,512	10	2,521	2,531
Vehicle OOS Rate	18.03%	36.41%	36.34%	13.46%	32.88%	32.76%	10.58%	31.74%	31.61%	14.55%	31.31%	31.25%	8.40%	29.71%	29.42%
Hazmat Inspections***	6	1,223	1,229	15	1,377	1,392	14	1,327	1,341	0	1,633	1,633	3	1,040	1.043
Hazmat Inspections with OOS Violation	1	87	88	1	98	99	0	112	112	0	115	115	0	66	<u>66</u>
Hazmat OOS Rate	16.67%	7.11%	7.16%	6.67%	7.12%	7.11%	0.00%	8.44%	8.35%	0%	7.04%	7.04%	0.00%	6.35%	6.33%

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 6/22/2012, including current year-to-date information for 2012. The data presented above are accurate as of this date, but are subject to update as new or additional information may be reported to MCMIS following the snapshot date.

For more information or business rules see the Report Description

- \* Driver Inspections were computed based on inspections level I, II, III, and VI.

  \*\* Vehicle Inspections were computed based on inspections level I, II, V, and VI.

  \*\*\* Hazmat Inspections were computed based on inspections level I, II, III, IV, V, and VI when HM is present.

Utah continues to experience some of our biggest challenges in crash reporting timeliness to SAFETYNET. Utah has an overall green reporting rating, but a yellow in the timeliness category. Those

# FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN GENERAL OVERVIEW

challenges are outlined in the Data Collection section of the National Program Elements. We hope to move from the current 40% of law enforcement agencies using an electronic crash reporting system to a 90% of agencies using electronic submission.

The two investigative teams are experiencing a successful year in completing Compliance Reviews in 2012. The MCD has fully integrated CSA into its program of work and all investigators are trained and functioning with all aspects of CSA. Staffing has been a challenge for both the Motor Carrier Division and the Utah Highway Patrol. With staff reductions, inspection numbers have decreased in FY 2012. As a result, we will be below our FY 2012 established goals for inspections.

Our outreach activities have been well received this year. We have tried to be innovative in our efforts. Both MCD and UHP personnel are teaching classes in conjunction with the Utah Trucking Association and other industry groups. UHP has worked with individual companies as well, teaching pre-trip, hours of service and other topics to assist safety managers and drivers to work safely. MCD and UHP attend the state's Safety Management Council meetings in Northern and Southern Utah as well as the Wasatch Front. Mini-tact enforcement activities in Utah County in the I-15 reconstruction areas have been very successful. Working together, MCD and UHP inspectors have set up at truck stops in high crash corridors and visited with both commercial vehicle drivers and the general public sharing information on our Truck Smart and Drive to Stay Alive campaigns. We have been in the high school driver education classes along the Wasatch Front sharing the Truck Smart program and the CVSA Teens and Trucks program.

#### GENERAL OVERVIEW

**FY 2013 Plan Highlights:** States shall provide a high-level summary of this year's State CMV Safety Program Objectives, including key activities and performance goals.

The State of Utah will address issues that will keep the state on track to meet or exceed the FMCSA goal of .114 fatalities per 100 million VMT. We will increase efforts in data collection, moving more fully to a statewide electronic submission of crash reports. This will increase our rating from yellow to green in the crash reports submitted timely, our only yellow rating in data quality. This should increase our ability to analyze more current data and make more informed decisions on causation, location, weather, and behavioral issues concerning crashes. A continuing emphasis will be on the quality of data being collected.

We will target the increasing traffic of 306 and 406 cargo tanks in the state. An additional focus will be with blocking and bracing of non-bulk hazmat material transportation. An increased emphasis will be placed on Passenger and Motor Coach inspections at Salt Lake hotels, Salt Lake airport, and tourist areas through strike force activities.

The inspection goal of 33,500 is appropriate with the current staffing levels. Driver Level III inspections will constitute 60% of that goal. Through joint Motor Carrier Division (MCD) and the Utah Highway Patrol (UHP) annual training events (Top Hands), training will give inspectors proper procedures for the roadside inspections including the importance of the inspection, proper documentation of violations and the importance of quality and accurate reporting.

Aggressive outreach and education goals are planned with specifics being put into place to bring safety to the forefront for both the professional driver and the motoring public. The "Truck Smart" and "Drive to Stay Alive" programs have been brought under the umbrella of The Department of Transportation's "Zero Fatalities" campaign to give it more exposure and emphasis. Partnerships with the MCD, UHP, the Utah Trucking Association, safety organizations and the high school driver education program will all provide wider exposure to educate drivers about driving distraction free and safely on Utah's highways.

Utah adopted the federal rules (392.80 and 392.82) concerning texting and hands free devices in Utah's R909-1 Administrative Rules in January and April of 2012.

States shall also describe how their plan supports the activities identified in §350.201(q) 1 through 3 and §350.201(t) 1 through 2, respectively. Activities identified in §350.201(q) 1 through 3 include:

(q)(1) 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.

Each Utah Highway Patrol Trooper Commercial Vehicle Inspector is trained in recognizing the impaired driver and certified in conducting field sobriety testing. Prior to being selected to work in the commercial vehicle section each trooper must demonstrate proficiency in recognizing and removing impaired drivers from the road.

The UHP has adopted a strict zero tolerance for impaired drivers so each trooper aggressively assesses the driver for signs of impairment and contraband that is illegal to carry in commercial vehicles.

Each certified UHP CVSA inspector is issued portable breath testing equipment to be used as a field sobriety test when alcohol use is suspected. In addition, each county and selected Utah Department of Transportation's (UDOT) Ports of Entry (Echo, Perry and St. George Ports) are equipped with certified breath testing equipment. When a driver is suspected of being under the influence at a Port of Entry, a UHP trooper is called to assist. Certified drug recognition experts are available statewide to assist in the investigation of drug impaired drivers.

(q)(2) Activities aimed at providing an appropriate level of training to Motor Carrier Safety Assistance Program (MCSAP) personnel to recognize drivers impaired by alcohol or controlled substances.

All MCSAP personnel are required to attend and pass an annual *In-Service* training that involves dealing with impaired drivers and alcohol and controlled substance recognition.

(q)(3) Interdiction activities affecting the transportation of controlled substances by CMV drivers and training on appropriate strategies for carrying out those interdiction activities.

MCSAP/Utah Highway Patrol personnel have the opportunity to attend Desert Snow, a nationally recognized commercial vehicle drug interdiction training course. Tactics are discussed and demonstrated in this training that is specific to detecting controlled substance transportation in commercial vehicles. Officers are trained to be cognizant at all times while conducting roadside inspections for indicators of criminal activity. When these indicators are recognized officers follow through with a complete investigation to either confirm or deny impairment or the presence of controlled substances. The Federal program, High Intensity Drug Trafficking is also a part of each troopers training.

Organized roadside inspection activities are conducted periodically throughout the state and involve the use of drug detection dogs. The handler and his dog will conduct walk around drug sniffs of commercial vehicles during the inspection process. In addition drug detection dogs are used routinely at commercial bus terminals and during motor coach inspections.

# Activities identified in §350.201(t) 1 through 2 include:

(t)(1) Activities to enforce registration (i.e., 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.

As part of each Investigation, Permit Purchase and CVSA Inspection, the Motor Carrier Division and the Utah Highway Patrol verify the Registration (Operating Authority) Requirements. This is accomplished by accessing the FMCSA systems (Query Central and A&I) to validate carriers have met the proper Registration (Operation Authority)

# FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN GENERAL OVERVIEW

Requirements. Appropriate enforcement actions will be taken when an out-of-service carrier is discovered.

(t)(2) Activities to enforce financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387.

As part of each Investigation, Permit Purchase and CVSA Inspection, the Motor Carrier Division and the Utah Highway Patrol verify the Financial Responsibility Requirements. This is accomplished by accessing the FMCSA systems (Query Central and A&I) to validate carriers have the proper Financial Responsibility Requirements.

<sup>\*\*\*\*</sup> Section Break has been inserted here – Please enter text above this to ensure consistent document formatting \*\*\*\*

#### PROGRAM DESCRIPTION

# PROGRAM DESCRIPTION (2-3 PAGES)

**Program Structure:** 

# **Utah Department of Transportation:**

The Utah Department of Transportation, Motor Carrier Division is the lead agency for the Motor Carrier Safety Assistance Program (MCSAP) and is headquartered in Salt Lake City, Utah. The Motor Carrier Division employs 83 individuals. That group staffs the Administration Offices and eight Ports of Entry located throughout the state. Each of these locations is staffed with a Supervisor, Port of Entry agents, and Safety Inspectors. The staff at the nine Utah Ports of Entry locations are CVSA certified and conduct both Level I and Level III inspections. The Motor Carrier Division also has two Transportation Safety Investigative Units (Northern and Southern Utah), a Data Analysis Section, a Customer Service Section, and an Employment Development Team. The Transportation Safety Investigators conduct Compliance Reviews, New Entrant Safety Audits, CVSA Inspections HMPIP Inspections, and outreach and training. The Data Analysis Section is responsible for SAFETYNET uploads (inspections/crashes), reporting, DataQs, data auditing and analysis. The Customer Service Section takes incoming phone calls to assist in answering and advising carrier and driver questions, concerns, and providing resources to them. The Employee Development Team is responsible for in-house training of employees as well as industry education and outreach. An organizational chart on the following page will provide an overview of the MCSAP program in Utah.

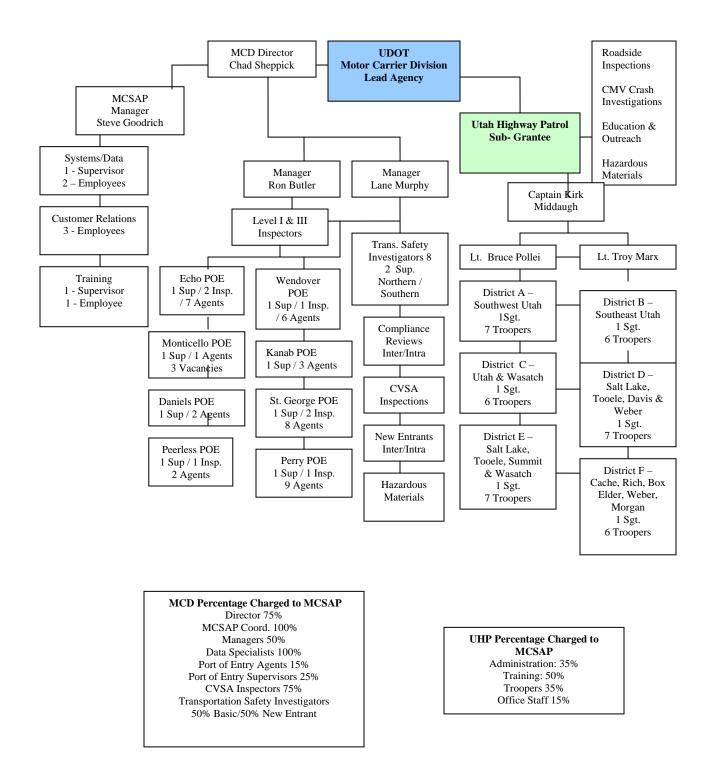
# **Utah Highway Patrol:**

The Utah Highway Patrol (UHP), a sub-grantee to the MCSAP program, employs 42 individuals that focus on roadside inspections, CMV crash investigation, analysis, education, and outreach activities. The UHP has six districts throughout the state where they focus their MCSAP related activities. At this time there are no other law enforcement agencies funded from the MCSAP grant funds.

# FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN STATE CMV SAFETY PROGRAM OBJECTIVES

MCSAP Grantee/Sub Grantee Organization*	Number of Certified CMV Officers/Inspectors	Number of Certified CMV Officers/Inspectors with Traffic Enforcement Authority
UDOT Motor Carrier Division - Grantee	66	0
Utah Highway Patrol - Sub-grantee	40	42
Total MCSAP Grantee/Sub Grantee Certified CMV Officers:	106	42

#### STATE CMV SAFETY PROGRAM OBJECTIVES



#### STATE CMV SAFETY PROGRAM OBJECTIVES

# STATE CMV SAFETY PROGRAM OBJECTIVES (1-2 PAGES PER OBJECTIVE)

As required by 350.213, the performance-based CVSP must include at least one, and preferably more, State-specific performance objectives to be achieved through the State plan. Objectives must include a measurable reduction in highway accidents or hazardous material incidents involving CMVs. The objectives may also include documented improvements in other program areas (e.g., legislative or regulatory authority, enforcement results, or resource allocations). States may develop their own State CMV safety program objectives to meet the requirements.

In this section, five sample State CMV Safety Program Objectives that the State may tailor to their specific safety program objectives are provided and listed below. Either a CMV Crash Reduction or a CMV Hazardous Materials (HM) Transportation Safety objective and a Passenger Transportation Safety objective are required and the remaining objectives are recommended. While the use of this template is not required, following the format and using current, accurate, and complete State-specific data should ensure the State meets all requirements of 350.213. States may add or delete State CMV Safety Program Objectives as necessary to accurately reflect the State's CMV safety program objectives. States may also address the FY2013 CVSP Program Emphasis Areas in this section or the National Program Elements Section.

The five State CMV Safety Program Objectives are as follows:

- 1. CMV Crash Reduction (Required\*),
- 2. CMV Safety Improvement,
- 3. CMV Hazardous Materials (HM) Transportation Safety,\*
- 4. Passenger Transportation Safety (Required\*), and
- 5. CMV Safety Data Quality (Required if the State's Overall State Safety Data Quality (SSDQ) Rating is Poor/Red or Fair/Yellow\*\*).

<sup>\*</sup> At a minimum, either a CMV Crash Reduction or CMV Hazardous Materials (HM) Transportation Safety Objective and a Passenger Transportation Safety Objective are required.

<sup>\*\*</sup>The SSDQ Evaluation Ratings are available via the Data Quality Module from FMCSA's A&I Online website at: <a href="http://ai.fmcsa.dot.gov/DataQuality/DataQuality.asp">http://ai.fmcsa.dot.gov/DataQuality/DataQuality.asp</a>.

#### STATE CMV SAFETY PROGRAM OBJECTIVES: CMV CRASH REDUCTION

**CMV Crash Reduction (Required\*)** - Describe the State's top CMV crash problem(s) to be addressed with the MCSAP grant. Specific and quantifiable performance objective(s) shall be established by the State to address each safety problem identified. The crash reduction effort must be focused on overall statewide reduction in crashes, fatalities, and injuries. \* Required if State does not have a CMV Hazardous Materials (HM) Transportation Safety objective.

YEAR INITIATED:

2012

#### YEAR OF PLANNED COMPLETION:

2013

**Problem Statement:** 

It is the intent of the Utah Department of Transportation's Motor Carrier Division (MCD) to eliminate all CMV injury and fatal crash occurrences as is possible. The fatality rate increased in Utah from 2009 to 2010 from .09 to .14. That rate needs to be reduced.

**Performance Objective:** 

To reduce the number of injury and fatal crashes to meet the FMCSA fatality rate goal of .114 the MCSAP Manager and stakeholders will analyze available data to determine where outreach and enforcement activities should take place. The MCD and UHP will target current causation factors including weather, poor behaviors (for both the CMV and general public drivers), and locations. Additionally to target locations whose crash rates are the highest in the state to address opportunities and methods to educate and create awareness of those identified issues to promote safe driving by CMV operators and those who drive near CMV's. Utah will have an improved crash reporting collection system in place and will develop a dashboard to address crash causation and location issues to reduce fatalities, serious injuries, and crashes by September 30, 2013. We expect that through outreach efforts from 2011, 2012 and 2013 to reduce the fatality rate to .114 in 2013.

**Performance Measure:** 

The State of Utah will measure and monitor the affects of our efforts in this objective through:

- Enforcement activities in the identified high crash corridors by the Utah Highway Patrol as outlined in this document beginning on page 27.
- Outreach and public awareness activities as outlined in that section beginning on page 33.
- Attend monthly meetings with stakeholders to provide feedback and discuss concerns and course correction where needed to prevent crashes.
- All activities will be measured by looking at the plan versus actual results.

**Status Update Section:** 

The data is not current enough for us to hone in on actual results as fully as we would want to, but feel that our efforts are making a difference. So, our past activities of industry and public outreach, enforcement and TACT, and data collection conducted in 2011 and 2012 will be continued into 2013. We will also put an increased effort on data collection and analysis to help us make the best possible decisions on intervening appropriately to continue to reduce crashes, injuries and fatalities.

(First Strategy Section)

Program Strategy:

The strategy within this objective is focused on addressing the enforcement and outreach efforts so that the CMV crash results are known to all stakeholders so the appropriate education can be made to CMV drivers and the motoring public. All aspects of the CVSP will come into play for crash reduction, whether it be passenger safety, enforcement, compliance reviews, inspections and public awareness and outreach.

#### STATE CMV SAFETY PROGRAM OBJECTIVES: CMV CRASH REDUCTION

					Number of L	arge Truci	k and Bus	Involveme	inte	
			Cale	ndar Year					Fiscal Y	ear
COUNTY	2007	2008	2009	2010	2011 Jan-Merch**	2007	2008	2009	2010	2011 Oct 2018-March 2011**
BEAVER	0	0	0	0	0	0	0	0	0	
BOX ELDER	- 3	- 1	- 4	- 3	0	- 4	- 1	- 4	3	
CACHE	0	0	0	1	0	0	0	0	1	
CARBON	0	2	0	- 1	0	- 1	2	0	0	
DAGGETT	1	0	0	0	0	1	0	0	0	
DAVIS	- 2	1	0	1	0	- 2	1	0	0	
DUDIESNE	- 1	3	0	2	0	- 1	4	0	0	
DMERY	2	0	- 2	0	0	3	0	0	2	
CARPIELD	- 1	- 1	1	0	0	- 1	- 1	0	1	
GRAND	0	- 1	0	- 1	0	0	1	0	0	
HON	- 4	0	1	2	0	0	- 4	0	2	
CAUL	0	- 1	0	0	0	0	0	- 1	0	
KANE	- 1	0	0	0	0	- 1	0	0	0	
MLLARD	- 0	0	0	- 1	0	- 4	0	0	1	
MORGAN	0	0	0	Oi.	0	0	0	0	0	
PILITE	0	0	0	0	0	0	0	0	0	
RICH	0	0	0	- 1	0	0	0	0	0	
SALTLAKE	- 4	7	- 2	6	0	7	- 5	- 3	- 5	
SAN JUAN	0	- 4	- 1	gi.	0	0	3	2	0	
SAMPETE	0	0	0	0	0	0	0	0	0	
SEVIER	- 2	0	0	- 1	0	2	0	0	1	
SUMMT	- 1	2	- 1	0	1	- 1	2	2	0	
TOORLE	- 2	- 2	0	1	0	0	- 2	- 2	1	
UNTAH	- 4	- 4	0	0	0	- 5	3	- 1	0	
HATU	- 4	7	1	9	0	- 4	4	- 4	9	
MASATCH	- 1	0	0	0	0	- 1	0	0	0	
NASHINGTON	- 2	- 1	0	- 4	0	- 2	- 1	0	4	
MAYNE	0	0	0	0	0	0	0	0	0	
NEGER	- 1	0	2	0	0	- 1	0	- 1	1	
Sotherigad to a	- 1	0	-12	0	0	- 1	0	12	0	
Total	- 40	37	27	34		42	34	32	31	

					Humber of L	arge Truck	and Bus	rwalreme	rete	
			Cale	ndar Year					Frecal	
COUNTY	2967	2000	2009	2018	2011 Jan March**	2987	2005	2009	2010	2011 Oct 2018 March 2011"
DEAVER	- 0	- 1	13		. 1	- 6		12	7	
MOUBLEST NO	- 20	32	24	14	2	- 22	20	22	10	
CACHE	12	22	- 6	- 6	. 0	- 1	24	9	4	
CARBON	12	14	7	2	0	11	15	9	4	
DAGGETT	a	1	0	0.	0	α	1	0	0	
BAVE	60	90	21	18	3	62	87	56	15	
363-CO	11	11	- 5	12	0	9	12	- 6	125	
EMERY	13	15	- 2	- 5	1	13	12	- 6	2	
DARFELD	- 4	- 4	- 2	- 1	0	- 5	3	- 4	05	
CRAND	- 8	- 5	3	7	- 1	- 8	7.	- 8	8	
RON	20	18	10	15	- 1	18	15	15	11	
ALAB .	21	15	- 2	- 6		18	16	4	6	
KANE	10	- 9	4	2	0	9	6.	- 4	4	
MLLAFD	18	13	- 5	5	3	. 17	10	8	7	
MORGAN	3	ä	2	1	D	- 6	a	. 0	3	
PLITE	0	- 0	0	0	0	0	0	0	0	
HODE	- 2	- 1	0	0.	0	3	-	0	0	
SALTLAKE	239	260	126	96	11	209	279	151	76	
SAN JUAN	9	- 4	- 2		0	- 6	- 5	- 2	4	
LAMPETE	10	7.	Y	α	0	7	70	- 6	0.	
SEVER	- 6	14	3	- 6	- 6	10	10	- 4	- 4	
SUMMET	22	27	- 9	13	1	75	77	9	14	Crash Statistics History Table.
TOOPLE	11	22	7.	14	2	15	20	10	13	
LIBITAH	26	25	11	4	2	24	26	11	6	
LITAH	91	100	36	31	11	92	109	40	36	
MASATOH	7	- 6	- 4	4	2	- 5	T	- 6	4	
NASHINGTON	27	30	.14	17	1	25	34	13	.120	
MAYNE	0	- 1	0	0.	0	0.	1	0	0	
MEDER	55	53	26	13	1	52	55	31	18	
notweeper to a Const	29	- 6	92	0.	0		30	94	0	
Total	752	819	443	265		683	865	616	366	

Data Source: MCMIS (March 25, 2011 data snapshot) \*\*(Most Recent Crash Year included through March 25, 2011 data snapshot) Calendar year - the 12-month period starting January 1st through December 31st. Fiscal year - the 12-month period starting October 1st through September 30th.

# Program Activity Plan:

As demonstrated from the charts above generated from the Crash Statistic Mapping Tool, there are corridors identified as "Hot Spots." They have changed from last year. In analyzing crash data form 2008 to 2010, the top crash corridors we will focus on are on Interstate 15 between:

 Mile Post 290 – 300
 502 crashes

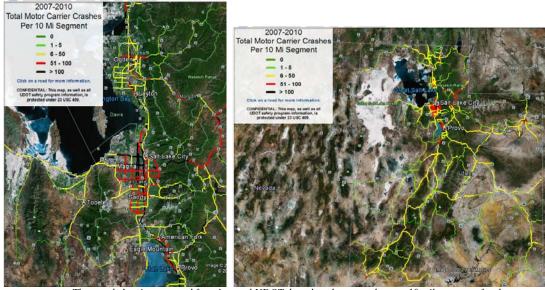
 Mile Post 300 – 310
 374 crashes

 Mile Post 320 – 330
 307 crashes

 Mile Post 270 – 280
 277 crashes

 Mile Post 330 – 340
 265 crashes

This data really indicates that the I-15 corridor from the northern half of Utah County north through Salt Lake, Davis and into Weber Counties are at greatest risk for crashes, injuries and fatalities. We will concentrate our efforts again along this corridor focusing a majority of our outreach and education and TACT type enforcement in this corridor. In 2012, the weeks that TACT type enforcement was carried out in this corridor, crashes and violations decreased. We need to educate the industry and public to use the same type of safe driving behaviors when there is no enforcement activity present.



