



ILLINOIS

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

Fiscal Year 2019

Date of Approval: July 31, 2019

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

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

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

NEW FOR FY 2019:

Single Year and Multi-Year plans—For FY 2019, the primary difference in the single year and multi-year CVSP formats is that objectives, projected goals, and activities in the 3-year plan will cover an entire three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—Those States in Year 2 of a 3-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in Year 1 and indicate whether anything needs to be updated for Year 2 via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan.
- If No is indicated, the Year 1 information will not be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All single year, multi-year, and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

In addition, States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final

CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement**Instructions:**

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

We provide a safe, cost effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment. The Illinois Department of Transportation's mission is to formulate, coordinate and deliver information, services and programs that will mobilize public and private resources to establish effective public policy and integrated programs to improve highway safety in Illinois.

ILLINOIS STATE POLICE

We will strive for excellence in all we do, seeking to be one of the premier policing agencies in the country. The Illinois State Police (ISP) will promote public safety to improve the quality of life in Illinois, improving the quality of life for our citizens through unimpeachable integrity, public service, training and education. ISP will safeguard the public by assisting law enforcement, decreasing traffic fatalities and injuries and reducing crime and the fear of crime. Provide leadership through innovation as a dynamic, diverse, learning organization which promotes personal and professional growth.

Through combined efforts from the IDOT and the ISP, Illinois' goal is to continue its' quest to reduce the Commercial Motor Vehicle (CMV) fatal and injury crashes occurring on Illinois roadways. Preliminary numbers show in 2017, 123 CMV related fatal crashes occurred on Illinois roadways (Data Source: MCMIS data snapshot as of 6/29/2018). The IDOT along with the ISP will partner in several details this year including a CMV speed reduction detail, weekend roadside inspections and industry educational seminars.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

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

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

The Illinois Department of Transportation (IDOT) initiated Illinois activity in the Motor Carrier Safety Assistance Program in 1983. Since that time, the IDOT has served as the state's MCSAP lead agency responsible for the coordination of the administrative and fiscal tasks associated with the program. IDOT has a responsibility to develop appropriate state legislation and rule makings to ensure that state requirements are compatible with those of the USDOT. Additionally, the IDOT, through its Commercial Vehicle Safety Section, conducts a number of compliance reviews. The IDOT will continue its role in the interstate/intrastate compliance reviews and expansion of passenger carrier emphasis training. In 1983, the Illinois State Police (ISP) joined the IDOT in the MCSAP program and today both agencies work as partners in motor carrier safety enforcement. As the State Police Agency, the ISP is involved in the enforcement of both motor carrier safety (MCS) requirements and the Illinois Hazardous Materials Transportation Regulations (IHMTR) through roadside inspection procedures. While enforcement of both sets of requirements is a command responsibility of each state police district, staff supervision is exercised by the central office personnel who have distinct responsibilities for each set of requirements. Staff responsibility for MCS requirements and hazardous materials regulations is vested in the Commercial Vehicle Section. They conduct compliance checks and other MCS and hazardous materials enforcement activities are accomplished through the efforts of the field commercial vehicle enforcement officers (CVEO's) assigned to the various district offices. All CVEO's have a working knowledge of the MCS and hazardous materials regulations. Illinois regulator authority extends to for-hire private motor carriers.

The IDOT and ISP use a number of personnel to enforce the Federal motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs) in Illinois. The IDOT currently employs approximately 38 persons in its Springfield and Schaumburg headquarters with field staff residing throughout the state. Of those staff members, 11 are qualified to perform compliance reviews (CRs) at carrier/shipper facilities, 27 are certified to conduct Safety Audits (SAs), 28 are certified to conduct commercial motor vehicle and driver inspections (an additional officer will be certified during this fiscal year to conduct Safety Audits and Inspections), 4 perform upper management/secretarial duties for MCSAP for a portion of their time and 5 are office support staff who perform data collection and dissemination, civil forfeiture activities, grant management along with other duties related to the MCSAP Section. The ISP employs approximately 80 full time troopers, sergeants, and supervisors dedicated to commercial motor vehicle enforcement and qualified to perform Level I - Level VI inspections. ISP also currently employs 3 full time code personnel in its Commercial Vehicle Section.

Only 41 of the FTE officers base Salary, Retirement and FICA is paid for out of the MCSAP funds. The other FTE's as well as the approximately 725 officers that are Level III only certified base Salary, Retirement and FICA are paid for with other state funding sources.

Illinois has been limited in its ability to replace personnel over the last several years. Currently, IDOT has been able to review its MCSAP program and identify positions to expand the program. Several positions were approved, 8 were filled during the past fiscal year. Illinois has included the projected staff to date in the number of personnel participating in MCSAP activities in both the Lead Agency and Sub recipient tables on the following page.

Although both agencies are still down overall in staff, continuing a well established enforcement program is still the top priority.

Part 1 Section 4 - MCSAP Structure
Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	ILLINOIS DEPARTMENT OF TRANSPORTATION
Enter total number of personnel participating in MCSAP activities	38
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	29
Traffic Enforcement Activities	0
Investigations*	28
Public Education and Awareness	29
Data Collection and Reporting	9
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	ILLINOIS STATE POLICE
Enter total number of personnel participating in MCSAP activities	83
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	80
Traffic Enforcement Activities	80
Investigations*	0
Public Education and Awareness	80
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	725

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2019 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

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

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

Part 2 Section 2 - CMV Crash Reduction

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

Trend Analysis for 2013 - 2017

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	145	102	123
01/01/2016	12/31/2016	158	104	146
01/01/2015	12/31/2015	117	106	108
01/01/2014	12/31/2014	139	99	131
01/01/2013	12/31/2013	148	80.60	130

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

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

Total Number of Fatal & Injury Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	9	0	468
01/01/2016	12/31/2016	4	0	403
01/01/2015	12/31/2015	10	323	416
01/01/2014	12/31/2014	11	324	494
01/01/2013	12/31/2013	7	18	324

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Other

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

DOT Reportable Crashes w/HM Released

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	0	0	9
01/01/2016	12/31/2016	0	0	75
01/01/2015	12/31/2015	5	47	76
01/01/2014	12/31/2014	2	0	76
01/01/2013	12/31/2013	2	917	1246

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

ALL CMV CRASHES Data Source: MCMIS data snapshot as of 6/29/2018. MOTOR COACH/PASSENGER CARRIER CRASHES Data Source: (2013-2017) State Crash File MCMIS data snapshot from June 29, 2018. Please note, since a review of data supported that Illinois does not have a passenger carrier fatal crash problem involving buses within FMCSA jurisdiction, Illinois did not include a passenger carrier crash reduction goal starting with its' FY17 plan. Please note the numbers identified in the Passenger Carrier Trend Analysis table above includes all fatal and injury passenger carrier crashes that occurred in Illinois, not just those within FMCSA jurisdiction. HM CRASHES INVOLVING HM RELEASE/SPILL U.S. Department of Transportation-Pipeline and Hazardous Materials Safety Administration Office of Hazardous Material Safety. Incident Detail Report as of 7/8/2015. The Goals as identified above is for number of Hazardous Material Incidents occurring on FMCSA Highways. The "Fatalities" as indicated in the above chart include fatalities which HM was present and not necessarily that HM was released for 2013-2016. (Data Source: SNET as of 7/18/2018). Illinois projected a 5 year goal starting with 2015 and therefore there is no goal entered for 2014 above. Please note, since an analysis of crash data supports that Illinois does not have a hazardous material crash problem, Illinois did not include a hazardous material crash reduction goal in starting with its' FY17 plan. Additionally, all years in the Trend Analysis tables above have been updated with the most current data as of the development of this Plan.

