



INDIANA

Commercial Vehicle Safety Plan

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

Fiscal Year 2019

Date of Approval: July 15, 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.*

Indiana is committed in reducing the number of injury and fatal crashes involving commercial motor vehicles in an attempt to eliminate all fatal crashes. The Indiana State Police Commercial Vehicle Enforcement Division (ISP-CVED) believes that identifying the crash causation factors and placing a high emphasis on those issues, in high crash corridors, we will be most effective in reducing the amount of commercial motor vehicles involved in fatal crashes. Indiana's officers are trained and expected to always be diligent about removing impaired drivers from our roadways. Training on impaired driver recognition and the use of portable breath testers are a part of our program. Indiana also has committed its resources to other areas affecting the commercial vehicle industry such as illegal drug/human trafficking, food transportation, detection of hazardous material violations, non-compliance with licensing and registration laws, enforcement of Federal Out-of-Service Orders, and size and weight enforcement.

Indiana is also committed in working together with other agencies to achieve our goals. Indiana has partnered with Michigan, Kentucky, Ohio, West Virginia and Pennsylvania. Together we are the Six State Trooper Project, all six (6) agencies conduct details through out the year to promote CMV safety. Along with working together with Illinois, Michigan and Ohio, on the Great Lakes Commercial Vehicle Enforcement Initiative.

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.*

Indiana State Law has identified the Indiana State Police as the agency responsible for enforcing the Federal Motor Carrier Safety Regulations (FMCSRs) and the Hazardous Materials Regulations (HMRs). The Indiana State Police (ISP) have been designated by the Governor of the state of Indiana as the lead agency to participate in the Motor Carrier Safety Assistance Program (MCSAP) and has been since the program's inception.

MCSAP funds are used by the Indiana State Police (ISP) within the Commercial Vehicle Enforcement Division (CVED). ISP-CVED utilizes the MCSAP Grant funds for salaries, fringe benefits, equipment purchases, training, and technology needed for the division to conduct its program activities. These activities consist of inspections, commercial vehicle traffic enforcement, compliance reviews, safety audits and education for carriers and drivers.

ISP-CVED is comprised of both Commercial Vehicle Enforcement Officers (CVEO) and Motor Carrier Inspectors (MCI). The CVEO's are law enforcement officers (troopers) with full arrest powers. MCI's are authorized to enforce Federal Motor Carrier Safety and Hazardous Materials Regulations, conduct size and weight enforcement, enforce state laws pertaining to credentialing and licensing of commercial motor carriers and drivers. Statutorily, MCI's are considered law enforcement officers capable of conducting limited non-moving traffic enforcement.

Currently, police personnel consist of one Major, Captain, Lieutenant, First Sergeant, 12 Sergeants, and 62 Troopers. Two (2) of the Sergeants and Five (5) of the Troopers are funded by the MCSAP grant at 85% due to the fact that their primary job function is Compliance Reviews and New Entrant Safety Audits. Indiana also funds one (1) Sergeant at 85% as the training and grant administrator, one (1) Sergeant is funded at 15% as the school bus administrator. The remaining eight (8) Sergeants are funded at 50% by the MCSAP grant. Forty one (41) Troopers are funded at 50% and twenty one (21) Troopers are funded at 15% because their primary responsibility is with the State's School Bus inspection program.

MCI staffing consists of one (1) Administrator, one (1) Assistant administrator, five (5) District Coordinators, and forty two (42) Motor Carrier Inspectors. One (1) of the Area Coordinators is responsible for all technology support as well as the States data quality management and is funded at 85%. Six (6) of the Motor Carrier Inspectors are dedicated 85% of their time to New Entrant Carriers and their salaries and fringe benefits will be billed towards the grant at 85%. The remaining MCI's are funded at 50%, their responsibilities also include operation of the State's inspection facilities conducting size and weight enforcement.

All police and MCI personnel submit their daily activity hours to Peoplesoft time and labor, which is a personal activity report. There are several different MCSAP codes that will report hours of eligible activities conducted towards the MCSAP grant. The amount of hours of eligible activities that exceed the funded percentage is used as Maintenance Of Effort (MOE). Time and labor is how Indiana justifies the percentage of an inspector's MCSAP eligibility.

Indiana has one hundred and seventy (170) non-funded officers certified as Level I, II or III inspectors. This group of officers consists of Troopers that are assigned general road patrol and/or administrative duties. The hours spent and miles driven while conducting inspections generated by these officers are used for MOE since their salaries, vehicles, and equipment are not grant funded.

The ISP-CVED's office is located in the same building complex adjacent to the Indiana Department of Revenue Motor Carrier Services Division (DOR) and the Indiana Bureau of Motor Vehicles (BMV). This allows for a "One-Stop Shop" for the Indiana motor carrier industry when obtaining licenses, registrations, and permits as well as dealing with safety regulation concerns. This also provides for more effective coordination between ISP-CVED, BMV and DOR, who together, are responsible for motor carrier enforcement and compliance. Having all agencies in close proximity has proven to be helpful with developing, managing, and coordinating the Compliance Review, development of an intrastate DOT program as part of the PRISM process, and managing oversize/overweight compliance.

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:	INDIANA STATE POLICE
Enter total number of personnel participating in MCSAP activities	298
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	298
Traffic Enforcement Activities	298
Investigations*	14
Public Education and Awareness	90
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	NONE
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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 # Fatalities

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			
10/01/2016	09/30/2017	143	80	63
10/01/2015	09/30/2016	102	105	3
10/01/2014	09/30/2015	125	115	10
10/01/2013	09/30/2014	139	87	52
10/01/2012	09/30/2013	118	120	2

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: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2016	09/30/2017	6	4	2
10/01/2015	09/30/2016	5	4	1
10/01/2014	09/30/2015	6	5	1
10/01/2013	09/30/2014	7	4	3
10/01/2012	09/30/2013	5	2	3

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: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2016	09/30/2017	1	0	1
10/01/2015	09/30/2016	7	0	7
10/01/2014	09/30/2015	3	0	3
10/01/2013	09/30/2014	2	0	2
10/01/2012	09/30/2013	4	0	4

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

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/25/2018.