The map below is generated from internal UDOT data that shows crashes per 10 mile segment for the state and a closer view of the Wasatch Front that shows crash density supporting the data listed above as areas of concern.

#### STATE CMV SAFETY PROGRAM OBJECTIVES: CMV CRASH REDUCTION

#### Program Activity Measure:

To ensure strategy and activity plan is accomplished, the following measures will be in place:

- Enforcement activities will include four quarterly mini-TACT events in the high crash corridors. In addition, a monthly enforcement blitz will also be conducted.
- A dashboard will be designed and constructed for MCSAP activities to measure
  activities in the area of enforcement and outreach and awareness and also to
  analyze current data being reported to better focus outreach and enforcement
  activities.
- Using the Public Awareness and Outreach activities outlined later in this
  document, communicate to the industry and general public (especially teen
  drivers), high crash corridors, high risk behaviors, and safe behaviors to assist in
  crash reduction. Activities will be conducted, some monthly and some quarterly,
  to better educate all concerned parties to save lives and reduce injuries.

### Monitoring & Evaluation:

Monthly meetings with the MCSAP Manager, Motor Carrier Division and the Utah Highway Patrol will review current activities, review planning for future activities and make adjustments to the plan as needed. Other areas of emphasis include:

- Monthly meeting with stakeholders involved to review number of Teens and Trucks presentations, driver and company meetings, outreach opportunities such as safety fairs and conferences. We will measure actual events to the plan.
- Creation of a Motor Carrier Dashboard with the Zero Fatalities umbrella of UDOT
  to give a snapshot of current data in a timely manner. Reporting criteria will be
  established during the first six months of the grant period for inclusion of timely
  data in to the dashboard during the second six month period of the grant.
- Monthly meetings with stakeholders involved to review the number of
  enforcement activities completed versus the plan. Enforcement has planned four
  quarterly mini-TACT events and monthly enforcement blitzes in the high crash
  corridors aimed at crash related behaviors. We will evaluate plan vs actual
  activities.

# STATE CMV SAFETY PROGRAM OBJECTIVES: CMV HM TRANSPORTATION SAFETY

**CMV HM Transportation Safety\*** - Describe the State's efforts to reduce HM incidents and address HM transportation safety and security vulnerabilities.

#### YEAR INITIATED:

2013

#### YEAR OF PLANNED COMPLETION:

2015

**Problem Statement:** 

Utah has identified two area of concern; bulk and non-bulk. They are described as:

**Bulk:** In FY 2011, 70% of HazMat crashes involved MC 306 and DOT 406 cargo tanks transporting crude and refined fuels. In FY 2012, that number dropped to 53% involving 306 and 406 tankers, according to SAFETYNET. Although we have experienced a decrease in the number of 306 and 406 crashes from 2011 to 2012, the Uintah Basin in northeastern Utah has seen a marked increase in crude transportation and with predictions from the UDOT Freight Planner this trend will continue to increase over the next several years.

**Non-bulk:** There is no data showing HM carriers laden with non-bulk HM causing any incidents, however 11% of all non-bulk inspections indicate Out of Service for improper blocking and bracing.

**Performance Objective:** 

For FY 2013 through 2015, Utah will focus on conducting inspections on 306 & 406 cargo tanks with an increase on inspections of crude oil transporters across Utah, while monitoring the increase in traffic from the Uintah Basin. To maintain the number of HM inspections conducted on 306 & 406 cargo tanks, we will increase the number of inspections by 3.3% per year starting FY 2013. We will also increase our non-bulk inspections by 3.3% per year beginning FY 2013 with a focus on blocking and bracing of HM cargo.

**Performance Measure:** 

The MCSAP Manager will compare the number of HM inspections on MC 306 & DOT 406 cargo tanks and on non-bulk inspections with a focus on blocking and bracing to the 2011 baseline data. SAFTYNET data will be evaluated and reported quarterly and evaluated annually to meet incremental benchmarks including an increase of 3.3% per year to reach a total of 438 inspections by end of 2015.

	2011 baseline	2012 *as of July 17	2013	2014	2015
HM Inspections conducted on Cargo Tanks (306 & 406)	398	252			
Incremental Benchmarks	398	*252	411	425	438 Maintain or exceed goal

<sup>\*</sup> Required if State does not have a CMV Crash Reduction objective.

# STATE CMV SAFETY PROGRAM OBJECTIVES: CMV HM TRANSPORTATION SAFETY

With the increased focus on these two areas of concern and a significant increase in traffic in northeastern Utah, we expect to maintain the current level of HazMat crashes at the FY 2012 levels for bulk HM related incidents and the number of OOS violations for non-bulk issues will be reduced by 10%.

# (Strategy Section I)

Program Strategy: To increase the number of HM inspections conducted on 306 and 406 cargo

tanks used to transport crude and refined fuels by 10% (40 inspections) by end of FY 2015 when compared to numbers established in 2011 (398 inspections).

That is an increase of 3.3% per year.

Program Activity Plan: All MCSAP inspectors have this requirement in their performance plan and

will have quarterly reviews to ensure they are meeting this objective. Adjustments will be made quarterly to ensure this program strategy is on

track.

Program Activity Measure: The MCSAP Manager will compare HM inspection numbers to the 2011

baseline data of 398 inspections. A&I/SAFETYNET reports will be evaluated

quarterly and incremental benchmarks to an increase to 438 annual

inspections by FY 2015 (see chart above for annual goals).

Monitoring & Evaluation: The MCSAP Manager will review and evaluate A&I MCMIS reports on a

quarterly basis to determine if the inspections goals are being met. The MCSAP Manager with the Division Operations Manager will adjust activities and/or targeting as needed for subsequent periods to meet the performance objectives. With the increase in inspections, we expect to maintain the current

level of incidents involving MC 306 and DOT 406 tanks.

#### (Strategy Section II)

Program Strategy: To increase the number of HM non-bulk inspections conducted by 10% by

end of FY 2015 (62 inspections) when compared to numbers established in 2011 (624 inspections). The total increase will occur by end of FY 2015. A procedure to address opening trailers and re-sealing trailers in light of increased load security has been written to assist inspectors in this strategy

process.

#### FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN

# STATE CMV SAFETY PROGRAM OBJECTIVES: CMV HM TRANSPORTATION SAFETY

	2011 baseline	2012 *as of July 17	2013	2014	2015
Non-Bulk HM Inspections Blocking & Bracing	624	441			
Incremental Benchmarks	624	*441	645	666	686 Maintain or exceed goal

Program Activity Plan:

All MCSAP inspectors have this requirement in their performance plan and will have quarterly reviews to ensure they are meeting this objective. Adjustments will be made quarterly to ensure this program strategy is on track.

Program Activity Measure:

The MCSAP Manager will compare HM inspection numbers to the 2011 baseline data of 624 annual inspections. A&I/SAFETYNET reports will be evaluated quarterly and incremental benchmarks will include an increase of 10% or to a total of 686 inspections annually by year end 2015 (see chart above for goals).

Monitoring & Evaluation:

The MCSAP Manager will review and evaluate A&I MCMIS reports on a quarterly basis to determine if the performance measures were achieved and maintained. Adjust activities and/or targeting as needed for subsequent periods to meet the performance objective. It is expected that with the increase in inspections, a decrease in non-bulk incidents will decrease by 10%.

**Passenger Transportation Safety (Required)** - Describe the State's efforts to address passenger transportation safety, including the State's plans to address the specific USDOT Motor Coach Safety Action Plan activities described in the FY 2013 Planning Memorandum (See National Program Elements section for additional information).

YEAR INITIATED:

2012

YEAR OF PLANNED COMPLETION:

2015

**Problem Statement:** 

The Motor Carrier Division and the Utah Highway Patrol are committed to FMCSA's initiative to improve the safety of motor coach and passenger commercial motor vehicle transportation and reduce accidents. In partnership with the MCD, UHP and FMCSA, Utah has been successful in reducing motor coach and bus crashes between 2007 and 2010. We will continue to follow established intervention initiatives along with establishing strategic inspection strike forces throughout the State to address this safety objective. See Tables below for the data on the number of motor coach crashes for the past five years and the number of motor coach carriers that have BASICs exceeding the intervention threshold.

Number of Buses Involved in:	2006	2007	2008	2009	2010
Fatal and Non-Fatal Crashes (FARS & MCMIS)	89	114	98	71	NA
Fatal Crashes (FARS)	0	1	2	2	NA
Fatal Crashes (MCMIS)	1	1	2	2	2
Non-Fatal Crashes (MCMIS)	89	113	96	69	43
Injury Crashes (MCMIS)	52	46	53	27	11
Towaway Crashes (MCMIS)	37	67	43	42	32
HM Placard Crashes (MCMIS)	0	0	0	1	2
Number of:					
Fatalities (FARS)	0	1	10	2	NA
Injuries (MCMIS)	90	64	154	36	43

all eligible truck and bus crashes to the MCMIS crash file.

\*As of 6/28/2012, 2011 and 2012 data is not available

Number of Passenger CMV's Involved in:	2010	2011	

Fatal and Non-Fatal Crashes	13	8	
Fatal Crashes	1	0	
Non-Fatal Crashes	12	8	
Injury Crashes (MCMIS)	8	8	
Towaway Crashes (MCMIS)	9	3	

Utah's Safety Management System which houses the crash database shows the above data on passenger commercial motor vehicles subject to the FMCSR's.

Active Carriers and Safety Measurement System (SMS) Summary					
	Uı	ah	Nati	onal	
	Number	Percent	Number	Percent	
Interstate and Intrastate HazMat Carriers	8,057	N/A	769,913	N/A	
Passenger Carriers	71	.88%	14,414	1.87%	
HazMat Carriers	293	3.63%	21,700	2.81%	
General Carriers	7,693	95.48%	733,799	95.3%	
Carriers with a BASIC(s) in AStatus	787	9.76%	55,721	7.23%	
Passenger Carriers with a BASIC(s) in AStatus	10	1.27%	1,045	1.87%	
HazMat Carriers with a BASIC(s) in ▲Status	103	13.08%	5,053	9.06%	
General Carriers with a BASIC(s) in AStatus	674	85.64%	49,623	89.05%	
<b>Total Power Units</b>	54,281	N/A	4,781,101	N/A	
Power Units of Carriers with a BASIC(S) in AStatus	21,098	38.86%	1,292,248	27.02%	

**Data Source:** SMS results as of **05/25/2012**. Updated Monthly. For more information, please visit <u>Safety Measurement</u> System

Exceeds Intervention Threshold

### **Performance Objective:**

To maintain the successful results achieved over the past several years, Utah will continue to conduct passenger carrier inspections at terminals and destination sites. We will identify passenger carriers that have BASIC's that exceed the intervention threshold and conduct the appropriate intervention.

### **Performance Measure:**

The Motor Carrier Division will identify passenger carriers within the State and establish assignments for MCSAP inspectors to determine feasible areas for strike force activities and identify companies to complete unannounced terminal inspections. MCSAP investigators will utilize the Safety Management System (SMS) to identify carriers that have exceeded the established BASIC's thresholds. Interventions on these carriers will be coordinated with FMCSA's Utah Division Office. Activities will be monitored on a quarterly basis and reported by the MCSAP lead agency.

#### STATE CMV SAFETY PROGRAM OBJECTIVES: PASSENGER TRANSPORTATION SAFETY

**Status Update Section:** 

For FY 2012, Utah completed 287 passenger carrier inspections with a goal of 214, and 291 motor coach inspections on a goal of 390 for a total of 578 inspections on a goal of 604 for a 96% completion rate. During FY 2011 we conducted 496 inspections. Utah conducted 23 full and focused compliance reviews on a goal of 2.