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

Preliminary numbers for 2017 indicate a decline in CMV related fatal crashes occurring on Illinois roadways.

For the FY2012 and FY2013 CVSP completion of Crash Reduction goals, Illinois used a linear projection based on the previous 6 years (5 years FARS and 1 year MCMIS) data but determined in FY2014, this gave a false perception of the level we could decrease fatal crashes and fatalities. This was due to 2007-2008 involvements being much higher than 2009-2011 and therefore the linear projection model produces a much lower and unreasonable projected number. As a result, for FY2014 only, Illinois took an average of the last 3 years of FARS data to project figures.

Starting with FY2015, Illinois established a 5 year goal based on the average of the previous 5 years of complete MCMIS data available (2009-2013). Illinois has identified many fatal crashes involving CMV's were occurring on local roads outside of FMCSA jurisdiction. Illinois continues to strive to form a plan to partnership with local law enforcement agencies to conduct enforcement on local roads where fatal crashes involving CMV's are occurring.

Public locations have been apprehensive about allowing us to conduct inspections at their locations. In the past, this has presented a problem for IDOT and ISP to inspect buses at those locations who do not allow us to conduct inspections on their property. Although this is not a problem at the majority of the locations, it continues to be a problem in some areas. However, through continued education efforts on the importance of passenger carrier safety and with the impact of the national program emphasis, Illinois is welcomed at several locations.

Narrative Overview for FY 2019**Instructions:**

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

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

According to FARS data, 118 out of 998 Illinois traffic fatal crashes in 2015 (last available finalized data at the completion of the eCVSP baseline projections) resulted from a collision involving a large truck.

Number of Fatal Crashes involving Large Trucks and Buses												
	Actual Year						Average* (2009-2013)	Projected (2% decrease of the 2009-2013 average per year for next 5 years)				
	2009	2010	2011	2012	2013	2014		2015	2016	2017	2018	2019
Fatal Crashes	91	100	109	112	129	129	108	106	104	102	100	98

<i>Fatal Crashes as reported to date (6/29/18)</i>		108 (MCMIS)	146 (MCMIS)	123 (MCMIS)		
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*5 years of available MCMIS data. Since 2014 data was not complete during FY15 CVSP creation of 5 year goal, 2009-2013 data was used for average. Numbers were updated to reflect accurate numbers from the most recent Illinois Crash File (6/19/2015) and average/goal was adjusted accordingly for 2015.

A review of data supports that Illinois does not have a passenger carrier fatal crash problem involving buses within FMCSA jurisdiction. However, in order to maintain an aggressive program, Illinois will continue to maintain the certification of 14 officers, train an additional 4 and continue to conduct inspections and compliance reviews on passenger carriers. This activity is outlined in the State Specific section of this Plan.

Additionally, analysis of crash data does not indicate that Illinois has a HM problem. However, Illinois will continue activities for maintenance of the HM Program and those activities are outlined within the State Specific section of this Plan.

Enter the data source and capture date:

MCMIS data snapshot as of 6/29/2018, including records through 2/28/2018.

Projected Goal for FY 2019

Enter Crash Reduction Goal:

Illinois will reduce its 2009-2013 average number of fatal crashes involving a CMV by 2% per year over 5 years to 98 by the end of 2019.

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

Activity 1

ISP and IDOT will conduct National Roadside Check (80 ISP Officers which includes supervisors and 29 MCSAP Officers participating for 3 days, 8 hours per day) and 2 other separate enforcement details with (80 ISP Officers which includes supervisors and 29 MCSAP Officers participating for 2 days, 10 hours per day) during the year. Unit managers and the ISP Coordinator will determine areas for the details by looking at locations with the highest large truck fatal crash involvements to conduct CMV traffic enforcement with inspection. This enforcement will be conducted at roadside as well as fixed scales. These activities will target Seatbelt compliance, CMV driver qualifications, hours of service requirements, distracted driving and other serious traffic violations that are contributory causes of commercial vehicle related fatal crashes.

Activity 2

The ISP will participate in Operation Safe Driver. Illinois will use the enforcement effort to remove unsafe and fatigued commercial vehicle drivers from the highway. A total of 250 man hours will be dedicated during the week of this enforcement. CMV and non-CMV driver behaviors and performance through effective enforcement, education and awareness strategies will be monitored through the following: Commercial vehicle traffic enforcement activities, safety belt enforcement, Level III roadside inspections, commercial driver educational and awareness programs to the motor carrier population and motoring public about safe operations around commercial motor vehicles.

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

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

Performance Measure 1

The number of man hours worked, inspections conducted and driver OOS rates will be used to determine if effective. National Road Check will be completed along with activity at scales and roadside in high crash areas as planned. Illinois will report on the number of fatal crashes occurred involving large trucks and buses to the most current that data is available.

Performance Measure 2

Illinois will look at the number of man hours worked, inspections conducted and citations issued for the designated areas where the OSD details are conducted during FY19.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2019.

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

Trend Analysis for 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	10274	11170	10730	11566	11042
Level 2: Walk-Around	20231	24033	18757	22178	22390
Level 3: Driver-Only	31200	61701	57182	60262	55630
Level 4: Special Inspections	21	87	80	38	46
Level 5: Vehicle-Only	282	441	475	401	345
Level 6: Radioactive Materials	38	13	2	1	0
Total	62046	97445	87226	94446	89453

Narrative Overview for FY 2019

Overview:

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

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

Illinois MCSAP Officers along with the ISP will conduct roadside/fixed scale inspections throughout the state targeting high crash corridors at various times to ensure a well rounded inspection program. Additionally, the IDOT and the ISP will enforce action against motor carriers who have had their operating authority revoked and are still operating and/or those who are operating in violation of an FMCSA out-of-service order. If a carrier is operating in violation of FMCSA out-of-service order, Illinois will notify the FMCSA Division Office of those carriers. IDOT and the ISP will ensure each motor carriers' authority and operating status are confirmed with every inspection. Illinois DOT officers utilize Query Central while the majority of the Illinois State Police Officers utilize NLETS.

During 2018, the ISP made additional enhancements to TraCS, a third party inspection software to address identifying of out-of-service carriers at roadside along with several other data quality enhancements. Additional detailed information on the TraCS enhancements are outlined within the Enforcement of the Federal Out of Service section.

Illinois State Police had approximately 110 officers retire last year and therefore ISP has projected to target the same number of inspections as last year as an achievable goal. Of the approximately 830 ISP Officers, Sergeants and Supervisors noted, approximately 725 are Level III traffic enforcement only certified.

Projected Goals for FY 2019

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2019. For FY 2019, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: ILLINOIS DEPARTMENT OF TRANSPORTATION

Enter the total number of certified personnel in the Lead agency: 29

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	928	232	60	1220	92.42%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	0	0	0	0	0.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	100	100	7.58%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	928	232	160	1320	

MCSAP subrecipient agency

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

Subrecipient is: ILLINOIS STATE POLICE

Enter the total number of certified personnel in this funded agency: 41

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	8742	1749	122	10613	14.80%
Level 2: Walk-Around	10818	2318	13	13149	18.33%
Level 3: Driver-Only	47424	0	15	47439	66.14%
Level 4: Special Inspections	30	0	0	30	0.04%
Level 5: Vehicle-Only	168	35	281	484	0.67%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Sub-Total Funded Agencies	67182	4107	431	71720	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2019:	0

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: ILLINOIS DEPARTMENT OF TRANSPORTATION					
# certified personnel: 29					
Subrecipient Agencies: ILLINOIS STATE POLICE					
# certified personnel: 41					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9670	1981	182	11833	16.20%
Level 2: Walk-Around	10818	2318	13	13149	18.00%
Level 3: Driver-Only	47424	0	15	47439	64.95%
Level 4: Special Inspections	30	0	0	30	0.04%
Level 5: Vehicle-Only	168	35	381	584	0.80%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Total ALL Agencies	68110	4339	591	73040	

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

Illinois estimates to complete approximately 16.2% of Level I inspections this year. Although this number is below the 25% target outlined in the MCSAP Comprehensive Policy, Illinois believes this to be a more accurate estimate for an attainable goal it can complete with the current resources. Illinois conducted 89,453 inspections during 2017 of which 55,630 were Level 3. All Level 3 inspections were conducted by troopers who were not Level 1 certified based on training provided while in the Illinois State Police Academy. With that said, of those who could conduct Level 1 inspections, a total of 32.6% of the remaining were Level 1's.