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

An analysis of the fatal crashes involving a commercial motor vehicle (CMV) transporting hazardous material and releasing/spilling hazardous materials from FFY 2013 through FFY 2017 shows that there has been a total of seventeen (17) crashes resulting in fatalities. Of the seventeen fatalities, the vast majority of the crashes, the driver of the CMV was listed as fault on the Indiana Officers Standard Crash Report and not due to the releasing/spilling of the product being transported.

Although, Indiana conducts numerous inspections on CMV's transporting hazardous materials. Indiana has cited numerous violations for failure to abide by the Hazardous Materials Regulations, Indiana has not discovered any violations in which the release of hazardous materials have contributed to any crash nor enhanced injuries in anyway. Indiana's diligence with CMV traffic enforcement and hazardous materials inspections has contributed to the fact that there are very few fatal crashes involving CMV's that release/spill their hazardous cargo.

FFY 2017, Indiana had conducted 2,022 inspections involving CMV's transporting hazardous materials. Of the 2,022 inspections that were conducted, 390 hazardous materials violations were identified and 49 hazardous materials out of service violations were documented. Indiana will continue to inspect CMV's transporting hazardous materials and enforce the hazardous materials regulations, in an attempt to reduce the number of hazardous materials crashes.

Indiana's goal to make all NAS Part B (level I) division inspectors hazardous material and cargo tank certified.

Narrative Overview for FY 2019**Instructions:**

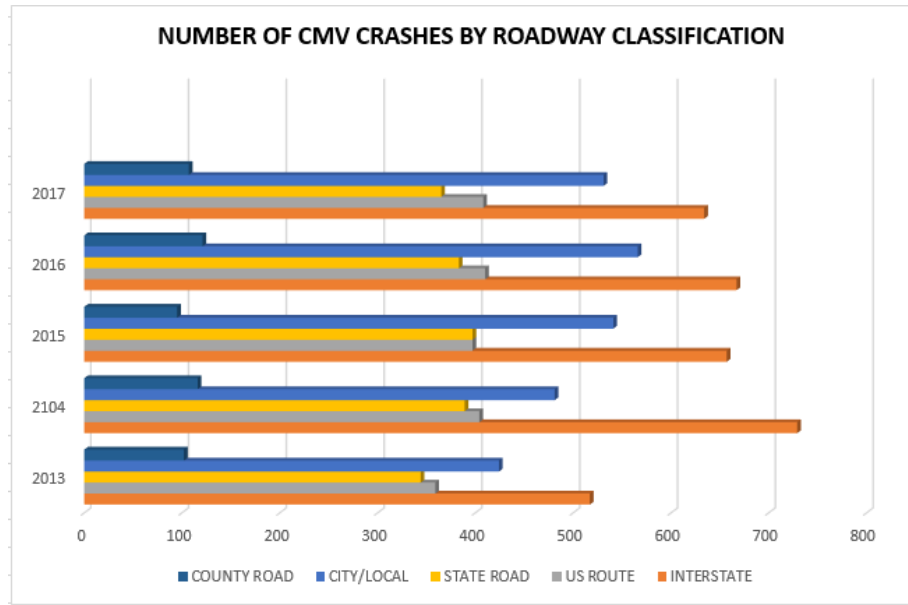
The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number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

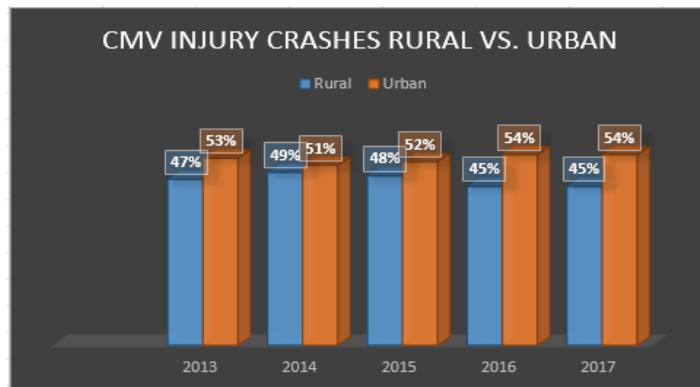
Indiana is geographically located in the crossroads of interstate commerce of the United States and the state of Indiana has been nicknamed the crossroads of America. There are four (4) major east/west interstates that account for a vast majority of all east/west or west/east commerce in the United States. There are also two (2) major north/south interstates that accommodate traffic leading to/from the large cities of Chicago, IL, Louisville, KY, and Detroit, MI, which are within very close proximity to the State of Indiana. St Louis, MO, Columbus, OH and Cincinnati, OH are three (3) large cities that are within a few hours from the State of Indiana, which also has major interstates running through all three (3) cities. Information provided by the U.S Department of Transportation, shows that 83,183,000 vehicle miles were traveled in the state of Indiana in 2016. According to U.S Department of Transportation, 252,815 truck tractors are registered in the state of Indiana for 2015, which is just slightly lower than truck tractors registered in the states of California and Texas. There are approximately 78,000 miles of Interstate, US routes, State Routes, local city roads and county roads that are utilized by both interstate and intrastate CMV traffic on a daily basis.

The State of Indiana has averaged eighth in the nation with the highest Commercial Motor Vehicle (CMV) fatalities. An analysis of Indiana's crash records on Commercial vehicles was conducted, using the Indiana State Police Crash Records system (named ARIES). A query of all crashes involving a commercial motor vehicle (CMV) and at least one injury or more was made for years FFY 2013 through FFY 2017. While looking for where the CMV crashes were occurring, it was determined that the crashes are spread throughout the entire state of Indiana, but there also has been a few corridors that have been identified, which are Marion and Lake Counties. One element that was most significant was the breakdown of the Roadway Classification (see graph below labeled Number of CMV Crashes by Roadway Classification). This breakdown indicates that although the interstate accounts for

a slightly higher percentage, each year as a stand-alone category, it is no way an amount that would justify only a concentration on those roadways. In fact the combination of US Routes, State Roads and City/Local Roads account for the majority of the CMV crashes. Furthermore, the crash data indicates that the Rural vs. Urban areas are nearly equal with a slight majority of these crashes occurring in the Urban areas (see graph below labeled CMV Injury Crashes Rural vs. Urban). When defining if a crash is in a Rural or Urban setting, it is up to the officer investigating the crash to make that determination. One way to determine if a crash was located in a urban setting is if the crash had occurred within the corporate city/town limits.