(First Strategy Section)

Program Strategy | Program Activity Plan | Program Activity Measure | Monitoring & Evaluation

Program Strategy:

Conduct passenger carrier vehicle inspections to reduce passenger carrier crashes (340 inspections planned for 2013).

Program Activity Plan:

- 1. The Motor Carrier Division Investigators will identify passenger carrying companies and will conduct terminal vehicle inspections (CVSA Level V) based on the sample size in the Electronic Field Operations Training Manual (EFOTM). If a high OOS rate is discovered during the terminal inspections, the sample size will be expanded. Carriers with high OOS rates will be tracked and monitored for follow up inspections and possible civil penalties. Level V inspections will be conducted on airport shuttle services, recreational motor coach and shuttle services for other industries. These inspections will be unannounced to ensure accurate vehicle safety compliance is achieved.
- 2. Motor Carrier Division Agents and Utah Highway Patrol Officers will conduct destination inspections at Port of Entry locations, at various National Parks and also in the downtown Salt Lake City area hotel district. Officers will also continue to enforce unsafe driver behavior violations on motor coaches including speeding and tailgating.

UHP and UDOT will coordinate with the Salt Lake Airport Authority to conduct destination inspections on passenger commercial motor vehicles operating at the Salt Lake Airport.

(Utah law mandates that all buses operated in school bus operations be inspected annually by the Utah Highway Patrol. UHP conducts approximately 4,000 of those inspections annually. While these inspections are generally on carriers not subject to Part 390, they are an integral part of our safety program to ensure Utah's school children are transported in a safe vehicle.)

Program Activity Measure: Data from the inspections conducted will be analyzed to determine if appropriate levels of enforcement activities are occurring. These activities will be measured and reported on a quarterly basis.

#### STATE CMV SAFETY PROGRAM OBJECTIVES: PASSENGER TRANSPORTATION SAFETY

Monitoring & Evaluation:	The Motor	Carrier Division	's MCSAP	Manager will

Il monitor inspection activities on a quarterly basis to ensure that an appropriate number of carriers

have been contacted.

At the end of each year, the MCSAP Manager will evaluate inspection data and compare to the crash data in A&I, as it is available, to assess our effectiveness in the reduction of fatalities and crashes with passenger carriers.

#### (Second Strategy Section)

Program Strategy | Program Activity Plan | Program Activity Measure | Monitoring & Evaluation

#### Program Strategy:

For 2013, Utah has planned to complete 15 interventions (4 interstate and 11 intrastate) and 340 inspections. Using the Safety Management System (SMS) the Division will identify passenger carriers that have BASICs exceeding intervention thresholds. (According to the table at the beginning of this objective, of the 73 established carriers, 11 would require an intervention.)

#### Program Activity Plan:

Using SMS data the Division will identify passenger carrying companies that have BASICs above the intervention threshold. We will prioritize carrier investigations by the number of BASICs which have been exceeded, those that have less than satisfactory ratings and which have not been involved in reviews. Carriers that have serious violations may be subject to civil penalties.

Program Activity Measure: Data from the interventions conducted will be analyzed to determine if appropriate levels of enforcement activities are occurring. These activities will be measured and reported on a quarterly basis.

# Monitoring & Evaluation:

The Motor Carrier Division's MCSAP Manager will monitor intervention activities on a quarterly basis to ensure appropriate number of carriers have been contacted. Additionally, the Motor Carrier Investigator Supervisor along with the MCSAP Manager will monitor the SMS system to ensure these goals are achieved.

At the end of each year, the MCSAP Manager will evaluate intervention data and compare to the crash data in A&I to assess effectiveness of the reduction of fatalities and crashes.

<sup>\*</sup>Crash data is currently not available in A & I for 2011 & 2012.

# FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN STATE CMV SAFETY PROGRAM OBJECTIVES: CMV SAFETY DATA QUALITY

#### NATIONAL PROGRAM ELEMENTS

### NATIONAL PROGRAM ELEMENTS (1-2 PAGES PER ELEMENT)

In this section, States shall describe how the State program addresses the National Program Elements listed in 49 CFR 350.109. If there are no planned activities in a given program element, the State is required to explain the basis for that resource allocation decision.

The National Program Elements include:

- Driver/Vehicle Inspections
- Traffic Enforcement
- Compliance Reviews
- Public Education and Awareness
- Data Collection

Note: States can access detailed counts of their 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, available on the A&I Online website. The Data Dashboard is also a resource designed to assist States with preparing their MCSAP-related quarterly reports and is at: <a href="http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx">http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx</a>.

If not previously addressed as a State-specific program objective, the State shall address any related FY 2013 CVSP Program Emphasis Area(s) as defined in the FY 2013 Planning Memorandum within the National Program Elements. States are required to provide an explanation on this page for any FY 2013 CVSP Program Emphasis Area that is not addressed in the National Program Elements or the State CMV Safety Program Objective sections.

The FY 2013 CVSP Program Emphasis Areas are identified below. For a complete explanation of the Program Emphasis Areas, please consult the FY 2013 Planning Memorandum.

- Crash Causation Factors Innovative enforcement approaches to address state-specific crash causation factors\*
- CSA Program Implementation\*\*
- Data Collection/Quality and SSDQ Performance Measures (includes DataQs Request for Data Review (RDR))
- USDOT Motorcoach Safety Action Plan\*\*\*

\*\* CSA Program Implementation – States must reflect utilization of the CSA interventions to the maximum extent possible.

\*\*\* The USDOT Motorcoach Safety Action Plan - States must include a plan for conducting origin/destination inspections and other safety initiatives focused on the motorcoach industry with coverage of companies providing curbside intercity scheduled service. States should include motorcoach safety initiatives targeting unsafe driver behaviors and are encouraged to conduct safety enforcement and outreach by using State-wide strike forces.

<sup>\*</sup> Crash Causation Factors - States are encouraged to focus on innovative enforcement approaches to address localized crash causation problem areas identified by sound statistical analysis of the highest quality data available. These approaches would be in conjunction with traditional statewide program activities and would target existing and emerging areas of crash causation within respective jurisdiction.

**Driver/Vehicle Inspections** - Describe the State's implementation of a statewide CMV driver/vehicle inspection program, including inspection goals, program quality improvements, and overall performance measurements.

# **Performance Objective:**

The Motor Carrier Division (MCD) in partnership with the Utah Highway Patrol (UHP) will continue performing CVSA inspections for FY 2013. Level III inspections will constitute 60% of the total number of inspections, well above the 33% minimum goal of FMCSA. In 2011, 56% of the 34,395 inspections conducted were Level III inspections. A&I indicates we have completed almost 24,000 inspections for the first three quarters of FY 2012.

The overall 2013 driver/vehicle inspection goal is less than in previous years, set this year at 33,500. Both the MCD and the UHP have continued to experience a decrease in staffing in FY 2012 resulting in fewer employees involved in the inspection process. We have not planned a decrease in the number of inspections per inspector, just fewer inspectors.

Deadaida Inspection Activity (Iltah)		FY 2011					
Roadside Inspection Activity (Utah)	Fed	State	Total				
Number of Inspections	55	34,340	34,395				
I. Full	13	11,779	11,792				
II. Walk-Around	0	2,619	2,619				
III. Driver Only	0	19,230	19,230				
IV. Special Study	0	506	506				
V. Terminal	42	206	248				
VI. Radioactive Materials	0	0	0				
Driver OOS Rate	0.00%	7.93%	7.93%				
Vehicle OOS Rate	14.55%	31.02%	30.96%				
Hazmat OOS Rate	0.00%	7.08%	7.08%				

#### **Performance Measure:**

The Motor Carrier Division MCSAP Manager will monitor productivity on a monthly basis to ensure appropriate numbers of inspections are conducted. The MCSAP Manager will provide quarterly reports to all inspectors and to FMCSA to provide an update toward the achievement of the inspection goals. The MCSAP Manager will utilize A&I to monitor the data for both the MCD Division and UHP.

The State shall describe the measure it will use to monitor progress and quantify the effective achievement of the desired outcome/result stated in the Performance Objective. Quantitative and/or qualitative progress toward achieving the objective will be tracked and reported quarterly and evaluated on an annual basis.

#### NATIONAL PROGRAM ELEMENTS: DRIVER/VEHICLE INSPECTIONS

#### (First Strategy Section)

Program Strategy:

The Motor Carrier Division will conduct CVSA inspections at each of the nine Ports of Entry throughout Utah focusing on crash causation statistics As LPR/OCR technology is installed at Perry, Echo and St. George Ports of Entry, the information received will allow the MCD to make better selections of carriers and vehicles who need to be inspected, thus increasing the effectiveness of our inspections. The Utah Highway Patrol will focus their CVSA inspection efforts on the identified high crash corridors in this plan to target crash causations contributing to crashes.

Program Activity Plan:

Performance expectations for Motor Carrier Inspectors have been established by the supervisor at each location. Numbers were derived from traffic patterns and percentage of time charged to the MCSAP grant. MCD personnel will complete 25,000 CVSA inspections and UHP will complete 8,500 inspections. UHP numbers were calculated from the percentage of time they charge to the MCSAP grant. They charge between 15% to 35% to the MCSAP grant. In addition to normal inspection details, Utah will participate in Brake Check, the 72 hour Road Check, Operation Safe Driver, Brake Safety Week, Motor Coach Strike Forces, and Hazmat/Cargo Tank Strike Force details.

Program Activity Measure:

The MCSAP Manager will review inspection activity planned vs. actual results and report those finding quarterly at MCSAP meetings and with MCD Supervisor meetings.

Monitoring & Evaluation:

The MCSAP Manager will assess and evaluate inspection data from A&I and MCMIS quarterly to ensure expectations are being met. The MCSAP Manager will communicate findings to inspectors and officers as well as to FMCSA the progress towards the established driver/vehicle inspection goals.

#### FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN

## NATIONAL PROGRAM ELEMENTS: DRIVER/VEHICLE INSPECTIONS

**FY 2013 - Driver/Vehicle Inspection Activity Projections:** The state should use Table 1 to identify the planned/expected inspection performance activity targets to achieve the *stated Performance Objective*.

**Note:** States are strongly encouraged to conduct the number of Level III inspections in FY 2013 to meet or exceed the national average of 33 percent (%) of all inspections performed.

Table 1. Driver/Vehicle Inspection Activity Projections FY 2013

Inspection	Non-HM Truck	HM Truck	Motorcoach	Passenger Carrier*	Other	Total			
Level	Number	Number	Number	Number	Number	Number	Percent**		
Level I	11,377	1,510	220	120	0	13,227	39.5		
Level II	0	0	0	0	0	0	0.0		
Level III	20,200	0	0	0	0	20,200	60.3		
Level IV	0	0	0	0	0	0	0.0		
Level V	73	0	0	0	0	73	0.2		
Level VI	0	0	0	0	0	0	0.0		
Total	31,650	1,510	220	120	0	33,500	100.0		

Notes: \*Passenger Carrier includes van, school bus, bus, and limo vehicles.

<sup>\*\*</sup>The percent column will auto-calculate once the other fields are populated with data.

<sup>\*\*\*\*</sup> Section Break has been inserted here – Please enter text above this to ensure consistent document formatting \*\*\*\*

#### NATIONAL PROGRAM ELEMENTS: TRAFFIC ENFORCEMENT

**Traffic Enforcement** - Describe the State's implementation of a statewide CMV and non-CMV traffic enforcement program effort in conjunction with and without an accompanying appropriate level inspection; including inspection traffic enforcement goals, program quality improvement and overall performance measurements. States must include plans to conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

#### **Performance Objective:**

Through evaluation of internal Utah Department of Transportation's Traffic and Safety Division crash data, five areas of the state have been identified as high crash corridors (see page 13) for commercial motor vehicles (CMV) and the four major crash causation factors for CMV's were also identified. Those factors were the same identified in the FY 2012 Utah CVSP. They are:

- o Speed,
- o Following too close,
- o Improper lane changes, and
- o Improper lane travel.