Part 2 Section 4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.



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

Trend Analysis for 2013 - 2017

Investigative Types - Interstate	2013	2014	2015	2016	2017
Compliance Investigations	50	35	11	0	0
Cargo Tank Facility Reviews	5	11	5	0	0
Non-Rated Reviews (Excludes CSA & SCR)	45	7	6	3	2
CSA Off-Site	5	0	0	0	0
CSA On-Site Focused/Focused CR	192	186	156	81	40
CSA On-Site Comprehensive	95	65	31	61	61
Total Investigations	392	304	209	145	103
Total Security Contact Reviews	0	11	4	0	0
Total Terminal Investigations	12	9	3	2	11

Investigative Types - Intrastate	2013	2014	2015	2016	2017
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	4	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	3	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	1	0	0	0	0
Total Investigations	8	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2019**Instructions:**

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

Projected Goals for FY 2019

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019.

Projected Goals for FY 2019 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	40	0
CSA On-Site Comprehensive	40	0
Total Investigations	80	0
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

Illinois plans to conduct 80 compliance reviews on Moderate Risk and High Risk carriers (as assigned to us by the Illinois Division) by the end of FY2019. The Illinois Federal Division Program Office is managing the reviews on High Risk carriers. Illinois will target Moderate Risk carriers (when approved to do so by the Illinois Division Office) and continue to conduct reviews on carrier complaints as they are received by the Federal Division Office. Over the past few years, Illinois has continued to have a reduction in the number of officers that are certified (currently 11 officers) to conduct compliance reviews. Illinois is working to restructure its compliance review program to ensure proper resources are in place and high quality reviews are being completed timely. Therefore, Illinois has adjusted the target number of compliance reviews to be completed in 2019 accordingly. *The Trend Analysis table Data Source 2013-2017: FMCSA's MCMIS data snapshot as of 6/29/18.

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

The Federal Division of Illinois is managing the high risk carriers. The IDOT will conduct CR's in accordance with the 2019 Carrier Investigation Estimation table contained within this document. Currently, 11 Officers are certified to conduct CR's and will contribute toward this FY2019 CR goal. During FY19, Illinois will have 7 of those Officers focus on conducting CR's on complaints recieved from the FMCSA Illinois Division Office, ISP fatal crash investigations and when requested, high risk carriers. The remaining 4 CR certified officers will focus on conducting compliance reviews on moderate risk carriers (when approved to conduct them by the Illinois Division Office).

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

Compliance Reviews in 2019 will be completed in accordance with the 2019 Carrier Investigation table. Further, Illinois will report the number of compliance reviews conducted as outlined in the FY2019 estimation table quarterly.

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2013 - 2017

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2016	09/30/2017	26294	31585
10/01/2015	09/30/2016	25786	27379
10/01/2014	09/30/2015	27317	33827
10/01/2013	09/30/2014	38996	54559
10/01/2012	09/30/2013	23057	38065

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

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

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

SNET data as of 7/30/2018. Please note in the above referenced table, the "Number of Citations and Warnings Issued" contains the number of violations issued for those traffic enforcement inspections noted.

Narrative Overview for FY 2019

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV

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

The ISP will conduct 22,000 roadside inspections in association with traffic enforcement. Emphasis will be placed on serious driver related traffic violations such as speeding, improper lane change, and following too closely. Illinois does conduct non-cmv traffic enforcement but does not have the means to track output of stops only the number of warnings and citations. However, Illinois does not request reimbursement for this enforcement.

A review of data indicates a recent rise in fatal crashes in Jefferson, Franklin and Williamson Counties. Illinois State Police will utilize hireback funding (state funding) to conduct 1,500 hours of traffic enforcement focusing on serious driver related violations within these counties in an effort to reduce the number of fatal crashes that are occurring.

Projected Goals for FY 2019

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2019
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	22000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0

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

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

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
73040	80	1504	74624	85102

The sum of your planned FY 2019 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2019 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

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

In FY19, Illinois will continue the 100% inspection policy on CMV's. ISP will conduct distracted driving enforcement of those operating CMV's statewide during FY19. The ISP will work patrols in areas that are identified as high traffic areas to observe distracted CMV drivers. A minimum of 100 hours will be conducted during FY19 enforcement.

Part 2 Section 6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines “fully participating” in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	No
PRISM	Full Participation	No

Available data sources:

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

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

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

Narrative Overview for FY 2019

Problem Statement Narrative and Projected Goal:

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

N/A

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

N/A

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

N/A

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2013 - 2017

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

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	117	155	143	105	130
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings					
State-Sponsored Outreach Events					
Local Educational Safety Events					
Teen Safety Events					

Narrative Overview for FY 2019

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

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

The IDOT and ISP will educate the industry on safety and hazardous material compliance through public education presentations and media awareness through public education and awareness safety demonstrations and presentations.

IDOT plans to conduct 35 educational training presentations and the ISP plans to conduct 170 during 2019 which could be over ELD Hours of Service if requested. The educational seminars and training presentations will be conducted at invited locations throughout the state including CDL schools and trucking associations. Specifically, presentations conducted could include those at the Illinois Propane and Gas Association Regional Meetings, Illinois Chemical & Fertilizer Association, Intermodal Association of North America, Midwest Truckers, McLeod Express (Teen Safety Days in Macon County, Illinois), Farm Progress Show and the Illinois Truckers Association to name a few.

Trend Analysis Data Source: Illinois used data as reported in its' quarterly reports to complete the above referenced trend analysis table. Please note in the past Illinois did not report on individual types of Public Education and Outreach activities as segmented above. Therefore, all past activity is reported in the Carrier Safety Talks line for purposes of the eCVSP completion.

Projected Goals for FY 2019

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

			Performance Goals
Yes	No	Activity Type	FY 2019
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	181
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	18
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events	0
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	5

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

The MCSAP Grant Manager and the ISP Coordinator will report quarterly on the number of seminars conducted and the location/type of the activity to ensure at the minimum 205 seminars/presentations were conducted.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2019.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Fair	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

Data current as of May 25, 2018.

Narrative Overview for FY 2019

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

Illinois currently has a 'fair' rating in crash timeliness. During FY2018, Illinois hired a full time CMV data entry staff associate who has completed the entry of all CMV related DOT reportable crashes with no backlog from previous years. Illinois does not foresee any future problems with crash timeliness or accuracy.

Illinois implemented a new DataQ Compliance Officer review process in July 2017 to assist with increasing the timeliness of responding to request for data review. This process now evenly distributes requests to be reviewed among all officers and has assisted in more timely responses.

Due to constraints on IT project request and resources, Illinois was not able to secure an integrated system for the automated import of crash data into the SNET system.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

Illinois' permanent employee devoted to CMV crash data entry will continue to enter all cmv-related crashes within the 90 day requirement to ensure timely reporting. Illinois is targeting an increase of the crash timeliness rating to 'good' during by first quarter.