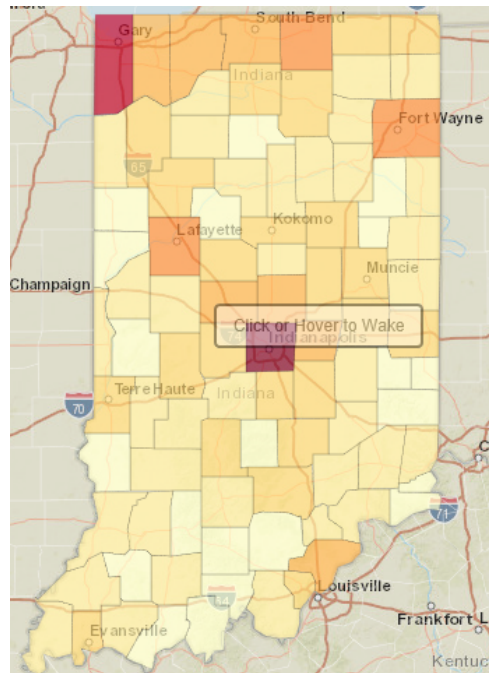
Source: Indiana State Police ARIES Crash Records report run date 4/10/2018



Source: Indiana State Police ARIES Crash Records report run date 4/10/2018

When mapping these crashes out, two corridors stood out, which were Marion and Lake Counties. These two corridors have a higher concentration of crashes than any other parts of the state. For these two counties that have a higher number of crash totals, there is nothing in the data that supports that higher frequency rate is caused by something specific to that area or by those CMV's that only travel in those areas. In fact there is data on the CVSP toolkit that indicates that Indiana has an Out-of State license holder, involved in large trucks and bus crashes on average of 47% more than the national average (MCMIS data source, A&I CVP Toolkit, *Large Truck and Buses involved in Crashes data snapshot as of 2/23/2018*).

Below is a map that pin points our high crash corridors, which are in red. The information below was obtained from A&I, Indiana: Number of Large Trucks & Buses Involved in All Crashes (MCMIS & FARS) (Fiscal Year 2017).



The analysis of Indiana's CMV crash and the "Primary Factors" listed for these crashes indicates that over 72% of all injury related crashes could be contributed into five (5) different categories that are all driver related. Those factors are Following too close, Disregarding a regulatory sign, Failure to yield and lane violations (combined left of center, ran off road to the right and unsafe lane movement). The table below labeled "Crash Causations" shows the history and the number and type of occurrences from 2014 -2017.

CRASH CAUSATIONS

Year	Left of Center/Off road right/unsafe lane movement	Fail to Yield	Speed/Unsafe Speed for conditions	Disregard Signal/ Sign	Follow too Close
2014	447 20.6%	342 15.8%	325 15%	147 6.7%	340 15.7%
2015	490 23.2%	326 15.4%	279 13.2%	139 6.6%	326 15.4%
2016	504 22%	372 16%	128 5%	168 7%	389 17%
2017	474 22%	330 15%	215 10%	154 7%	385 18%

Consistent with the national averages, approximately one- half of these crashes that involve a non-CMV vehicle are caused by actions of the non-CMV driver. In fact an analysis of all the CMV involved crashes resulting in a fatality were done. Each crash was analyzed to determine what the Primary factor was that contributed to the crash and if the CMV driver was reported as the responsible participant. The analysis revealed that approximately 29% of these crashes were attributed to the CMV driver. The remaining were attributed to some driver issue on the part of the non-CMV driver.

These "Primary Factors" are what is causing the majority of our CMV fatal/injury crashes. Although, distracted driving

is also a factor, it is not one that is often listed on the crash reports as a Primary Factor. This is due mostly to the fact that it is often difficult to prove and is normally only documented as the primary factor when a statement is made by the driver. Of the list of violations on "Crash Causation" attachment, nearly all of them would be a symptom or caused by a distracted driver.

Another explanation as to why a driver would not be able to maintain their lane of travel, but not easily determined by crash investigators and drivers are not willing to admit, is driver fatigue. In CMV crashes where the driver travels left of center, off road to the right or in and out of a lane are often accompanied by post crash inspection, shows the driver is in violation of an hours of service rule, driver fatigue or ill and some alcohol and/or drug violation.

A query of Indiana's post-crash inspection activities from October 1, 2012 - September 30, 2017 show that 4,687 post-crash inspections were conducted during this time frame. Approximately 20% of those post-crash investigation inspections have listed at least a violation of driver qualifications, hours of service, driving while ill/fatigued or under the influence or possession of alcohol/drugs. Currently for FY2018, till June 8, 2018, we have conducted 480 post-crash inspections. Approximately 23% of those post-crash inspections have listed at least a violation for driver qualification, hours of service, driving while ill/fatigued or under the influence or possession of alcohol/drugs.

Indiana had sixty-three (63) more fatal crash than what our goal was for FFY 2017. It is hard to explain why we saw the immense increase. Indiana, does have a large and growing CMV population always traveling in and though the state. We have numerous inspectors working around the clock, working towards reducing the number of fatalities involving CMV's. Unfortunately, with having a large CMV population, you only have so much control over certain situations and we cannot stop every situation that might lead to a fatal crash.

Enter the data source and capture date:

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/25/2018, including crash records through 01/31/2018

Projected Goal for FY 2019

Enter Crash Reduction Goal:

Indiana's fatal crash goal for FFY 2018 was to try and have only 80 fatal crashes. Unfortunately, Indiana saw an increase in CMV fatal crashes for FFY 2017. Indiana's goal for FFY 2019, is to reduce the number if CMV fatal crashes by 10%, using the FFY 2017 data, which would be limit the number of fatal crashes to 129.

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.