Enforcement activities focused on these four behaviors in the identified high crash corridors along I-15 in Utah, Salt Lake, Davis and Weber counties for CMV related crashes will be conducted.

#### **Performance Measure:**

The MCSAP Manager and the Utah Highway Patrol will compare enforcement action history to current enforcement in these high crash corridors on a quarterly basis. Crash data will be analyzed in conjunction with enforcement activities as it becomes available to determine the effectiveness of the enforcement actions in reducing crashes in the high crash corridors.

#### (First Strategy Section)

Program Strategy:

The MCSAP Manager and the Utah Highway Patrol (UHP) will coordinate in monthly MCSAP coordination meetings and evaluate traffic causation factors associated with these crashes. UHP, in turn, will meet and coordinate these same type enforcement efforts with local, city and county agencies.

## Program Activity Plan:

UHP resources will be concentrated along these five identified high crash corridors in an effort to reduce CMV related crashes. Approximately one half of UHP's MCSAP resources are positioned along the Wasatch Front where all the corridors are located. Troopers will concentrate on the four identified behaviors listed in the objective above. Enforcement activities will be conducted focusing on driver behaviors.

Monthly MCSAP enforcement blitzes will be conducted in each corridor. An entire crew will focus their enforcement efforts in the selected corridor and target unsafe driving behaviors of both CMV and non-CMV drivers.

Mini-TACT enforcement blitzes will be conducted quarterly in these corridors. As the identified crash causation factors are identical to the factors identified in the TACT study, a TACT type enforcement strategy will be utilized. Troopers will utilize highly visible enforcement targeting the four identified crash causation factors including speed, following too close, and improper lane changes and travel.

To boost staffing in these identified corridors, appropriate overtime opportunities will be sought to increase the troopers' presence in these corridors. Extra officers will be used during times and days of the week with the highest frequency of crash occurrence.

Note: The State should complete Table 2 on the following page to identify its violation trends to support their rationale for program activities.

Program Activity Measure: Quarterly reports will be utilized to analyze effectiveness and results of the enforcement, TACT activities, and inspections. These will be compared against days and times of the highest frequency of crash occurrence.

Monitoring & Evaluation:

The Utah Highway Patrol will review crash data analysis results and location/time/day for each of the high crash corridors. They will compare quarterly and annual CMV crash summaries to determine if the performance measures were achieved. UHP will adjust activities and/or target locations as needed for subsequent periods to meet performance measures of reducing crash occurrences in these identified corridors.

#### NATIONAL PROGRAM ELEMENTS: TRAFFIC ENFORCEMENT

**Violation Trend Analysis Table (2009-2011):** States should use Table 2 to identify the State's violation trends (<u>relevant to their State</u>) when identifying their rationale for Program Activities to achieve the Performance Objective. Sample violation entries are provided in the table for guidance *only* and should be deleted and replaced with State-specific violations.

Note: States can access Traffic Enforcement Violation data from FMCSA's A&I Online, Program Measures Traffic Enforcement Sub-module at: <a href="http://ai.fmcsa.dot.gov/SafetyProgram/spRptTraffic.aspx?rpt=TEBC">http://ai.fmcsa.dot.gov/SafetyProgram/spRptTraffic.aspx?rpt=TEBC</a>.

Table 3 presents the list of Violation Codes for use in choosing the violations relevant to the State to identify trends. The State should enter the relevant State violation codes as column labels in Table 2.

Table 2. Violation Section 49 CFR 392–Trend Analysis (Not Quota) (2009-2011)

Year	.2C	.2FC	.2LC	.2P	.28	.2T	.2Y	.3	.4 & .4A	.5 & .5A	.16	
2011	231	75	109	292	114	26	21	17	6	15	185	
2010	202	43	92	29	264	22	18	17	11	16	161	
2009	287	34	104	38	392	36	13	17	14	24	194	

\*Data from A&I - 6/26/2012

Table 3. Violation Section 49 CFR 392-Violation Codes

#### **Moving Violations:**

392.2FC - Following too close

392.2C - Failure to obey traffic control device

392.2LC – Improper lane changing

392.2P – Improper passing

392.2R - Reckless driving

392.2S - Speeding

392.2-SLLS1 – State/Local Laws - Speeding 1-5 miles per hour over the speed limit

392.2-SLLS2 – State/Local Laws - Speeding 6-10 miles per hour over the speed limit

392.2-SLLS3 – State/Local Laws - Speeding 11-14 miles per hour over the speed limit

392.2-SLLS4 – State/Local Laws - Speeding 15 or more miles per hour over the speed limit

392.2-SLLSWZ – State/Local Laws - Speeding work/construction zone 392.2T – Improper turns

392.2Y - Failure to yield right of way

392.3 - Operating a CMV while ill or fatigued

392.80(a) – Driving a CMV while texting

392.82(a)(1) – Using a hand-held mobile telephone while operating a CMV

390.17\* – Additional equipment and accessories

#### **Alcohol or Drug Related Violations:**

392.4 and 392.4A – Driver uses or is in possession of drugs

392.5 and 392.5A – Driver uses or is in possession of alcohol

# **Railroad Crossing Violations:**

392.10A1 – Failing to stop at railroad (RR) grade crossingbus

392.10A2 - Failing to stop at RR crossing-chlorine

392.10A3 - Failing to stop at RR crossing-placard

392.10A4 - Failing to stop at RR crossing-HM cargo

# **Miscellaneous Violations:**

392.14 - Failing to use caution for hazardous conditions

392.16 - Failing to use safety belt while operating a CMV

392.71A – Using/equipping CMV with a radar detector

392.2 – Local laws (general)

\*390.17 is listed for use by those states that have not yet adopted 392.80 or 392.82.

**Compliance Reviews/CSA Interventions** - Describe the State's implementation and/or transition to the full set of new CSA Program interventions to the maximum extent possible and any remaining or transitioning compliance review program activities for specific motor carrier populations (e.g., intrastate motor carriers).

### **Performance Objective:**

The Motor Carrier Division Investigative units are dedicated to highway safety and committed to conduct investigations on carriers with basics above the intervention thresholds, involved in serious accidents or on which we receive complaints. We will meet the FY 2012 goals of 255. The goal for FY 2013 is 266 interventions (see table 4 below for specific details).

Utah Carrier Review's by Type															
		FY 200	8		FY 200	9		FY 2010			FY 2011			FY 2012	
Review Type	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total
Total Reviews	82	274	356	104	260	364	82	230	312	61	223	284	48	135	183
Motor Carrier Safety Compliance Reviews	78	272	350	100	258	358	75	228	303	40	148	188	0	0	0
Cargo Tank Facility Reviews	1	0	1	1	0	1	4	0	4	1	0	1	0	0	0
Shipper Reviews	3	0	3	3	0	3	2	1	3	3	0	3	0	0	0
Non-Rated Reviews (excludes SCR & CSA2010)	0	2	2	0	2	2	1	0	1	4	17	21	25	56	81
CSA Offsite	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
CSA Onsite Focused / Focused CR	0	0	0	0	0	0	0	1	1	13	58	71	0	0	0
CSA Onsite Comprehensive*	0	0	0	0	0	0	0	0	0	0	0	0	23	79	102
Total Security Contact Reviews	25	3	28	21	9	30	14	1	15	10	2	12	1	3	4

In FY 2012, all reviews that were previously considered Motor Carrier Safety Compliance Reviews are now included in the CSA Onsite

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of **5/25/2012**, including current year-to-date information for 2012. The data presented above are accurate as of this date, but are subject to update as new or additional information may be reported to MCMIS following the snapshot date

# **Performance Measure:**

The Motor Carrier MCSAP Manager will monitor quarterly productivity to ensure that performance standards are being met or exceeded. The MCSAP Manger will submit quarterly reports FMCSA.

# (First Strategy Section)

## Program Strategy:

The Motor Carrier Division Safety Investigator Supervisor will coordinate with the Federal Program Manager to determine which interstate carriers will be assigned for interventions. The Motor Carrier Division will also assign intrastate carriers which have been identified through A & I as having BASICs exceeding intervention thresholds. Intervention reports will be

#### NATIONAL PROGRAM ELEMENTS: COMPLIANCE REVIEWS/CSA INTERVENTIONS

reviewed by the Safety investigator Supervisor to ensure uniformity with FMCSA and UDOT policies. Intervention reports on interstate carriers which have serious violations will also be reviewed by the Federal Programs Manager. Training sessions will be held monthly for the Division's Safety Investigators. Additional training sessions will be coordinated with FMCSA Safety Investigators through the Federal Program Manager to ensure there is unity between State and Federal Investigators. Safety Investigators will participate in FMCSA/NTC training webinars in an effort to ensure interventions are of the highest quality and are performed to current FMCSA policies.

Program Activity Plan:

The Motor Carrier Division has nine investigators across the state are dedicated to completing investigations. Seven of the investigators are located in the Northern part of the State and two (part time) investigators are located in the Southern part of the State. In addition to completing investigations, investigators complete all safety audits for the State of Utah, conduct outreach training for the industry and other government agencies.

Program Activity Measure:

The seven Northern Investigators will dedicate 50% of their time to conducting investigations, the Southern Investigators will dedicate 25%.

Monitoring & Evaluation:

The MCSAP Manager and Investigator Supervisor will review and evaluate A & I and MCMIS reports on a quarterly basis to determine if the performance measures were achieved.

Compliance Review/CSA Interventions Activity Projections FY 2013: States should use the table below to identify the projected performance activity targets to achieve the Performance Objective.

*Note:* Table 4 (below) is designed to collect State projections for the number of CSA Program investigations and other investigation activities planned to be completed in FY 2013. Please note that it is understood that training and implementation of CSA offsite investigations may not be fully completed for all States during FY 2013. Therefore, States that have not yet implemented offsite investigations should include projections of CSA investigative activity for interstate carriers in the "CSA Onsite Focused Investigation" and "CSA Onsite Comprehensive Investigation" categories. Additionally, some States may still be conducting 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. States that have implemented the full set of CSA interventions (original CSA test States and Alaska) should continue to use the full range of the Table 4 updates.

#### **Instructions for Table 4:**

Review/Investigation Activity Projections FY 2013: States should use the table below to identify the projected performance output targets to achieve the Performance Objective.

For CSA Investigations: Project the total number of CSA investigations, and of those, project the number of investigations that will be performed on passenger carriers and the number of HM investigations. (*Note: HM investigations include a check of HM regulations, i.e., Factor 5*).

Table 4. Review/Investigation Activity Projections FY 2013

	Т	ype of Operation	
Review Type	Interstate Carrier	Intrastate Carrier	Cargo Tank Facility, Shipper
Motor Carrier Safety Compliance Reviews Total Passenger CRs		<b>0</b> 0	
Non-Rated Reviews (excludes CSA Investigations & Security Contact Reviews (SCRs))	0	0	
CSA Offsite Investigations Total  HM CSA Offsite	0 <i>0</i>	0 <i>0</i>	
CSA Onsite Focused Investigation Total  HM CSA Onsite Focused	152 <i>16</i>	76 8	
CSA Onsite Comprehensive Investigation Total  Passenger CSA Onsite Comprehensive	20 4	15 11	
HM CSA Onsite Comprehensive CSA Investigations Total	6 172	91	
Security Contact Reviews (SCRs)  Cargo Tank Facility Reviews	1	2	0
Shipper Reviews			0
Reviews Subtotals:	173	93	0
REVIEWS TOTAL:		266	

<sup>\*\*\*\*</sup> Section Break has been inserted here – Please enter text above this to ensure consistent document formatting \*\*\*\*

Public Education & Awareness – The Motor Carrier Division (MCD) in concert with its MCSAP grant partner, the Utah Highway Patrol (UHP), will continue providing education, training, and information to the traveling public and industry partners, such as the Utah Trucking Association (UTA) members and commercial motor vehicle firms at large, in an effort to raise awareness concerning safe practices as it relates to the CMV community. This will take the form of attending or conduction both formal and informal events to present facts and ideas. We will cover such concepts as drowsy and districted driving, how to safely share the road with big rigs for both adult as well as youth drivers. Additionally we'll continue to utilize collateral and other materials developed earlier for the Truck Smart and Drive to Stay Alive advertising projects under the Zero Fatalities campaign umbrella of the Utah Department of Transportation.