Illinois will continue to allocate all resources available to responding to request for data reviews within the targeted 10 day timeframe.

Illinois will work with the IDOT Bureau of Information Processing and the Procurement Office to outline a plan to secure resources (*i.e.*, departmental and/or contractual) for the creation of a database interface to automate the importing of commercial motor vehicle related DOT reportable crashes received by the Department from agencies who submit crashes from an electronic software into SafetyNet.

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

Illinois will monitor on a quarterly basis and by the end of the first quarter will determine if the crash timeliness has increased to 'good' while maintaining a rating of 'good' in all other categories.

Illinois will review reports through the DataQ system to ensure that an increase in requests for data review be responded to within 10 days has been met.

Illinois will monitor the progress of procurement, creation, testing and implementation of the database interface and report on the progress at each stage through quarterly reports. Once fully implemented, Illinois will monitor to determine the effectiveness as it relates to crash data quality elements.

Part 2 Section 9 - New Entrant Safety Audits

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

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

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

Trend Analysis for 2013 - 2017

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

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	1818	1852	1594	1909	1249
Intrastate	0	0	0	0	0
Total Audits	1818	1852	1594	1909	1249

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

Narrative Overview for FY 2019

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

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

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

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

Projected Goals for FY 2019

For the purpose of completing the table below:

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

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

Projected Goals for FY 2019 - New Entrant Safety Audits		
	FY 2019	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	375	0
# of Safety Audits (Offsite)	1125	0
# Group Audits	4	0
TOTAL Safety Audits	1504	0
# of Non-Audit Resolutions	1300	0

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

Illinois will conduct 1,500 closed-completed New Entrant Safety Audits within 12 months to ensure that program participants are in full compliance with all CMV safety and hazardous material regulations. Furthermore, Illinois will complete 1,300 non-audit resolutions.

The number of non-audit resolutions for the past five years were not included in the Trend Analysis above but are provided below. (data source: New Entrant Offsite System as of 7/30/2018)

Non-Audit Resolutions Conducted by FY

2013	437
2014	1,516
2015	1,519
2016	1,548
2017	1,115

Based on current activity, approximately 47% of all new entrant audits completed in Illinois result in a non-audit resolution. Illinois has hired 9 new officers who will be primarily dedicated to New Entrant activity during 2019 (8 are currently certified and another will be certified during this FY).

Illinois continues to experience an increase in new entrant overdue carriers. Of those that are 90 days or more overdue, approximately 24% (14 out of 58 that are >90 days overdue were identified as potential Chameleon Carriers and we are in consultation with the Illinois Division Office on them).

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

Illinois will conduct 1,500 New Entrant Safety Audits within the required deadline with approximately 75% of these audits being conducted offsite via the New Entrant offsite system or at a central location, by appointment and the other 25% at the carrier's place of business (unless these onsites are part of a group audit). Illinois plans to conduct 4 group audits targeting 1 every quarter at specific times and locations through the state coordinated by a supervisor. Illinois will conduct group audits in accordance with the Illinois Division Office guidance of excluding HHG, Hazmat and Passenger carriers.

With the assistance of the 8 new MCSAP Officers hired and an additional officer that will be certified during this year, Illinois anticipates the backlog will be eliminated of those carriers that a Safety Audit can be completed on. Illinois will continue to focus on conducting New Entrant Group Audits (both onsite and offsite eligible carriers) focusing first on those carriers overdue or due within 30 days to help eliminate and prevent future backlogs.

Illinois is revising its' in house review of Safety Audits completed to assist with the timeliness in processing them prior to the audits being sent to the State Division Office for review and upload.

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

Illinois MCSAP Grant manager will report quarterly on:

1. Number of New Entrant *onsite* safety audits conducted.
2. Number of New Entrant *offsite* safety audits conducted.
3. Number of *non-audit resolutions* completed.
4. Number of *group audits* conducted during quarter which will include:
 - Number of officers participating
 - Number of audits (onsite, offsite, non-audit resolutions) completed during the group audit
5. Number of carriers due *within 3-6 months* on the Gotham Inventory list.
6. Number of carriers due *within 3 months* on the Gotham Inventory list including the status of each.
7. Number of *overdue new entrant carriers* on the Gotham Inventory list including the status of each.

Supervisors will monitor the MCSAP Compliance Officers via FMCSA New Entrant Offsite web portal, email, telephone and personal contact to ensure the targeted number of audits are met and completed within required timeframe.

Part 3 - National Emphasis Areas and State Specific Objectives

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

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2019

Enter your State's OOS Catch Rate percentage if below 85 percent: 0%

Project Goals for FY 2019: Enter a description of the State's performance goals.

Illinois will increase its' catch rate of identifying no Imminent Hazard & UNSAT/UNFIT out of service carriers within the past twelve months (May 1, 2017-Apr 30, 2018) per available FMCSA report to at minimum 85% by the end of FY2019.

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

Illinois State Police has implemented TraCS (a third party inspection software) and are in the final phase of developing and testing additional validation rules within the software. This is currently on the development server to finalize any unforeseen issues.

ISP is targeting to test the enhanced TraCS product the week of August 13th, 2018 with several officers across the state. Once that testing is complete, ISP will demo for FMCSA to obtain final testing approval.

Some of the major upgrades/enhancements to this product include:

1. Automatic search of the USDOT number when entered into the USDOT field. If this search indicates a carrier is in out of service status, the proper violation will be populated into the violation box. This implementation will allow ISP to target an increase in identifying out of service carriers at roadside to a minimum 85%.
2. Creation of an Intermodal violation table, wherein violations can be assigned to vehicle when the vehicle type is marked Intermodal (IC).
3. Creation of a post-crash radio button in the violations field. This button would appear when an officer checks the inspection as a post-crash inspection and would place violations which occurred as a result of post-crash damage.
4. Integration of State Commercial Vehicle Information Exchange Window (CVIEW) into the VSIS form.
5. Relocation of the USDOT number field to be the first action to be completed. This will ensure the officer enters the number before moving on in

VSIS. There will be a pass by which would allow the officer to continue if the carrier did not have a USDOT number.

6. The ability to email the carrier a copy of the Inspection. These generations would be on a schedule set by by ISP and would be sent to the email address linked to the USDOT number.

7. Capability to generate summary reports for officers in the field. This could include the number of inspections, HM inspections (cargo and non-bulk) and out of service percentages.

8. A check box or drop-down menu to allow for selection of either bulk or non-bulk hazardous materials inspections.

9. A check box for whether photos are taken at roadside.

10. Allowance for a Level 4 inspection to accept brake measurements.

11. Automatic upload to SNET.

Additional training will continue to be provided to field officers as this is a newer software program to them. Furthermore, the Commercial Vehicle Enforcement Officers (CVEO's) who are identified as missing out of service carriers at roadside will continue to be counseled and receive additional training on the process of identifying the out of service carriers.

With additional training and enhanced functionality within the TraCS software, Illinois is targeting at minimum 85% catch rate by third quarter of 2019.

Illinois State Police will continue to utilize their Automatic License Plate Reader (ALPR/DOT) readers at both the Maryville scale, and the mobile van to work in high traffic locations to locate and take enforcement action on oos carriers. Once ISP finalizes their PP/TLID, they will be installed at other scales across the state.

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

Illinois will monitor the catch rate reports each quarter (as made available by FMCSA) to determine if an improvement toward the 85% level is being achieved. If not, Illinois will adjust procedures to identify and monitor accordingly.