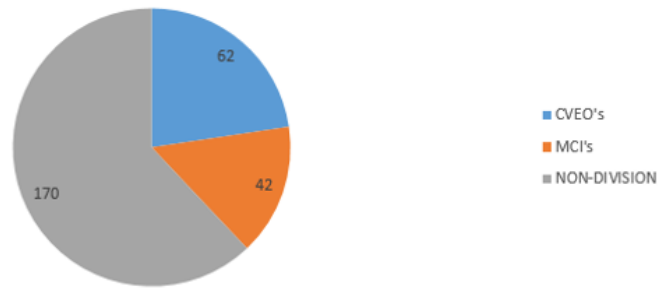
Indiana has sixty two (62) Commercial Vehicle Enforcement Officers (CVEO's) that are funded by some percentage by the MCSAP grant. Each of these CVEO's are trained to conduct North American Standard inspections and have full state traffic law enforcement authority. None of these officers are dedicating 100% of their time on traffic enforcement, but will concentrate 45,305 hours of their effort towards CMV related activities. Twenty one (21) of the CVEO's conduct inspections to maintain certification and spend the majority of their time conducting the Indiana State school bus inspection program. These CVEO's are only funded by the MCSAP grant at 15% and will generate 6,961.50 hours towards CMV related activities.

Indiana also has one hundred and seventy (170) additional officers (non-division) that are not funded by the MCSAP grant, these inspectors are at minimum NAS Part A, level III certified to conduct roadside inspections. The majority of these officers are assigned road patrol duties in the different agency districts/divisions and conduct traffic enforcement inspections as a part of Indiana's maintenance of effort (MOE). These non-division troopers will generate approximately 6,120 hours towards CMV inspections.

Indiana has forty two (42) motor carrier inspectors (MCI's) that do not have full traffic enforcement authority but do however contribute to Indiana's traffic enforcement efforts by focusing on seat belt usage, cellular phone usage and possession of a RADAR detector. The MCI's do not have the authority to enforce any state law pertaining to moving violations. These MCI's will conduct approximately 46,410 hours towards CMV inspections.

Altogether, Indiana plans on spending approximately 97,835 hours towards CMV related activities.

NUMBER OF INSPECTORS



Indiana does assign level III non-division officers to patrol a specific "corridors" and assign officers to work specific time of day or days of the week. Indiana uses our State's crash record system (ARIES) to help identify the "Primary contributing factors" trends in commercial motor vehicle (CMV) related injury and fatal crashes. The most common factors are then reported to troopers in the field as the emphasis for their enforcement efforts, in an attempt to eliminate those common crash factors. Each inspector is trained and understands that the emphasis is to discover one of these violations that are the contributing factors in the majority of our crashes and to conduct at least a North American Standard Part A (Level III) inspection in conjunction with the traffic stop.

ARIES data shows the most frequent crash causation factors for CMV's resulting in an injury are shown in the table below. Utilizing this data, Indiana's CVEO's will be able to target those high crash causation factors and corridors on Indiana's roadways and spend approximately three thousand four hundred and eight five (3,485) hours a month targeting the crash causation factors listed in the table below.

CRASH CAUSATION FACTORS	
392.2S	SPEEDING
392.2C	FAILURE TO OBEY TRAFFIC CONTROL DEVICE
392.2LC	IMPROPER LANE CHANGE
392.2FC	FOLLOWING TOO CLOSELY
392.2Y	FAILURE TO YIELD RIGHT OF WAY
392.16	FAILURE TO WEAR SEAT BELT
392.71A	USING/EQUIPPING A CMV WITH A RADAR DETECTOR
392.80	TEXTING WHILE DRIVING
392.82	CELLULAR PHONE USAGE IN A CMV
392.3	OPERATING WHILE ILL OR FATIGUED

Indiana has a larger number of CVEO's and non-division officers located in the areas where we have a higher concentration of CMV traffic, which is also our corridors. Indiana will continue to concentrate all of its CMV enforcement efforts throughout the entire state of Indiana in an attempt to eliminate all fatal CMV crashes.

Indiana will also offer CVEO's, MCI's and non-division officers the opportunity to work the overtime project, Voluntary Inspection Program (VIP), to assist with traffic enforcement to help reduce the number of crashes involving CMV's and non-CMV vehicles. The officers who participate in the VIP program will work on average of 30 hours per month targeting these crash causation factors with an inspection and enforcement action and there is a high emphasis to conducted those inspections in our corridors. Indiana's traffic enforcement total are shown on the table below labeled "Traffic Enforcement Activity Summary".

Traffic Enforcement Activity Summary												
Activity Summary	FY 2014			FY 2015			FY 2016			FY 2017		
	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total
Number of Traffic Enf. Inspections	672	384,139	384,811	414	377,225	377,639	527	371,892	372,419	509	371,530	372,039
With Moving Violations	44	213,484	213,528	28	210,685	210,713	49	221,265	221,314	79	223,370	223,449
With Drug & Alcohol Violations	0	827	827	0	870	870	0	881	881	0	896	896
With Railroad Crossing Violations	0	279	279	0	287	287	1	210	211	0	215	215
With Non-specified State Law/Miscellaneous Violations	630	181,493	182,123	386	177,187	177,573	481	161,649	162,130	432	158,959	159,391
Number of Traffic Enf. Violations	687	433,923	434,610	421	423,691	424,112	539	412,486	413,025	535	410,788	411,323
Moving Violations	47	222,203	222,250	28	217,673	217,701	50	227,433	227,483	80	229,726	229,806
Drug & Alcohol Violations	0	976	976	0	1,016	1,016	0	999	999	0	1,028	1,028
Railroad Crossing Violations	0	280	280	0	288	288	1	210	211	0	217	217
Non-specified State Law/Miscellaneous Violations	640	210,464	211,104	393	204,714	205,107	488	183,844	184,332	455	179,817	180,272

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.

Indiana will obtain data from their State Crash Report System, ARIES, to report the number of commercial motor vehicle (CMV) related injury/fatal crashes and the number of those crashes listing, one of the primary contributing factors listed in the "Crash Causation" table below (information in the table was obtained through ARIES run date 4/10/2018) . Each quarter, the Grant Administrator will query the crash records and analyze for any increases/decreases in these factors or any other primary contributing factors that might become apparent. Any adjustments to the types of factors that are being focused upon will be changed accordingly.