Performance Objective: The Motor Carrier Division (MCD) will provide education, training,

information and outreach to targeted as well as requesting customers or groups focusing on the reduction of accidents including fatalities involving the Commercial Motor Vehicle (CMV) community on Interstate, State, and

local roads.

Performance Measure: The MCD will measure how the objectives are being met by monitoring the

various programs discussed and compiling data to report on a Quarterly basis.

Progress will be identified by analyzing Quarter over Quarter changes.

Indices for each of these areas will include the # of hours per event, # of hours per month, # of people touched, # of exposures, preparation time, cost, etc. for

each of the strategies to evaluate their effectiveness. Changes and

improvements will be recorded and reported as part of the Monitoring and

Evaluation section for each program outlined.

(First Strategy Section)

Program Strategy I: Conduct outreach and education throughout the state targeting the CMV

industry.

Program Activity Plan: The MCD and its partner agency, the Utah Highway Patrol will take an active

role as participants/trainers in industry-based educational and informational type events such as the Annual Great Salt Lake Kidney Kamp Truck Show in August, discussing with attendees safety while driving and driving around large trucks. Also conduct training courses such as the five MCD "Get Started" training for new industry entrants in partnership with the Utah Trucking Association (UTA) members and five "Hours of Service" sessions taught by the UHP annually. Utah will participate in 11 events in this strategy

area.

Program Activity Measure: Measurement of this activity will be the 11 events planned and a matrix of

indicators including the number of hours accumulated to carry out involvement in each event and the cost of participation for each event.

## NATIONAL PROGRAM ELEMENTS: PUBLIC EDUCATION & AWARENESS

Monitoring & Evaluation:	The MCSAP Manager will monitor the number of events participated in the annual goal. In addition, to determine the value of this educational/awareness efforts the MCD will record the number of participants that attend or visit
	with MCD or UHP staff at each of the events. This will be used to determine a cost per participant of each activity to evaluate the effectiveness of the event. We will also examine the quality of each event.

(Second Strategy Section)	Program Strategy   Program Activity Plan   Program Activity Measure   Monitoring & Evaluation
Program Strategy II:	Conduct community outreach and education throughout the state targeting the Public.
Program Activity Plan:	The MCD and its partner agency, the Utah Highway Patrol will participate in various informational events like the Safe Kids Fair and specific community awareness fairs (Pleasant Grove's Annual S.A.F.E. Fair), discussing with attendees safety while driving around large trucks. There will be at least four events in this category
Program Activity Measure:	Measurement of this activity will come from a comparison of the number of events planned (four) vs. completed. We will also use a matrix of indicators such as the number of hours accumulated to carry out involvement in each event and the cost of participation for each event.
Monitoring & Evaluation:	To determine the value of this educational/awareness efforts the MCD will record the number of participants that attend or visit with MCD or UHP staff at each of the events. This will be used to determine a cost per participant of

(Third Strategy Section)	Program Strategy   Program Activity Plan   Program Activity Measure   Monitoring & Evaluation
Program Strategy III:	Conduct community outreach and education throughout the state targeting the CMV Industry and the Public.
Program Activity Plan:	The MCD and its partner agency, the UHP will set up six different temporary education and awareness sites around the State near or within each of the identified Crash Corridors identified within this document to discuss with CMV drivers as well as the traveling public safety issues as they relate to sharing the road. Collateral materials and concepts from both the <i>Drive To Stay Alive</i> and <i>Truck Smart</i> ad campaigns will be shared with all who'll listen

the quality of each event.

each activity to evaluate the effectiveness of the event. We will also examine

# NATIONAL PROGRAM ELEMENTS: PUBLIC EDUCATION & AWARENESS

Program Activity Measure:	Measurement of this activity will come from the number of events planned and carried out, six, as well as a matrix of indicators such as the number of hours accumulated to carry out involvement in each event and the cost of participation for each event.
Monitoring & Evaluation:	The MCSAP Manager will monitor the number of events carried out to the planned goal (six) as well as to determine the value of this educational/awareness efforts. To do this the MCD will record the number of participants that attend or visit with MCD or UHP staff at each of the events. This will be used to determine a cost per participant of each activity to evaluate the effectiveness of the event. We will also examine the quality of each event.

(Fourth Strategy Section)	Program Strategy   Program Activity Plan   Program Activity Measure   Monitoring & Evaluation
Program Strategy IV:	Conduct outreach and education with High School Driver's Education classes throughout the State targeting soon-to-be drivers.
Program Activity Plan:	The MCD will conduct at least 12 presentations through the Zero Fatalities organization and campaign concerning sharing the roads with trucks geared to the teen driver.
Program Activity Measure:	Measurement of this activity will be the 12 events planned as well as a matrix of indicators such as the number of hours accumulated to carry out involvement in each event and the cost of participation for each event.
Monitoring & Evaluation:	To determine the value of this educational/awareness efforts the MCD will record the number of events, number of participants that attend or visit with MCD or UHP staff at each of the events. This will be used to determine a cost per participant of each activity to evaluate the effectiveness of the event. We will also examine the quality of each event.

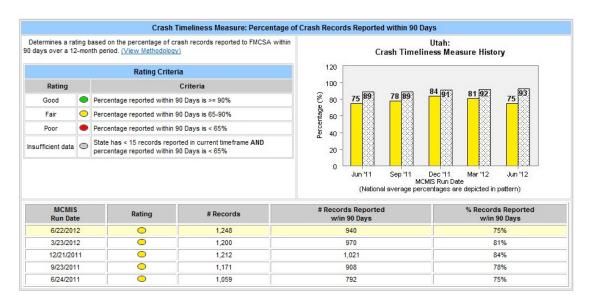
<sup>\*\*\*\*</sup> Section Break has been inserted here – Please enter text above this to ensure consistent document formatting\*\*\*\*

#### NATIONAL PROGRAM ELEMENTS: DATA COLLECTION

**Data Collection** – Utah's overall rating for Data Collection is green, however the Crash Timeliness Measure is rated at fair and has been yellow for quite a length of time. The Utah Department of Public Safety's Highway Safety Office (HSO) deployed its Crash Information Management Project in January 2010 with the goal of improving the timeliness, accuracy, and completeness of all crash data in Utah. The challenge has been to get agencies on to an electronic reporting system.

Currently there are 51 law enforcement agencies in Utah submitting electronic crash records, or 40% of the states agencies. The remaining 60% of agencies are using handwritten crash records. Once those agencies have completed their review and approval, the reports are mailed to the Driver License Division. There they are scanned into their content management system. This process takes approximately 4 to 6 weeks. The reports are then received by the HSO where they are manually key entered line by line, undergo a supervisory review and then the crashes are submitted to the crash repository. The HSO staff is approximately 3 months behind in this data entry process.

As of June 27, 2012, 99% of all crashes had been recorded to the state's repository. There are approximately 800 crashes left to be submitted for 2011. The HSO had been making steady improvement as shown by the table below until some data issues surfaced dealing with crash dates and times. It was a multi-faceted issue involving vendors and Utah Department of Technology Services (DTS) making programming changes. As changes were made on the vendor side, it created a domino effect on the state crash repository. Once the programming solution was found, the question remained, how to repair months of records that were affected? It wasn't an across the board problem, so a reload wouldn't fix. It took many months to resolve in the first part of 2012. Problems were addresses, but 800 crashes still need to be repaired. That issue has slowed our progress, but looking forward, we now are aware of issues that might have effects on the data and can avoid those actions.



#### NATIONAL PROGRAM ELEMENTS: DATA COLLECTION

**DataQs** – Utah has not experienced a significant increase in DataQs. Staffing is set to be able to adequately handle all challenges currently being received with the ability to handle an increased number of DataQs if necessary.

DataQ Summary Comparison 2011 - 2012*														
*January through June							*July 2011 through December 2011							
	Jan-11	Feb-11	Mar-11	Арг-11	May-11	Jun-11	Total		Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11
Closed - No Action Taken	8	8	10	11	5	15			7	7	12	7	7	8
Closed - Action Taken	30	29	43	43	39	31			33	34	37	30	30	26
All Closed	38	37	53	54	44	46			40	41	49	37	37	34
Total Challenges	38	37	53	54	44	46	272		40	41	49	37	37	34
	Jan-12	Feb-12	Mar-12	Арг-12	May-12	Jun-12	Total	Г	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12
Closed - No Action Taken	9	2	20	9	10	4								
Closed - Action Taken	30	40	40	39	37	65								
All Closed	39	42	60	48	47	69								
Total Challenges	39	42	60	48	54	74	317		n/a	n/a	n/a	n/a	n/a	n/a
Data current as of July 10, 2012														

Performance Objective: Improvement in the timeliness of Crash data as part of the overall Data Collection process in Utah. Real progress will be made by getting more of the state law enforcement agencies using an electronic reporting system. The electronic system streamlines the submission process into the state crash repository where it can be submitted timely to SAFETYNET. The HSO in conjunction with the Motor Carrier Division (MCD) submitted a SaDIP grant proposal in late 2011 that will address the hardware and software costs associated with electronic submission. Our intent is to fund Salt Lake City PD, Salt Lake Unified PD, and the Weber County Law Enforcement Consortium in their efforts in electronic submission. Once we get these entities on-line, over 90% of agencies will be reporting on-line. This will have a significant impact on Utah's crash timeliness reporting and will raise the fair rating into the green/good arena. Timeliness of the reporting will bring better and quicker reporting and will result in better analysis.

> The State shall describe the expected quantifiable outcome/result (i.e., program performance improvement measurements: quality, efficiency, expanded participation, SSDO Measures improvements (crash or inspection records), or other data identifier) that it anticipates with implementation and delivery of the Data Collection Program Element.

#### **Performance Measure:**

The State of Utah will measure and monitor the effects of our efforts in this objective through:

- o Examination of report results as they appear in the FMCSA A&I website.
- Attend monthly meetings with stakeholders to provide feedback and discuss concerns and course correction where needed.
- o Modify crash verification system to ensure data is captured and uploaded to meet SAFETYNET criteria.

#### (First Strategy Section)

Program Strategy:

The strategy within this objective is focused on collecting the crash data timely, efficiently, effectively and at a high level of quality. The state will continue with the present processes of electronic gathering and manual input of data until all agencies are on an electronic system. A Law Enforcement Liason (LEL) was named in 2010 to help facilitate the move to electronic submission working with both law enforcement and vendors providing systems. Since 2010, Utah has moved from three to 41 agencies utilizing an on-line system. She has laid the ground work so as the SaDIP funds become available, the move of three major agencies within the state can progress quickly.

#### Program Activity Plan:

Barring additional programming issues between vendors and DTS, a plan is in place and working relatively well at OHS and at the MCD. Real improvement will be realized as additional agencies come on on-line with electronic reporting. Utah will continue to work the manual plans already in place for crash reporting. Utah will also continue preparing for Salt Lake City PD, Salt Lake Unified PD and the Weber/Davis County Consortium to be ready for vendor association for reporting, software interfaces to be in place, any hardware issued addressed and training in place for all levels involved in the implementation and application of electronic crash reporting.