Part 3 Section 2 - Passenger Carrier Enforcement**Instructions:**

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

Check this box if:

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

Part 3 Section 3 - State Specific Objectives – Past
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Instructions:

Describe any State-specific CMV problems that were addressed with FY2018 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

ISP and IDOT will conduct 25% of total number of inspections in these five counties (Cook, DuPage, LaSalle, Lake and Will).

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

A minimum of 17,700 inspections will be conducted in these five counties.

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

To date, a total of 10,252 inspections have been conducted to date within these five counties. (MCMIS snapshot date: 6/29/2018 including data records through February 28, 2018)

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

N/A

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2019. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Traffic Enforcement in High CMV Fatal crash counties.

Narrative Overview for FY 2019

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

According to FARS data, 118 out of 998 Illinois traffic fatal crashes in 2015 resulted from a collision involving a large truck or bus. Further analysis reveals that approximately 34% (40) of 2016 CMV related fatal crashes in Illinois occurred in five counties (Cook, DuPage, LaSalle, Lake, and Will). Data Source: 2015 Fatality Analysis Reporting System (FARS) data. *Data as available at time of eCVSP creation.

Projected Goals for FY 2019:

Enter performance goal.

To reduce the number of CMV related fatal crashes in these five counties (Cook, DuPage, LaSalle, Lake and Will) by 2% from 2013 fatal crash number per year (5 crashes total) for the next 5 years (2015-2019) to 48 by the end of 2019. This reduction was based on the most recent complete fatal crash data which was 2013 at the establishment of the multi-year goal.

Program Activities: Describe the activities that will be implemented including level of effort.

ISP and IDOT will conduct 25% of its' total number of inspections in these five counties (Cook, DuPage, LaSalle, Lake and Will).

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

A minimum of 18,260 inspections will be conducted in these five counties. Furthermore, the number of fatal crashes occurring within these identified counties will be reduced to 48 by 2019.

State Objective #2

Enter the title of your State-Identified Objective.

Hazardous Material Inspection

Narrative Overview for FY 2019

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

Analysis of crash data does not indicate that Illinois has a HM problem.

Projected Goals for FY 2019:

Enter performance goal.

Illinois will continue activities for maintenance of the HM Program. Illinois will maintain the HM Inspection program with focus on permit compliance and HRCQs.

Program Activities: Describe the activities that will be implemented including level of effort.

Activity 1 In an effort to enhance and support the safe transportation of HM, IDOT along with ISP will conduct a statewide detail with 10 hours of enforcement throughout various districts with focus on HM permit compliance requirement. A minimum of 29 IDOT Officers and 90 ISP officers will participate with an emphasis on cargo tanks and HM load securement. Activity 2 In order to maintain the safety and security of radioactive shipments on Illinois highways, ISP will conduct (40) point of origin and en route Level II inspections on Highway Route Controlled Quantities (HRCQ) of radioactive shipments. Due to the reduction of shipments through Illinois, we are uncertain on the number of en route inspections that will actually be completed.

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

Performance Measure 1 Illinois will use the Out of Service (OOS) rates along with incident data from MCMIS to compare effectiveness of the details. Performance Measure 2 ISP Officers in conjunction with the IEMA, Division of Nuclear Safety, will conduct approximately (40) Level II inspections on all radioactive shipments qualifying HRCQ.

State Objective #3

Enter the title of your State-Identified Objective.

Passenger Carrier Enforcement

Narrative Overview for FY 2019

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

Analysis of crash data does not indicate that Illinois has a Passenger Carrier fatal crash problem of those carriers operating within FMCSA jurisdiction.

Projected Goals for FY 2019:

Enter performance goal.

Illinois will maintain an aggressive program to sustain 18 passenger carrier certified officers (14 currently certified and 4 to be certified by the end of 2019). Additional officers were to be trained during FY18 but due to the lack of an instructor and changes in IDOT staff, the training was not able to be completed.

Program Activities: Describe the activities that will be implemented including level of effort.

Activity 1 Illinois DOT MCSAP Office currently has (14) certified passenger carrier officers. IDOT will complete the National Passenger Carrier strike force detail and (4) additional details (with a minimum of 5 officers participating at each) to conduct at minimum 5 CR's during each detail (based on SMS prioritization) and inspections on passenger carriers to ensure they are correcting the issues that affected the passenger carrier safety rating if applicable. If no carriers are identified by the SMS prioritization list, carriers that have not been inspected in 3 years will be selected per MAP-21. A passenger carrier detail is defined as IDOT going into an area of the State to conduct passenger carrier reviews and inspections on companies identified (either by the SMS prioritization list or per MAP-21) to ensure compliance with regulations. Activity 2 Illinois plans to train 4 additional officers during October with the assistance of the Illinois State Police.

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

Performance Measure 1 IDOT MCSAP Compliance Officers will conduct a total of (20) CR's (based on the SMS prioritization list per MAP-21) which will include vehicle inspections providing the vehicle is available. Performance Measure 2 Illinois will train an

additional 4 Officers during FY2019.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

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

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

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

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

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

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$11,184,492.00	\$1,972,186.00	\$13,156,678.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,972,186.00
MOE Baseline:	\$660,369.78

Part 4 Section 2 - Personnel

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

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$1,972,186.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Compliance Officers	29	63.0500	\$61,625.63	\$1,126,793.83	\$957,774.75	\$169,019.08	\$0.00
New Hire Office Support Staff-CMV Data Entry	1	100.0000	\$32,134.56	\$32,134.56	\$27,314.37	\$4,820.19	\$0.00
Office Support-Compliance Tech	1	100.0000	\$50,465.52	\$50,465.52	\$42,895.69	\$7,569.83	\$0.00
Office Support-Grant Mgr	1	100.0000	\$58,947.12	\$58,947.12	\$50,105.05	\$8,842.07	\$0.00
Program Support Unit Mgr	1	100.0000	\$63,824.16	\$63,824.16	\$54,250.53	\$9,573.63	\$0.00
Office Coordinator	1	100.0000	\$44,464.80	\$44,464.80	\$37,795.08	\$6,669.72	\$0.00
MOE-Personnel Compliance Officers & Office Staff	1	0.0000	\$660,369.78	\$0.00	\$0.00	\$0.00	\$660,369.78
Subtotal: Salary				\$1,376,629.99	\$1,170,135.47	\$206,494.52	\$660,369.78
Overtime Project Costs							
MCSAP Compliance Officers	29	100.0000	\$3,219.30	\$93,359.70	\$79,355.74	\$14,003.96	\$0.00
MCSAP Office Support Staff	1	100.0000	\$1,921.50	\$1,921.50	\$1,633.27	\$288.23	\$0.00
Subtotal: Overtime				\$95,281.20	\$80,989.01	\$14,292.19	\$0.00
TOTAL: Personnel				\$1,471,911.19	\$1,251,124.48	\$220,786.71	\$660,369.78
Accounting Method:	Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

Twenty-nine officers will work on MCSAP eligible enforcement activities including inspections, compliance reviews, safety audits, hazardous material inspections and public information and education presentations to complete grant requirements for the State of Illinois. Furthermore, currently 9 office staff work (5 at 100%, 1 at 75% and 3 at 25%) of their time on MCSAP eligible activity including processing of civil penalty cases, monitoring and reporting performance progress, maintain and answer requests for data review, assist with preparing cases and documentation for audit completions. Those individuals who work less than 100% of their time on the grant will be charged to MOE and are not included individually in the chart above. Illinois has plans to include other grant eligible items for MOE. These items will include but are not limited to management and office support and could include other MCSAP eligible grant expenditures. The specific amount of MOE level for each line item is not able to be calculated at this time.

All Compliance Officers have the ability to work overtime providing it is preapproved. This could include overtime incurred during inspection details, passenger carrier strike-force, safety audits, group audits, attendance at public education presentations. For overtime, we have projected on average 60 hours per officer and 50 total hours combined for all office support staff to conduct MCSAP eligible activities including CMV data entry catch up. The calculation is based on the average salary for all officers.