CRASH CAUSATION

Year	Left of center/off road/unsafe lane movement	Failure to Yield	Speed/Unsafe Speed for Conditions	Disregarding Signal or Sign	Following too Closely
2013	383 21%	272 15%	219 12%	176 10%	266 14.7%
2014	319 19.7%	246 15%	262 16%	101 6%	266 16.4%
2015	493 16%	325 10%	280 9%	82 6%	325 10%
2016	504 22%	371 16%	246 11%	166 7%	389 17%
2017	474 22%	330 15%	215 10%	154 7%	385 18%

Each commercial vehicle enforcement officer/motor carrier inspector (CVEO/MCI) is required to complete a daily activity report on the Shared Integrated Electronic Database (SHIELD) and each CVEO/MCI is responsible for submitting their daily activity into the database. Along with SHIELD, Indiana also uses time and labor, which keeps track of the hours that each CVEO/MCI works and what hours are dedicated towards MCSAP related activities. Each quarter the grant administrator will run a cumulative report to determine if sufficient time is dedicated to this program to at least meet the appropriate level of funding for each CVEO or MCI.

Each quarter the grant administrator will report the total activities compiled from these activity reports. The grant administrator will do an analysis of these activity reports to identify any problems or issues that might affect the programs effectiveness. The grant administrator will, each month, pull a report listing of each number of inspections conducted and any action taken. The information will be documented on a quarterly report.

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	10233	6964	6055	6145	5950
Level 2: Walk-Around	18648	16773	14254	13398	15156
Level 3: Driver-Only	41520	43888	36255	38748	47882
Level 4: Special Inspections	129	286	165	230	323
Level 5: Vehicle-Only	18	241	208	165	89
Level 6: Radioactive Materials	0	0	0	0	0
Total	70548	68152	56937	58686	69400

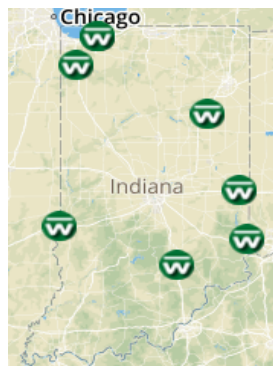
Narrative Overview for FY 2019

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.

Indiana has eight (8) fixed fully operating inspection facilities. All but one (1) of these facilities have inspection barns with walk under pits for conducting truck inspections. Three (3) of these fixed facilities are also equipped with performance based brake testers (PBBT's). The performance based brake tester at the Terre Haute inspection facility is currently broken and is needed to be repaired/replaced. These fixed inspection facilities are also equipped with weigh-in-motion and platform scales. Below is a map of where in the State our inspection facilities are located. Also, I94 has two (2) inspection facilities, one (1) eastbound and one (1) westbound, to accommodate CMV traffic coming and going from Chicago, IL.



Indiana staffs these inspection facilities with our Motor Carrier Inspectors (MCI's) who are responsible for achieving a goal of keeping these facilities open up to twelve (12) hours a day for five (5) days a week. The MCI's will take

enforcement action on overweight commercial motor vehicles (CMVs) and conduct at least a level III North American Standard, Part A inspection in conjunction with the weight enforcement. MCI's will also pull in CMV's for random inspections, having a high safety rating or due to some visual defect.

Commercial Vehicle Enforcement Officers (Troopers), also frequent these fixed inspection facilities to conduct inspections. Indiana will conduct at least one drug interdiction, human trafficking and hazardous materials blitz at one of these inspection facilities each year. There are forty one (41) Commercial Vehicle Enforcement Officers (CVEO) that are assigned road patrol for CMV enforcement. These CVEO's are funded at 50% and spend at least half of their activities conducting inspections either roadside or at inspection fatalities. The CVEO's focus on traffic enforcement but also observe for any visual violations of equipment, markings, registration or weight. CVEO's are spread throughout the entire state of Indiana and there are multiple CVEO's assigned within the more populated regions which contain more CMV traffic.

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: INDIANA STATE POLICE

Enter the total number of certified personnel in the Lead agency: 298

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6095	336	20	6451	8.85%
Level 2: Walk-Around	15500	615	5	16120	22.12%
Level 3: Driver-Only	49860	0	45	49905	68.48%
Level 4: Special Inspections	250	0	0	250	0.34%
Level 5: Vehicle-Only	75		75	150	0.21%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	71780	951	145	72876	

MCSAP subrecipient agency

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

Subrecipient is: NONE

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

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

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: INDIANA STATE POLICE					
# certified personnel: 298					
Subrecipient Agencies: NONE					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6095	336	20	6451	8.85%
Level 2: Walk-Around	15500	615	5	16120	22.12%
Level 3: Driver-Only	49860	0	45	49905	68.48%
Level 4: Special Inspections	250	0	0	250	0.34%
Level 5: Vehicle-Only	75		75	150	0.21%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	71780	951	145	72876	

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.

Indiana has one hundred and seventy (170) non-division inspectors. In order for these non-division inspectors to keep their certification, they must conduct a minimum of thirty two (32) inspections. The number of inspections conducted to keep their certification is five thousand four hundred and forty (5,440). With the amount of non-division inspectors exceeding the number of MCI's and CVEO's, it is very difficult to meet the 25% goal, of Level I inspections as a total. CVEO's and MCI's are both strongly encouraged to conduct at least 25% of NAS Level I inspections and 33% of NAS Level III inspections.

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	89	73	60	59	46
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	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	20	15	11	10	8
Total Investigations	109	88	71	69	54
Total Security Contact Reviews	4	3	4	2	2
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2013	2014	2015	2016	2017
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	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	0	0	0	0	0
Total Investigations	0	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	2
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	4	0
CSA On-Site Focused/Focused CR	79	0
CSA On-Site Comprehensive	15	0
Total Investigations	98	2
Total Security Contact Reviews	4	0
Total Terminal Investigations	0	0