#### Program Activity Measure:

The State will monitor monthly the crash timeliness reports for improvement. Monitoring will include % completed timely, to make sure issues are resolved, successes recorded and maintained and all agencies planned to move to the on-line processing in late 2012 are ready and prepared for the implementation and trainings are scheduled.

The state will also

- Arrange staff schedules so data collection activities are performed daily.
- o Provide coaching to staff when data collection deficiencies appear that are due to employee performance.

#### Monitoring & Evaluation:

UDOT MCD office, OHS and UDOT IT will continue to monitor and evaluate the progress of the manual input of crash data including input, backlogs, validation processes. Internal reports will determine:

- o Data discrepancies that result in a delay of reporting CMV crashes.
- o Conditions of the CMV crash that may contribute to delays in reporting.
- o Common transmittal errors and the condition of those errors.

The MCSAP Manager will have regular contact with the OHS LEL on progress of the electronic implementation process, both the preliminary and as

#### FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN

#### NATIONAL PROGRAM ELEMENTS: DATA COLLECTION

SaDIP funds are made available, the actual installation of the software, hardware and interfaces. Training content and schedules will also be monitored so the change of procedure is smooth and seamless.

Regular checks will be made on the manual input as it relates to vendor software upgrades and also DTS processes to avoid any delays to the accuracy of the crash data processing or issues that may cause delays to the processing of data.

Monthly analysis and discussions of discrepancies:

- o brought to the OHS Crash Meetings,
- o between internal data and data posted to FMCSA,
- o brought to the Motor Carrier Division Director.

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#### FINANCIAL SUMMARY

The funding sources for the State of Utah MCSAP grant required Maintenance of Effort and 20% matching share are the Utah Department of Transportation and the Utah Highway Patrol. The Utah Department of Transportation funds its share through the State Transportation Fund. The Utah Highway Patrol funds its share through the UHP General Fund. Both these funding sources are allocated annually by the Utah State Legislature.

The Utah Department of Transportation has chosen not to use indirect cost in these programs.

Training costs for MCSAP personnel associated with the Line Item Budget include the following FY 2013 classes:

Class	<u>Date</u>	# Attending	Location
<ol> <li>NSA Part A</li> </ol>	Oct. 22-26	25	Salt Lake City, UT
2. NAS Part B	Oct. 29-Nov. 2	2 25	Salt Lake City, UT
3. General Hazmat	Jan. 14-18	25	Salt Lake City, UT
4. Cargo Tank	Feb. 12-15	25	Salt Lake City, UT
5. Other Bulk Pkg	Mar. 5-9	25	Salt Lake City, UT
6. PVI	May 7-9	25	Salt Lake City, UT
8. CSA Upgrades	TBA	11	Salt Lake City, UT
8. Top Hands training	Mar 25-29	60 students	St. George, UT
		& instructors	

Note: This years budget expenditures are consistent with previous years expenditures. The amounts appear to be reduced due to the MOE calculation that changed as a result of the Congressional mandated changes in the MOE calculations.

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### Table 5. FY 2013 Proposed CVSP Budget

#### FY 2013 PROPOSED CVSP BUDGET FOR THE STATE OF UTAH

FOR THE STATE OF UTAH		TOTAL MCSAP-ELIGIBLE (Includes
	BASIC/INCENTIVE GRANT FUNDS	grant funds)
AWARD AMOUNTS		
Federal Basic Award Amount		
Federal Incentive Award Amount		
<sup>1</sup> MCSAP-ELIGIBLE EXPENSES		
Personnel (Payroll Costs)		
Salary	\$664,605.06	\$921,931.2
Overtime - Basic Funded (Not to exceed 15% of Basic Award amount)		
Overtime - Incentive Funded		
Other Payroll Costs  Insert additional rows for other payroll costs if needed; enter the description in this column and the		
amount in the column to the right.	•	
Subtotal for Personnel - Insert in Line 6a (Form 424A)	\$664,605.06 \$501,368.69	\$921,931.2
Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)	\$501,506.07	\$699,698.1
Approved Fringe Benefits Rate (Insert approved rate here, if applicable)		
Insert additional rows for other fringe costs if needed; enter the description in this column and the amount in the column to the right.		
Subtotal for Fringe Benefits - Insert in Line 6b (Form 424A)	\$501,368.69	\$699,698.1.
Program Travel		
Routine MCSAP-related Travel (Lodging/Meal Allowance)	\$30,000.00	\$30,000.00
Conference Travel (Identify the conferences)	\$15,000.00	\$15,000.00
Training Travel (Identify training courses)  Subtotal for Program Travel - Insert in Line 6c (Form 424A)	\$45,000.00	\$45,000.00
Equipment (Over \$5000 or state capitalization threshold if lower)	ψ.ε.,σσσ.σσ	Ψ40,00010
(If state capitalization threshold is lower, insert \$ threshold here)		
Vehicles and Related Vehicle Equipment  Vehicles		
Other Inspection Vehicle Equipment (Radios, etc.)		
(Specify)		
(Specify)		
Insert additional rows for other equipment costs if needed; enter the description in this column and the amount in the column to the right.		
Subtotal for Vehicles and Related Vehicle Equipment	\$0.00	\$0.0
Non-Vehicle Equipment		
Other Equipment (Not included above)		
Insert additional rows for other equipment costs if needed; enter the description in this column and the amount in the column to the right.		
Subtotal for Non-Vehicle Equipment	\$0.00	\$0.00
Subtotal for Equipment - Insert in Line 6d (Form 424A)	\$0.00	\$0.00
Supplies		
Office Supplies	\$1,500.00	\$1,500.00
Uniforms and Other Related Supplies  Books and Subscriptions	\$500.00	\$500.00
Printing and Binding	\$1,500.00 \$5,500.00	\$3,000.00 \$5,500.00
Equipment Less than \$5,000	\$2,000.00	\$2,000.00
Subtotal for Supplies - Insert in Line 6e (Form 424A)	\$2,000.00	\$2,000.00
Contractual (Subgrantees, Consultant Services, etc.)	, , , , , , , , , , , , , , , , , , , ,	, , ,
Lease Cost of MCSAP Vehicles	\$20,000.00	\$20,000.00
Sub-Grantee - Utah Highway Patrol	\$840,000.00	\$840,000.00
Professional and Technical Services	\$100,000.00	\$100,000.00
IT Services	\$2,600.00	\$2,600.00
Subtotal for Contractual - Insert in Line 6f (Form 424A)	\$962,600.00	\$962,600.00
Other Expenses		
Training Costs (Tuition, materials, etc.)	\$600.00	\$600.00
Conferences Costs (Registration fees, etc.)		\$2,500.00
	\$600.00 \$5,300.00	\$600.0
Utilities Duals and Mambaschin Face		\$5,300.0
Due's and Membership Fees	\$5,300.00	
Due's and Membership Fees Fleet Cost (Mileage/Repairs)		\$6,000.00
Due's and Membership Fees Fleet Cost (Mileage/Repairs) Communications (aircards, mobile phones, etc.) Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h	\$6,000.00	
Due's and Membership Fees Fleet Cost (Mileage/Repairs) Communications (aircards, mobile phones, etc.)		
Due's and Membership Fees Fleet Cost (Mileage/Repairs) Communications (aircards, mobile phones, etc.) Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h	\$6,000.00	\$15,000.0
Due's and Membership Fees Fleet Cost (Mileage/Repairs) Communications (aircards, mobile phones, etc.) Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h (Form 424A)  Subtotal for Direct Costs - Insert in Line 6i (Form 424A)	\$6,000.00 \$12,500.00	\$15,000.00
Due's and Membership Fees Fleet Cost (Mileage/Repairs) Communications (aircards, mobile phones, etc.) Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h (Form 424A)  Subtotal for Direct Costs - Insert in Line 6i (Form 424A)  Indirect Costs (Insert approved rate here) 2 Insert in Line 6j (Form 424A)	\$6,000.00 \$12,500.00 \$2,197,073.75	\$15,000.0 \$2,656,729.3
Due's and Membership Fees Fleet Cost (Mileage/Repairs) Communications (aircards, mobile phones, etc.) Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h (Form 424A)  Subtotal for Direct Costs - Insert in Line 6i (Form 424A)	\$6,000.00 \$12,500.00	\$15,000.00 \$2,656,729.3
Due's and Membership Fees Fleet Cost (Mileage/Repairs) Communications (aircards, mobile phones, etc.) Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h (Form 424A)  Subtotal for Direct Costs - Insert in Line 6i (Form 424A)  Indirect Costs (Insert approved rate here) 2 Insert in Line 6j (Form 424A)  Total Eligible Costs Budgeted	\$6,000.00 \$12,500.00 \$2,197,073.75	\$2,656,729.3· \$2,656,729.3·
Due's and Membership Fees Fleet Cost (Mileage/Repairs) Communications (aircards, mobile phones, etc.) Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h (Form 424A)  Subtotal for Direct Costs - Insert in Line 6i (Form 424A)  Indirect Costs (Insert approved rate here) 2 Insert in Line 6j (Form 424A)	\$6,000.00 \$12,500.00 \$2,197,073.75 \$2,197,073.75	\$6,000.00 \$15,000.00 \$2,656,729.3: \$2,656,729.3: \$1,757,659.0 \$439,414.7: \$459,655.5:

#### DIRECTIONS

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# FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN FINANCIAL SUMMARY

### **Table 6. FY 2013 MCSAP MOE Calculation**

### FY 2013 MCSAP MOE CALCULATION TEMPLATE FOR THE STATE OF UTAH

<sup>1</sup> MCSAP-ELIGIBLE EXPENSES		FY 2004	FY 2005	
Personnel (Payroll Costs)				
Salary		\$1,085,208.26	\$1,267,397.16	
Overtime (Allowed Basic and Incentive Funded)		\$0.00	\$0.00	
Other Payroll Costs  - (Use this space to specify items included in Other Payroll Costs)		\$0.00	\$0.00	
Subtotal for Personnel (Payroll Costs)	\$0.00	\$1,085,208,26	\$1,267,397.16	
Fringe Benefits (Health, Life Insurance, Retirement, etc.)	ψ0.00	\$855,824.55	\$752,101.79	
Subtotal for Fringe Benefits		\$855,824.55	\$752,101.79	
Program Travel				
Routine MCSAP-related Travel (Lodging/Meal Allowance)		\$88,967.79	\$70,328.16	
Conference Travel				
Training Travel	\$0.00	\$99.0 <b>47.7</b> 0	\$50.220.1 <i>C</i>	
Subtotal for Program Travel  Equipment (Over \$5,000 or State capitalization threshold if lower)	\$0.00	\$88,967.79	\$70,328.16	
Vehicles and Related Vehicle Equipment				
Vehicles		\$2,380.18	\$25,279.19	
Other Inspection Vehicle Equipment (Radios, etc.)				
Repair & Maintenance of Vehicles			\$0.00	
(Specify)				
(Insert additional rows for other vehicle equipment if needed.)	40.00	A	*** *** **	
Subtotal for Vehicles and Related Vehicle Equipment	\$0.00	\$2,380.18	\$25,279.19	
Non-Vehicle Equipment Other Equipment (Not included above)		\$14,829.51	\$2,057.76	
Equipment Repair		\$8,649.79	\$18,708.48	
Subtotal for Non-Vehicle Equipment	\$0.00	\$23,479.30	\$20,766.24	
Subtotal for Equipment	\$0.00	\$25,859.48	\$46,045.43	
Supplies				
Office Supplies		\$9,739.09	\$124.94	
Uniforms and Other Related Supplies		\$18,530.45	\$13,144.12	
Computers Postage and Mailings		\$24,532.07 \$0.00	\$0.00 \$89.19	
Misc.expenses		\$1,857.19	\$2,869.57	
Subtotal for Supplies	\$0.00	\$54,658.80	\$16,227.82	
Contractual (Sub Grantees, Consultant Services, etc.)	+	42 1,02 010 0	<del>,</del>	
(Each contract and sub-grant must be listed on a separate line.)				
Lease Cost of MCSAP Vehicles		\$0.00	\$0.00	
Professional and Technical Services		\$75.00	\$6,134.79	
Maintenance and Supplies (Insert additional rows to identify contractual arrangements if needed.)		\$0.00	\$0.00	
(insert adaitional rows to identify contractual arrangements if needed.)  Subtotal for Contractual	\$0.00	\$75.00	\$6,134.79	
Other Expenses	ψ0:00	ψ15.00	ψ0,154.77	
Training Costs (Tuition, materials, etc.)		\$10,297.40	\$5,887.73	
Conference Costs (Registration fees, etc.)		\$0.00	\$0.00	
Printing/Subscriptions/Advertising/Books		\$8,396.05	\$11,411.13	
Promotions		0.7.7.7.50	\$0.00	
Membership Dues Communications (Aircards, mobile phones, etc.)		\$6,767.50 \$0.00	\$5,000.00 \$4,036.33	
Subtotal for Other Expenses	\$0.00	\$25,460.95	\$26,335.19	
Subtotal for Other Expenses	\$0.00	\$23,400.93	\$20,333.17	
Subtotal For Direct Costs	#VALUE!	\$2,136,054.83	\$2,184,570.34	
Indirect Costs <sup>2</sup> (Insert each year's approved rate in this cell)	\$0.00	\$0.00	\$0.00	
2008 - 0% 2009 - 0% 2010 - 0%	7555	*****	4	
SAFETEA-LU Documented CMV/Non-CMV Traffic	40.00	<b>\$0.00</b>	40.00	
Enforcement (if applicable, as documented below)	\$0.00	\$0.00	\$0.00	
Total MCSAP Eligible Costs Expended	\$0.00	\$2,136,054.83	\$2,184,570.34	
Federal Grant Funds Expended for the Fiscal Year	\$0.00	\$1,331,963.00	\$1,395,488.00	
Associated State Grant Matching Funds Expended	\$0.00	\$332,991.00	\$348,872.00	
Total Grant Funds Expended <sup>3</sup>	\$0.00	\$1,664,954.00	\$1,744,360.00	
MOF E	\$0.00	\$471,100.83	\$440.210.24	
MOE Funds Expended	\$0.00	\$4/1,100.83	\$440,210.34	
		A		
Aggregate Average Maintenance of Effort for 2013		\$455,655.59		
1				