Illinois has included all salary expenditures for the new staff Illinois anticipates to hire during the year.

The IDOT personnel listed in the spending plan work a 37.5 hour work week, not a 40 hour work week.

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

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

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

The cost of fringe benefits are allowable if:

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

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

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

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

*The **Fringe Benefit Rate** is:*

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

*The **Base Amount** is:*

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Compliance Officers	4.0000	100.0000	\$2,022,799.20	\$80,911.96	\$68,775.16	\$12,136.80	\$0.00
MCSAP Compliance Officers	7.6500	100.0000	\$2,022,799.20	\$154,744.13	\$131,532.51	\$23,211.62	\$0.00
CMV Crash Data Entry Associate	4.0000	100.0000	\$36,372.00	\$1,454.88	\$1,236.64	\$218.24	\$0.00
CMV Crash Data Entry Associate	7.6500	100.0000	\$36,372.00	\$2,782.45	\$2,365.08	\$417.37	\$0.00
Compliance Tech-Office Support	4.0000	100.0000	\$57,120.00	\$2,284.80	\$1,942.08	\$342.72	\$0.00
Compliance Tech-Office Support	7.6500	100.0000	\$57,120.00	\$4,369.68	\$3,714.22	\$655.46	\$0.00
Office Support-Grant Mgr	4.0000	100.0000	\$66,720.00	\$2,668.80	\$2,268.48	\$400.32	\$0.00
Office Support-Grant Mgr	7.6500	100.0000	\$66,720.00	\$5,104.08	\$4,338.47	\$765.61	\$0.00
Program Support Unit Mgr	4.0000	100.0000	\$72,240.00	\$2,889.60	\$2,456.16	\$433.44	\$0.00
Program Support Unit Mgr	7.6500	100.0000	\$72,240.00	\$5,526.36	\$4,697.41	\$828.95	\$0.00
Office Coordinator	4.0000	100.0000	\$50,328.00	\$2,013.12	\$1,711.15	\$301.97	\$0.00
Office Coordinator	7.6500	100.0000	\$50,328.00	\$3,850.09	\$3,272.58	\$577.51	\$0.00
TOTAL: Fringe Benefits				\$268,599.95	\$228,309.94	\$40,290.01	\$0.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

The Department is projecting a fringe benefit (Retirement and FICA) cost of \$268,599.95 for the MCSAP Officers and office support staff for hours that will be charged to the grant. Illinois does not have an approved Fringe Benefit rate. However, for budgeting fringe expenditures, these calculations are based off average salary projections from actual expenditures from the past year. Fringe expenditures for those office support staff that work less than 100% of their time on this grant will be charged to MOE. Please note that even though the Department indicates the "fringe benefit" expenditures were based off of an average salary projection for budget purposes completing the grant budget and only *actual* incurred fringe (Retirement and FICA) expenditures will be charged to the grant. The Department has not and will not charge any estimated expenditures to the grant.

Part 4 Section 4 - Travel

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

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

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

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Compliance Reviews	11	3	100.0000	\$43,152.00	\$36,679.20	\$6,472.80	\$0.00
Roadcheck Detail	29	5	100.0000	\$16,860.60	\$14,331.51	\$2,529.09	\$0.00
Onsite Safety Audits	28	1	100.0000	\$72,675.00	\$61,773.75	\$10,901.25	\$0.00
Other MCSAP Related Travel	29	5	100.0000	\$79,758.60	\$67,794.81	\$11,963.79	\$0.00
Group Safety Audits	12	5	100.0000	\$35,193.60	\$29,914.56	\$5,279.04	\$0.00
TOTAL: Travel				\$247,639.80	\$210,493.83	\$37,145.97	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

The Department strives to assign cases to officers logistically so as to reduce MCSAP related travel costs. Travel cost were arrived at by using an average of actual grant expenditures from previous grant years. The projected travel costs for IDOT, Bureau of Investigations and Compliance include the following:

Compliance Review Travel: 11 Officers completing 80 compliance reviews at an estimated cost of \$539.40/CR (per diem and lodging) for a projected total of \$43,152. Average state rate of \$151.80/night at hotel.

Roadcheck Detail: 29 Officers (includes new hire that will be conducting inspections for certification) participating at an average cost of \$581.40/officer (per diem and lodging) for a projected total of \$16,860.60.

Safety Audits: 28 Officers completing 375 onsite safety audits at an estimated cost of \$193.80/Safety audit (per diem and lodging) for a projected total of \$72,675. Average of \$151.80/night at hotel.

Group Audits: Approximately 10 Officers, 1 administrative and 1 supervisor participating that would require an overnight stay in a minimum of 4 group audits (4 nights/5 days) at an estimated cost of \$733.20/group audit/per officer for a projected total of \$35,193.60 Average state rate of \$151.80/night at hotel.

Other MCSAP Travel: All other estimated travel cost including passenger carrier strike force (18 officers (14 current certified/4 to be certified)@ \$2,337.40 totaling \$42,073.20), hazmat details (29 officers @ \$429.60/each totaling \$12,485.40) and CVSA COHMED conference (1 officer at \$2,500 for registration, lodging, travel and per diem expense); CVSA Workshop (1 officer at \$2,500 for registration, lodging, travel and per diem expense) . Administrative MCSAP meetings/trainings 29 officers participating (locations to be determined) so Illinois is not able to estimate cost so IL budgeted \$5,000 for these meetings/trainings and MCSAP CVSP Planning Meeting (2 attendees) totaling approximately \$1,200 for lodging and per diem expense. Other conferences/presentations as requested by Industry or FMCSA totaling approximately \$10,000 (per diem, lodging and travel expense) (includes any conferences/presentations conducted by the Illinois DOT Officer that was asked to be part of PTAG).

Conferences: \$4,000 (average projected cost)

Potential Conferences for FY2019:

Farm Progress Show (1 officer)

Midwest Truckers (3 officers)

IL Fertilizer & Chemical Association (1 officer)

IL Water Ways Association (1 officer)

M.A.G.I.E. Conference (2 officers)

MCSAP Officers attend these conferences and present information on what it takes to be in compliance with both State and Federal regulations. These conferences are typically 1-2 session educational type training provided by Compliance Officers. The other topics of discussion/education are often set by the conference itself, directed at the request of the group

who contacts the Bureau of Investigations and Compliance, MCSAP Section and often include general motor carrier compliance type trainings, specific issues addressing Hours of Service, HM issues, etc.

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

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

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

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

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Vehicles	5	\$22,294.00	100	\$111,470.00	\$94,749.50	\$16,720.50	\$0.00
TACS Equipment	7	\$52,587.55	100	\$368,112.85	\$312,895.92	\$55,216.93	\$0.00
TOTAL: Equipment				\$479,582.85	\$407,645.42	\$71,937.43	\$0.00
Equipment threshold is \$500							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

Due to ongoing maintenance issues as a result of vehicle age, excessive miles and vehicles being deemed mechanically unsafe for operation on the roadway by the Illinois Department of Central Management Services, Illinois will have to supplement these vehicles until all are replaced to ensure staff are able to complete the required MCSAP related functions in the field. Illinois currently has 29 certified full time officers.