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

The Indiana State Police Commercial Vehicle Enforcement Division has a compliance review squad which is comprised of a sergeant and five full time trooper safety investigators. The trooper safety investigators currently conduct CSA interventions that consist of onsite CSA comprehensive investigations, CSA onsite focused investigations and security contact reviews. Indiana can anticipate to be implementing CSA offsite investigations during FY 2019 or later and will fully implement all CSA intervention types including Enhanced Investigative Techniques. Indiana currently does not have a functioning intrastate civil process in place to conduct compliance reviews and issue notice of claims or notices of violations on its own. Indiana does investigate intrastate motor carriers after non-frivolous complaints are received, conducts non-rated reviews and enforces violations of the regulations to the extent that FMCSA also has authority to do so in regards to CFR Parts 382, 383, 387 and hazardous materials. All Indiana enforcement actions (NOC's and NOV's) are submitted to the Midwest Service Center by way of the Indiana FMCSA Division Office. The Indiana State Police Commercial Vehicle Enforcement Division trooper safety investigators are sworn law enforcement officers who are expected to maintain ALL required police training certifications, respond to emergency calls and work various police assignments as required by their commanders. Several of our Trooper safety investigators are additionally certified as NTC instructors and a portion of their duties are directed towards instructing locally and nationally as required. Trooper safety investigators are expected to maintain all certifications to conduct CSA interventions and or investigations. The Indiana State Police Commercial Vehicle Enforcement Division's objective is to reduce the number of CMV involved crashes resulting in injuries and fatalities. We will utilize the CSA initiative to select motor carriers for interventions. Indiana is also fully compliant with the PRISM process and will continue to confiscate/revoke all registrations, license plates and cab cards issued by Indiana when out of service orders are issued by the United States Department of Transportation or Federal Highway Administration (IC #8-2.1-24-28). The Indiana State Police Commercial Vehicle Enforcement Division proposes each calendar year to perform a certain number of compliance review types as a projected goal to attain under optimal conditions. Many factors (unpredictable and predictable) can and do come into play that will not allow our police agency to reach that quantitative goal. Over the years some of the factors that have had a detrimental effect on attaining the stated goals has revolved around manning issues involving retirements, promotions, health issues, training demands including the need to provide general police duties and responsibilities for the citizens of Indiana. It is also known that it takes a significant amount of time and training to bring a Trooper investigator into the fold as a fully qualified and effective compliance review investigator. Currently we have five (5) full time Troopers assigned to conduct compliance review investigations when we have allocated funds within the MCSAP Grant for six (6) Trooper compliance review investigators. Of the five Troopers two have additional duties as hazardous materials instructors and one is an emergency vehicle operations course instructor. Their additional duty teaching assignments can be lengthy at times involving weeks at a time. When selecting Troopers that possess the skills that are desired for a compliance review investigator inevitably we select those that have the skills to perform other important tasks such as teaching. Our Trooper compliance review investigators are also required to certify and

maintain all of their required police certifications/training such as firearms/weapons qualifications, first responder, defensive tactics, legal updates, security awareness, active shooter response, cultural awareness, ethics, hostile work environment awareness, emergency vehicle operations, various types of impaired driver detection training, all crimes policing, verbal judo/de-escalation techniques, various types of computer training as it relates to police work, promotional testing, various types of police investigative training and speed timing device training. Other duties expected and required of our Police Troopers include general responses to accidents, aid to disabled motorists, emergency/non-emergency calls for police services, maintenance of police vehicles and equipment, working post command duties, working events such as the State Fair, Indy 500, NASCAR Brickyard 400, Grand Prix, Moto GP race details, weather related emergencies, criminal and traffic court appearances, ISP memorial services, post meetings, supervisory meetings, public speaking functions and other events assigned by police commanders/supervisors. Related report writing and data entry also requires a significant portion of time. In addition to regular days off each week our police Troopers are authorized and utilize vacation, holiday and personal leave at about 40 plus or minus a few days per calendar year. Some of the activities related to compliance reviews that take away time from completing actual investigations but performed and funded within the MCSAP Grant include NTC/FMCSA webinars, CVSA webinars, COMED training/conferences, including other types of classroom training such as EIT, EMMT, Safety Audit NEWS offsite and ELD's to name a few. Some functions within the process of completing investigations takes notable time away from completing an actual investigation and that involves the time it takes in preparing DEMAND letters for non-compliant carriers that are delaying access to onsite reviews, carrier inactivations or reclassifications and the ever burdensome efforts that are put forth of researching the volume and ever changing policy memorandums/exemptions. The Indiana State Police Commercial Vehicle Enforcement Division believes that the projected number of compliance review types should remain as our projected goal to attain in hopes that at some time in the future we will be able to be fully manned and reach our goal. We are ever hopeful and committed.

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

The Indiana State Police Commercial Vehicle Enforcement Division will work to maintain the number of personnel assigned to conduct investigations and continue to conduct CSA interventions on identified motor carriers. All investigations will be conducted in accordance with current or future FMCSA guidelines to include methodology, timeliness, quality and uniformity. Enforcement cases; notices of claims will also comply with FMCSA standards. The Indiana State Police Commercial Vehicle Enforcement Division currently has five (5) full time trooper safety investigator positions that conduct CSA carrier interventions. The workload to complete our goals will be evenly spread among our trooper safety investigators. Personnel assigned and conducting carrier interventions will maintain all of their required certifications.

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.

The Indiana State Police Commercial Vehicle Enforcement Division will use the number of CSA onsite comprehensive investigations, CSA onsite focused investigations, security contact reviews and non-rated intrastate reviews as a performance measure to monitor progress towards achieving objectives. In addition we also anticipate to be implementing CSA offsite investigations during FY 2019 or later and have listed our projection for that activity. ISP-CVED will further utilize the number of enforcement cases (NOC's) and notices of violations as a performance measure. Indiana State Police compliance review Sergeant E. Hans Schmidt will monitor and evaluate the program. Progress will be reported on a quarterly basis or as required. In addition, Sergeant Schmidt will work closely with FMCSA staff and participate in the peer review process to ensure a quality program.

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	40082	33229
10/01/2015	09/30/2016	31286	36847
10/01/2014	09/30/2015	24154	22832
10/01/2013	09/30/2014	13274	7526
10/01/2012	09/30/2013	48026	47891

☒ **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.

6/18/2018 SHILED (Trooper activity reports). The number of stops is not a statistic that is captured. Each traffic stop would generate at least one (1) citation (ticket) or one (1) warning. However, some stops could generate multiple citations in addition to possibility of one (1) warning.

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

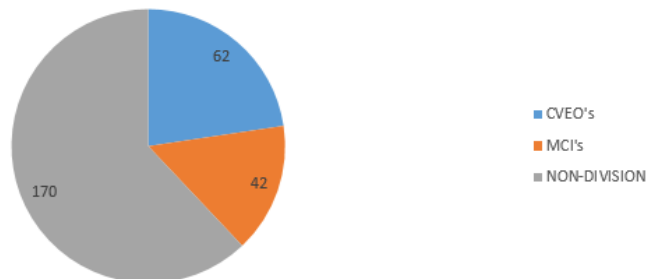
and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times 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](#).