Directions and Footnotes Included on Next Page

SAFETEA-LU Documented CMV/Non-CMV Traffic Enforcement (TE) w/o Safety Inspection Calculation: For use in calculating documented TE expenses not included in Personnel Costs above.

# FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN FINANCIAL SUMMARY



#### **GRANT & CERTIFICATIONS DOCUMENTS**

This section shall contain the State's mandatory certifications and assurances as required by 49 CFR 350.213.

Signature Authority Designation



State of Utah

GARY R. HERBERT Governor GREG BELL Lieutenant Governor DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.

CARLOS M. BRACERAS, P.E.

July 16, 2012

Mr. Robert P. Kelleher, Division Administrator Federal Motor Carrier Safety Administration 310 East 4500 South, Suite 102 Salt Lake City, UT 84107

Dear Mr. Kelleher:

SUBJECT: Execution of MCSAP Grant Documents

I, John R. Njord, Executive Director of the Utah Department of Transportation, have the delegated authority to execute the functions, powers, and duties related to the Motor Carrier Safety Assistance Program (MCSAP), as authorized by the Governor of Utah under the authority of Section 402 of the Surface Transportation Assistance Act of 1982 (Public Law 97-424). As such, the Director of the Motor Carrier Division and the Comptroller for the Utah Department of Transportation are delegated the authority to execute necessary documents, financial vouchers, and duties related to MCSAP.

Sincerely,

John R. Njord, P.E. Executive Director

JRN/SG/dej

Cc: Ahmad Jaber, UDOT Operations Director
Becky Bradshaw, UDOT Comptroller
State McCorthy, UDOT Mater Coming Director

Steve McCarthy, UDOT Motor Carriers Division Director

Administration • Telephone (801) 965-4000 • Facsimile (801) 965-4338 • www.udot.utah.gov Calvin Rampton Complex • 4501 South 2700 West • Mailing Address P.O. Box 141265 • Salt Lake City, UT 84114-1265

#### GRANT & CERTIFICATIONS DOCUMENTS

#### State Certification

#### STATE CERTIFICATION - Fiscal Year 2013 (Revised July 20, 2012)

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

- 1. The State has adopted commercial motor carrier and highway hazardous materials safety rules and regulations that are compatible with the FMCSRs and the HMRs.
- 2. The State has designated (name of State CMV safety agency) as the lead agency to administer the CVSP for the grant sought and (names of agencies) to perform defined functions under the plan. These agencies have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws or regulations.
- 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 or regulations in a manner consistent with the approved plan.
- 4. The laws of the State provide the State's enforcement officials right of entry 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 maintain the total expenditure of amounts of the lead State agency responsible for implementing the CVSP, exclusive of Federal assistance and State matching funds, for CMV safety programs eligible for funding under the Basic program at a level at least equal to the average level of that expenditure for fiscal years 2004 and 2005. These expenditures must cover at least the following four program areas, as applicable:
  - a. Motor carrier safety programs in accordance with 49 CFR 350.109.
  - b. Size and weight enforcement programs in accordance with 49 CFR 350.309(c)(1).
  - c. Drug interdiction enforcement programs in accordance with 49 CFR 350.309(c)(2).
  - d. Traffic safety programs in accordance with 49 CFR 350.309(d).
- 9. 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.

#### GRANT & CERTIFICATIONS DOCUMENTS

- 10. The State will ensure that violation fines imposed and collected by the State are consistent, effective, and equitable.
- 11. The State will establish and dedicate sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data is collected and reported to FMCSA; participate in a national motor carrier safety data correction program (DataQs); ensure participation in appropriate FMCSA systems and other information systems by all appropriate jurisdictions receiving MCSAP funding; and ensure information is exchanged in a timely manner with other States.
- 12. The State will ensure that the CVSP, data collection, and information systems are coordinated with the State highway safety program under 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 Lance Davenport.
- 13. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
- 14. The State will ensure that MCSAP agencies have departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
- 15. The State will ensure that requirements relating to the licensing of CMV drivers are enforced, including checking the status of CDLs.
- 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 operating authority requirements under 49 CFR 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
- 18. The State will enforce the financial responsibility requirements under 49 CFR part 387 as applicable to CMVs subject to the provisions of 49 CFR 392.9a.
- 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 station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops.
- 22. The State will ensure that it transmits to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. Section 31315(b) and provided to the State by the

#### FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN

#### GRANT & CERTIFICATIONS DOCUMENTS

FMCSA,	including the	e name of th	e person	granted	the exe	mption	and any	terms and	conditions
that apply	to the exem	ption.							

Signature Chad Shappille

Date 7/30/12

#### FY 2013 MCSAP COMMERCIAL VEHICLE SAFETY PLAN

#### GRANT & CERTIFICATIONS DOCUMENTS

#### Regulatory Compatibility Review:

- The State must include the results of the annual review to determine the compatibility of State laws and regulations with the FMCSRs and HMRs, including variances previously approved by FMCSA and variances submitted to FMCSA for approval consideration but not yet approved.
- Copy of any new law, regulation, or policy affecting CMV safety that was adopted by the State since the last CVSP.
- Annual Certification of Compatibility Executed by the State's Governor, Attorney General, or other State official specifically designated by the Governor stating that the annual review was performed and that State CMV laws remain compatible with the FMCSRs and HMRs. The Certification must identify any incompatibilities and include an explanation regarding the State's progress towards achieving compatibility and the date by which compatibility is expected to be achieved.
- If a MCSAP on-site review identified any regulatory incompatibilities, identify new laws and/or regulations
  passed to address findings and achieve compatibility. If the incompatibility has not been corrected, identify
  when the review was performed and address the progress to achieve compatibility as well as a date at which
  compatibility is expected.

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

#### INTERSTATE MOTOR CARRIERS

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

#### INTRASTATE MOTOR CARRIERS

Exception(s) for intrastate motor carriers:

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

Dated this 11th day of July, 2012

Chad Sheppick

Director, Motor Carrier Division

Chad Shappide

\*\*\*\* Section Break has been inserted here – Please enter text above this to ensure consistent document formatting \*\*\*\*

#### PROGRAM CONTACTS

### PROGRAM CONTACTS

The State shall identify the program contacts within its MCSAP program and are strongly encouraged to include relevant phone numbers and e-mail addresses.

CONTACT AREA	NAME & TITLE	ADDRESS
Motor Carrier Division Contact	Chad Sheppick, Director Motor Carrier Division 4501 S. 2700 W. Box 148240 Salt Lake City, Utah 84114-8240	Phone: (801) 965-4105 csheppick@utah.gov
MCSAP Contact	Steve Goodrich, MCSAP Manager Motor Carrier Division 4501 S. 2700 W. Box 148240 Salt Lake City, Utah 84114-8240	Phone: (801) 965-4637 sgoodrich@utah.gov
SAFETYNET Contact	Laura Haney, Business Analyst Mandy Bills Motor Carrier Division 4501 S. 2700 W. Box 148240 Salt Lake City, Utah 84114-8240	Phone: (801) 965-4794 Phone: (801) 965-4418 <u>ljhaney@utah.gov</u>
CDL Contact	Chad Sheppick, Director Motor Carrier Division 4501 S. 2700 W. Box 148240 Salt Lake City, Utah 84114-8240	Phone: (801) 965-4105 csheppick@utah.gov
UHP Contact	Lt. Bruce Pollei Utah Highway Patrol 5500 W. Amelia Earhart Drive, Suite 360 Salt Lake City, Utah 84116	Phone: (801) 596-9248 bpollei@utah.gov
DIAP Contact	Lt. Bruce Pollei Utah Highway Patrol 5500 W. Amelia Earhart Drive, Suite 360 Salt Lake City, Utah 84116	Phone: (801) 596-9248 bpollei@utah.gov

<sup>\*\*\*\*</sup> Section Break has been inserted here – Please enter text above this to ensure consistent document formatting \*\*\*\*

## FY 2010 MCSAP COMMERCIAL VEHICLE SAFETY PLAN STATE TRAINING

#### STATE TRAINING

A formal State Training Plan is no longer required to be included with the CVSP. Instead, for CVSP reporting purposes, States only need to include the total number of classes anticipated to be requested during FY 2013, and the estimated total cost for their State training in their CVSP. No additional information will be required, as it will be gathered quarterly through the SIF process.

States must continue to submit Schedule Intake Forms (SIF) online by going to: <a href="https://www.fmcsa.dot.gov/NTC/Security/Login">www.fmcsa.dot.gov/NTC/Security/Login</a>. A separate SIF must be submitted online for each class requested. <a href="https://www.fmcsa.dot.gov/NTC/Security/Login">Note that SIFs are not be included in the CVSP</a>. If a State user needs to establish a user name/password they can contact NTC-State-Programs@dot.gov.

SIF's will be due on a quarterly basis using the following schedule:

Due DateMonths of ClassesOctober 1January, February, MarchJanuary 1April, May, JuneApril 1July, August, SeptemberJuly 1October, November, December

The NTC will not accept any requests that come in after the due date for classes in that period unless extenuating circumstances and an explanation are provided to the NTC by the State through their FMCSA Division Office. Those classes will be handled on a case-by-case basis, and are subject to denial based on material and instructor availability.

State partners should try to avoid busy time periods (i.e., holidays) when submitting their SIFs. The NTC no longer provides Federal Motor Carrier Safety Regulations, Hazardous Materials Regulations, or Out-of-Service Criteria books for safety classes. States will need to allocate the extra expenses for these materials in their MCSAP funding request.