Illinois Commercial Vehicle Section will work with the Illinois Division of Operations at IDOT to purchase Tire Anomaly and Classification System (TACS) equipment to be placed at scales throughout Illinois. For planning purposes, Illinois has identified to purchase 7. However, depending on the final cost of each, Illinois would request the purchase of additional TACS equipment based on the funding requested above. Currently, the vendor selection has not yet been completed. This selection process will be completed following the Illinois Procurement procedures. In the original eCVSP Illinois had identified purchasing 3 TACS. However, due to the final funding awarded to Illinois being higher than the State originally requested, we have increased the number of systems to be purchased to utilize the additional funding.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in [§200.33](#) Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also [§200.20](#) Computing devices and [§200.33](#) Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Computer Stands	5 1	\$250.00	100.0000	\$1,250.00	\$1,062.50	\$187.50	\$0.00
Soapstone marker & soapstone	33 1	\$25.00	100.0000	\$825.00	\$701.25	\$123.75	\$0.00
Printer Ink	348 1	\$21.00	100.0000	\$7,308.00	\$6,211.80	\$1,096.20	\$0.00
Miscellaneous Office Supplies (pens, paper clips, note pads, portfolios, etc)	1 1	\$7,000.00	100.0000	\$7,000.00	\$5,950.00	\$1,050.00	\$0.00
Bump Caps for field work	33 Officer	\$5.00	100.0000	\$165.00	\$140.25	\$24.75	\$0.00
Cell Phone Cases-MCSAP cell phones for field	30 1	\$90.00	100.0000	\$2,700.00	\$2,295.00	\$405.00	\$0.00
Clothing (tops, pants, etc. for MCSAP work)	29 1	\$450.00	100.0000	\$13,050.00	\$12,408.25	\$641.75	\$0.00
TOTAL: Supplies				\$32,298.00	\$28,769.05	\$3,528.95	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Soapstone marker and soapstone for officers to use during inspections.

Printer ink for the 29 Compliance Officers. Officers use on average 12 cartridges/year for portable printers at an average cost of \$21/cartridge.

Miscellaneous Office Supplies include pens, pads of paper and other essential office supplies for MCSAP Field and Office staff.

Bump cap cost was arrived at by 30 officers @ 1 per current officer and 1 spare with an average cost of \$5.00 each.

Computer stands will be installed in the new vehicles.

Cell phone cases for state issued phones used for MCSAP job functions (29 officers and 1 spare @ an estimated cost of \$90.00 each).

Clothing (tops, pants, coat, etc.) to be worn at the office and in the field for MCSAP work. The cost was using an estimation of \$450/officer @ 29 officers.

Part 4 Section 7 - Contractual and Subaward

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

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

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

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

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

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

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

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

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Consultant Services	DUNS 0	Contract	100.0000	\$133,960.06	\$113,866.05	\$20,094.01	\$0.00
Description of Services: Create database interface automating CMV crash data entry							
Illinois State Police	DUNS 320170041	Subrecipient	100.0000	\$10,338,101.10	\$8,787,385.93	\$1,550,715.17	\$0.00
Description of Services:							
Contractual Services-Installation	DUNS 0	Contract	100.0000	\$100,000.00	\$85,000.00	\$15,000.00	\$0.00
Description of Services: Installation of TACS systems at 4 scale locations.							
TOTAL: Contractual and Subaward				\$10,572,061.16	\$8,986,251.98	\$1,585,809.18	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

Consultant Services:

A consultant and/or firm has not yet been determined. However, the Department plans to obtain a contract through the established Illinois procurement practices. This consultant and/or firm would be hired to design and create a database interface that would automate the importing of commercial motor vehicle related crashes received by the Department from agencies who submit crashes from an electronic software into Safetynet. This would allow a more timely entry of cmv related crashes resulting in an increase in data quality and reduce the amount of manpower needed to complete the data entry. Since the Contractual vendor is unknown, no DUNS/EIN number is available.

Installation of 4 TACS systems at the Marion(NB), Peotone(SB), I-80 East Moline, and Bolingbrook(SB) at an approximate costs of \$25,000 each. This costs was added to the updated eCVSP due to the final funding awarded being higher than originally requested per State Budget.

Illinois State Police Projected Costs**Federal Funds**

FFY 2019 MCSAP Funding*	\$ 8,787,385.93(85%)
Local Match provided by the GRANTEE (State Appropriation)	\$ 1,550,715.17(15%)

PERSONAL SERVICES:

Basic Sworn Officers (41 FTE) Salaries	5,564,144.00
Retirement (50%)	2,782,072.00
Social Security (1.45%)	80,680.09
Incidental Overtime - Sworn (included with salary above)	
Overtime - SWORN	576,118.00
Code (4 FTE) Salaries	211,686.00
Retirement (50%)	105,843.00
Social Security (7.65%)	16,193.98
Incidental Overtime - Code (included with salary above)	

Total for Personal Services	9,336,737.07
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Travel	146,335.00
Contractual Services	77,654.00
Telecommunications	117,370.00
Training and Education	14,000.00
Operation of Auto/Mis (Gas-WEX only. Excludes CMS quarterly)	640,005.00

SUB-TOTAL	\$10,338,101.10 (85% federal and 15% match rounded up)
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*Based on estimated amount of federal funding to be awarded.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Commercial Vehicle Safety OOS Guide	33 OOS Guide	\$45.00	100.0000	\$1,485.00	\$1,262.25	\$222.75	\$0.00
Room rental for training	12 days total	\$350.00	100.0000	\$4,200.00	\$3,570.00	\$630.00	\$0.00
Operation of Automotive (Fuel/Repair/Oil)	12 Monthly	\$3,025.00	100.0000	\$36,300.00	\$30,855.00	\$5,445.00	\$0.00
Telecommunications (cell phones/air cards/desk phones)	12 Monthly	\$3,300.00	100.0000	\$39,600.00	\$33,660.00	\$5,940.00	\$0.00
Regulatory Reference Material	2 Annually	\$1,500.00	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
TOTAL: Other Costs				\$84,585.00	\$71,897.25	\$12,687.75	\$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

Room rental for MCSAP Training- based on 1 training per quarter, 3 days each at an average rate of \$350/day for room rental.

Operation of Automotive expenditures include fuel, repairs and oil expenditures for MCSAP officers. The total cost was arrived at using an average of actual grant expenditures from the previous year and increased to account for the anticipated new hires during FY19.

Telecommunication expenditures include cell phones and air cards utilized by the MCSAP officers for enforcement activities. The total cost was arrived at using an average of actual grant expenditure from prior year and increased to account for anticipated new hires during FY19. This amount was updated to reflect cost for desk phones that are being utilized by MCSAP officers.

****Please note Illinois' budget is based on the estimation of actual anticipated expenditures during this grant year. The budgeted amount is less than the anticipated award amount.**

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$11,184,492.00	\$1,972,186.00	\$13,156,678.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,972,186.00
MOE Baseline:	\$660,369.78

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Compliance Officers	\$957,774.75	\$169,019.08	\$1,126,793.83	\$0.00
New Hire Office Support Staff-CMV Data Entry	\$27,314.37	\$4,820.19	\$32,134.56	\$0.00
Office Support-Compliance Tech	\$42,895.69	\$7,569.83	\$50,465.52	\$0.00
Office Support-Grant Mgr	\$50,105.05	\$8,842.07	\$58,947.12	\$0.00
Program Support Unit Mgr	\$54,250.53	\$9,573.63	\$63,824.16	\$0.00
Office Coordinator	\$37,795.08	\$6,669.72	\$44,464.80	\$0.00
MOE-Personnel Compliance Officers & Office Staff	\$0.00	\$0.00	\$0.00	\$660,369.78
Salary Subtotal	\$1,170,135.47	\$206,494.52	\$1,376,629.99	\$660,369.78
MCSAP Compliance Officers	\$79,355.74	\$14,003.96	\$93,359.70	\$0.00
MCSAP Office Support Staff	\$1,633.27	\$288.23	\$1,921.50	\$0.00
Overtime subtotal	\$80,989.01	\$14,292.19	\$95,281.20	\$0.00
Personnel total	\$1,251,124.48	\$220,786.71	\$1,471,911.19	\$660,369.78