Indiana has sixty two (62) Commercial Vehicle Enforcement Officers (CVEO's) that are funded by some percentage by the MCSAP grant. Each of these CVEO's are trained to conduct at a minimal a North American Standard Level I inspection and have full state traffic law enforcement authority. None of these officers are dedicating 100% of their time on traffic enforcement. Twenty (20) of the CVEO's, conduct NAS Level I inspections to maintain certification and spend the majority of their time conducting the Indiana State school bus inspection program. These CVEO's are only funded by the MCSAP grant at 15%.

Indiana also has one hundred and seventy (170) additional inspectors (non-division) that are not funded by the MCSAP grant, but do have certification to conduct level III roadside inspections. The majority of these officers are assigned road patrol duties in the different agency districts/divisions and conduct traffic enforcement inspections as a part of Indiana's maintenance of effort (MOE).

Indiana has forty one (42) motor carrier inspectors (MCI's) that do not have full traffic enforcement authority but do however contribute to Indiana's traffic enforcement efforts by focusing on seat belt usage, cellular phone usage possession of a RADAR detector and possession of illegal drugs/alcohol. The MCI's do not have the authority to enforce any state law pertaining to moving violations.

NUMBER OF INSPECTORS



The CVEO's and MCI's mainly work Monday through Friday from the hours of 0300 - 2000. Both CVEO's and MCI's have holidays and weekends off. It is possible for the CVEO's and MCI's to work on the weekend or on a holiday, if they change their day off during the work week or if they are going to work the Voluntary Inspection Program (VIP) project.

Indiana does not make the division units (CVEO's and MCI's) working, work specific corridors unless there seems to be a continual issues with CMV crashes in particular areas or corridors. Indiana has more inspectors allocated in the areas/corridors with a higher amount of CMV traffic, in an attempt to reduce the number of CMV fatalities.

The non-division inspectors work various hours and shifts and also work during weekends and holidays. The non-division inspectors are our safety blanket and help make sure that an inspector is working when a CMV needs to be inspected. With the number of non-division inspectors along with our division inspectors, there is always a certified inspector on duty at any given time.

The CVEO's and MCI's do not conduct traffic stop without doing an inspection, but we highly encourage traffic enforcement on non-CMV's who drive recklessly around CMV's.

Indiana's main goal is to reduce the amount of CMV fatalities. While our main goal is to inspect as many CMV's as possible in an attempt to reduce the number of fatalities. There are instances where the driving behavior of non-CMV's might be so reckless that enforcement action needs to be taken on that non-CMV driver. When this occurs, Indiana has no way to measure the amount of non-CMV's stopped while a CVEO is working towards his percentage that is grant funded.

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	72876
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1500
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	4

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
72876	100	727	73703	57172

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

Each quarter the grant administrator will report the total activities complied from these activity reports. The grant administrator will do an analysis of these activity reports to identify any problems or issues that might affect the programs effectiveness. The grant administrator will, each month, pull a report listing of each number of inspections conducted and any action take. The information will be documented on a quarterly report.

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	Exceeds 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: Indiana Department of Revenue

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

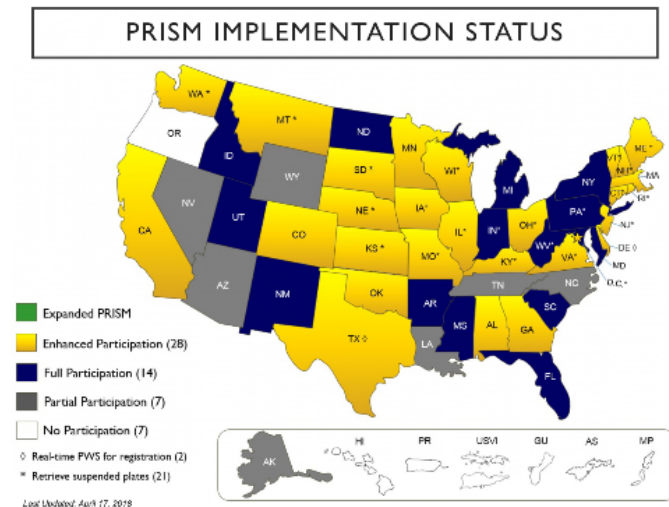
Narrative Overview for FY 2019

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.

Indiana is currently in full participation with PRISM.

April, 2018



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

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.

Indiana routinely monitors the State Safety Data Quality Measures to ensure the highest quality data is provided to FMCSA. These measures are monitored on a monthly basis. They are used to identify trends in the data which provides us an opportunity to take corrective action. We also monitor the Carrier Non-Match reports (both inspection and crash) on the A & I website. An additional resource that is used is the SAFETYNET Data Quality Reports tool provided by the Volpe Center.

This information will be reported quarterly for the SF-PPR.

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	815	1619	622	785	1268
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 safely initiatives. Include the number of personnel that will be participating in this effort.

Indiana State Police (ISP) Commercial Vehicle Enforcement Division (CVED), along with the non-division inspectors, will utilize every effort possible to conduct public education and awareness presentations either roadside or at carrier facilities to achieve a goal of nine hundred (900) hours spent on outreach programs for FFY 2019. ISP-CVED will also conduct presentations at county, local and state fairs, carrier terminals, or conduct on site programs along with the Indiana Motor Truck Association (IMTA) outreach programs throughout the entire state of Indiana.

We also have a Twitter and Facebook accounts that provides followers information on violations found during inspections along with general education for the drivers. These site allows both CVED personnel and the drivers to interact, allowing the drivers to ask questions pertaining to CMV safety.

The above will be in addition to the phone calls we receive at any of our facilities as well as the many walk in questions to the main office at CVED.

Currently, Indiana does not have a way to measure the type of program conducted or how many programs that were conducted. Indiana measures it's public education and outreach by hours spent on outreach activities.

The numbers in the tables above and below represent the total hours for public education and outreach.

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	900
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	

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.

Every inspector conducting a public information program will document that information on their daily, through the SHEILD using duty code 2292. The inspectors will record the amount of time that activity took place and Indiana has no way to measure what type of program was given. Information will be available from SHILED to the grant manager for the quarterly report.