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Compliance Officers	\$68,775.16	\$12,136.80	\$80,911.96	\$0.00
MCSAP Compliance Officers	\$131,532.51	\$23,211.62	\$154,744.13	\$0.00
CMV Crash Data Entry Associate	\$1,236.64	\$218.24	\$1,454.88	\$0.00
CMV Crash Data Entry Associate	\$2,365.08	\$417.37	\$2,782.45	\$0.00
Compliance Tech-Office Support	\$1,942.08	\$342.72	\$2,284.80	\$0.00
Compliance Tech-Office Support	\$3,714.22	\$655.46	\$4,369.68	\$0.00
Office Support-Grant Mgr	\$2,268.48	\$400.32	\$2,668.80	\$0.00
Office Support-Grant Mgr	\$4,338.47	\$765.61	\$5,104.08	\$0.00
Program Support Unit Mgr	\$2,456.16	\$433.44	\$2,889.60	\$0.00
Program Support Unit Mgr	\$4,697.41	\$828.95	\$5,526.36	\$0.00
Office Coordinator	\$1,711.15	\$301.97	\$2,013.12	\$0.00
Office Coordinator	\$3,272.58	\$577.51	\$3,850.09	\$0.00
Fringe Benefits total	\$228,309.94	\$40,290.01	\$268,599.95	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Compliance Reviews	\$36,679.20	\$6,472.80	\$43,152.00	\$0.00
Roadcheck Detail	\$14,331.51	\$2,529.09	\$16,860.60	\$0.00
Onsite Safety Audits	\$61,773.75	\$10,901.25	\$72,675.00	\$0.00
Other MCSAP Related Travel	\$67,794.81	\$11,963.79	\$79,758.60	\$0.00
Group Safety Audits	\$29,914.56	\$5,279.04	\$35,193.60	\$0.00
Travel total	\$210,493.83	\$37,145.97	\$247,639.80	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Vehicles	\$94,749.50	\$16,720.50	\$111,470.00	\$0.00
TACS Equipment	\$312,895.92	\$55,216.93	\$368,112.85	\$0.00
Equipment total	\$407,645.42	\$71,937.43	\$479,582.85	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Computer Stands	\$1,062.50	\$187.50	\$1,250.00	\$0.00
Soapstone marker & soapstone	\$701.25	\$123.75	\$825.00	\$0.00
Printer Ink	\$6,211.80	\$1,096.20	\$7,308.00	\$0.00
Miscellaneous Office Supplies (pens, paper clips, note pads, portfolios, etc)	\$5,950.00	\$1,050.00	\$7,000.00	\$0.00
Bump Caps for field work	\$140.25	\$24.75	\$165.00	\$0.00
Cell Phone Cases-MCSAP cell phones for field	\$2,295.00	\$405.00	\$2,700.00	\$0.00
Clothing (tops, pants, etc. for MCSAP work)	\$12,408.25	\$641.75	\$13,050.00	\$0.00
Supplies total	\$28,769.05	\$3,528.95	\$32,298.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Consultant Services	\$113,866.05	\$20,094.01	\$133,960.06	\$0.00
Illinois State Police	\$8,787,385.93	\$1,550,715.17	\$10,338,101.10	\$0.00
Contractual Services-Installation	\$85,000.00	\$15,000.00	\$100,000.00	\$0.00
Contractual and Subaward total	\$8,986,251.98	\$1,585,809.18	\$10,572,061.16	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Commercial Vehicle Safety OOS Guide	\$1,262.25	\$222.75	\$1,485.00	\$0.00
Room rental for training	\$3,570.00	\$630.00	\$4,200.00	\$0.00
Operation of Automotive (Fuel/Repair/Oil)	\$30,855.00	\$5,445.00	\$36,300.00	\$0.00
Telecommunications (cell phones/air cards/desk phones)	\$33,660.00	\$5,940.00	\$39,600.00	\$0.00
Regulatory Reference Material	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Other Costs total	\$71,897.25	\$12,687.75	\$84,585.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$11,184,491.95	\$1,972,186.00	\$13,156,677.95	\$660,369.78
Total Costs Budgeted	\$11,184,491.95	\$1,972,186.00	\$13,156,677.95	\$660,369.78

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$11,184,492.00	\$1,972,186.00	\$13,156,678.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,972,186.00
MOE Baseline:	\$660,369.78

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$1,170,135.47	\$206,494.52	\$1,376,629.99	\$660,369.78
Overtime Subtotal	\$80,989.01	\$14,292.19	\$95,281.20	\$0.00
Personnel Total	\$1,251,124.48	\$220,786.71	\$1,471,911.19	\$660,369.78
Fringe Benefits Total	\$228,309.94	\$40,290.01	\$268,599.95	\$0.00
Travel Total	\$210,493.83	\$37,145.97	\$247,639.80	\$0.00
Equipment Total	\$407,645.42	\$71,937.43	\$479,582.85	\$0.00
Supplies Total	\$28,769.05	\$3,528.95	\$32,298.00	\$0.00
Contractual and Subaward Total	\$8,986,251.98	\$1,585,809.18	\$10,572,061.16	\$0.00
Other Costs Total	\$71,897.25	\$12,687.75	\$84,585.00	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$11,184,491.95	\$1,972,186.00	\$13,156,677.95	\$660,369.78
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$11,184,491.95	\$1,972,186.00	\$13,156,677.95	\$660,369.78

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Matt Magalis
2. What is this person's title? Chief of Staff, IL DOT
3. Who is your Governor's highway safety representative? Omer Osman
4. What is this person's title? Deputy Secretary, IL DOT

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

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

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

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Matt Magalis
2. What is the title of your certifying State official? Chief of Staff, IL DOT
3. What are the phone # and email address of your State official? (217)782-0692 Matt.Magalis@illinois.gov

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

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

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

The following Parts of the Illinois Hazardous Materials Transportation Regulations were adopted (and effective) on January 24, 2018. (The Illinois Register citation used to locate the adopted Parts follows each Part.) 92 Ill. Adm. Code 171 – HazMat: General Information, Regulations and Definitions (42 Ill. Reg. 2903) 92 Ill. Adm. Code 172 – HazMat Table and HazMat Communications (42 Ill. Reg. 2912) 92 Ill. Adm. Code 173 - Shippers General Requirements for Shipments and Packagings (42 Ill. Reg. 2916) 92 Ill. Adm. Code 177 – Carriage by Public Highway (42 Ill. Reg. 2922) 92 Ill. Adm. Code 178 – Specifications for Packagings (42 Ill. Reg. 2932) 92 Ill. Adm. Code 179 – Specifications for Tank Cars (42 Ill. Reg. 2936) 92 Ill. Adm. Code 180 – Continuing Qualification and Maintenance of Packaging (42 Ill. Reg. 2941) Parts 107 and 108 were delayed pending IDOT's OCC's goal to repeal 92 Ill Adm. Code 108 and incorporate by reference more program procedures found in 49 CFR 107. This IBR will likely increase the fines companies will pay for non-compliance but will be more in line with PHMSA. This process is currently being reviewed with IDOT's Chief Counsel.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety
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Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
HB4944	01/01/2019	625 ILCS 5/13 102 and 625 ILCS 5/13-109	Illinois adopted annual inspections on CMV's (10,001 lbs to 26,000 lbs) which operate solely in intrastate commerce. The inspection would require an Appendix G inspection. Current Illinois Law requires two inspections (semi-annual).

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

☐ Yes ☒ No