Every fiscal quarter, the grant manager will report in a quarterly report how many hours of Public Education and Outreach we have 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	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

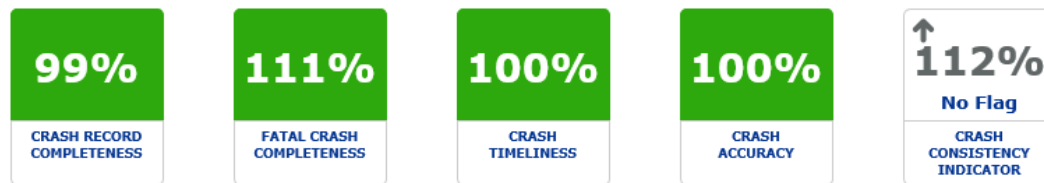
Data Source: FARS records and MCMIS crash and inspection records. Note: Since FMCSA's transition to the cloud in November 2016 resulted in a delay for State submissions, FMCSA is not including impacted late records in Crash or Inspection Timeliness measures. Crashes and inspections reported on-time will count toward State timeliness measures as of 6/20/2018.

Narrative Overview for FY 2019

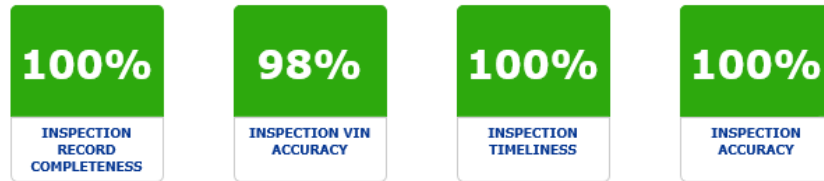
Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation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

Currently, Indiana is good and not flagged in any categories as it represents in the figures below.

CRASH MEASURES



INSPECTION MEASURES



Data Source: FARS records and MCMIS crash and inspection records. **Note:** Since FMCSA's transition to the cloud in November 2016 resulted in a delay for State submissions, FMCSA is not including impacted late records in Crash or Inspection Timeliness measures. Crashes and inspections reported on-time will count toward State timeliness measures.

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.

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.

The state routinely monitors the State Safety Data Quality Measures to ensure the highest quality data is provided to FMCSA. These measures are monitored on a monthly basis. They are used to identify trends in the data which provides us an opportunity to take corrective action. We also monitor the Carrier Non-Match reports (both inspection and crash) on the A & I website. An additional resource that is used is the SAFETYNET Data Quality Reports tool provided by the Volpe Center.

This information will be reported quarterly for the SF-PPR.

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	874	835	737	865	727
Intrastate					
Total Audits	874	835	737	865	727

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)	95	0
# of Safety Audits (Offsite)	632	0
# Group Audits	0	0
TOTAL Safety Audits	727	0
# of Non-Audit Resolutions	374	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.

Strategies to be utilized to meet Program Goals:

On the 2018 grant, I estimated that Indiana's safety audits would increase to 965 audits. This was based on a random 18% increase of a five year average. I estimated this because I believed Indiana's off-site safety audits would increase our numbers significantly over last year. Indiana conducted 727 audits in 2017. With this sixth year of historical data, a three year repeating trend shows the number of audits rise, spike, drop off, before gradually rising again.

- Indiana has assigned 1 supervisor and 6 Motor Carrier Inspectors to commit 85% of their time to New Entrant Safety Audits.
- Indiana's CR squad has also been trained to conduct SA's as their schedule allows.
- Indiana has trained the CVED F/Sgt. and a previous CR unit to conduct SA's strictly on an overtime basis.
- On a weekly/biweekly basis the New Entrant Safety Audit Supervisor will log into NEWS and monitor the New Entrant Carriers to anticipate trends and facilitate any problems.
- All carriers will be sorted and prioritized by their entry date into the program.
- New On-Site audits must be looked at in advanced to assign them to the closest auditor.
- The oldest Off-Site audits will be randomly delegated to auditors as their workloads frees up.
- Intrastate carriers, carriers that don't operate CMVs in their fleet and carriers who's operate as a Covered Farm Vehicle Carrier will be documented and removed from the audit register.
- For accuracy and consistency both on and off-site audits will be reviewed by a second auditor before being uploaded.
- All auditors must maintain their FMCSA and HM certifications. These hours are billable to the basic MCSAP grant. Historically the northwest corner of Indiana has had a high number of New Entrant Carriers. This created a need to take the entire squad to that area to conduct a highly intensive group audit detail in a hotel meeting room setting. Indiana has request funds to cover a five day Group Audit detail if needed. If the number of and or graduation dates of the On-Site audits in this isolated area are spread out, Indian may not need to conduct a Group Audit this grant year.
- Several educational programs are requested every year by new entrant carriers. Hours conducting educational efforts will be part of our 15% non-New Entrant time.

Challenges

- For several years now Indiana has managed the New Entrant Safety Audit Program with a minimal number of full time units.
- All auditors spend approximately two weeks of every year conducting their required number of qualifying inspections to maintain their North American Standard Inspection certifications.
- All units spend one additional week on department related training.
- The Indiana State Police's staffing issues have prevent these positions from being filled for several years and there does not seem to be a resolution on the near horizon.
- One of ISP's most productive full time auditors has expressed interest in retiring before the end of this year, 2018.
- One of Indiana's more productive auditors was off on medical leave for several months.
- Two of Indiana's auditors are now nationally certified to instruct some aspect of the FMCSR's, either Part B or NESA. Depending on the number of classes they accept each year, this could keep them out of the equation for up to four weeks a piece.
- The SI's are good at working smarter with the time they have but they are still now not available to work extra hours while they are gone.
- The six (6) motor carrier inspectors (SI's) are not Compliance Review Certified and only conduct safety audits and MCSAP related activities.
- At our current staffing level carriers typically operate for 5 to 6 months before being assigned an auditor.
- Property Carriers have to be audited within 12 months of receiving a USDOT number, Passenger Carriers within 9 months and Motorcoach's within 3. This leaves Indiana auditors a smaller window to contact carriers to complete the audit.
- Motorcoach's and Passenger Carriers have to be identified when they first get a USDOT number so they will be completed in a timely fashion.
- Time spent processing 374 non-audit resolutions is time not spent processing audits

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.

- The primary goal of the Indiana State Police's New Entrant Safety Audit Program is to reduce the number and severity of crashes, injuries and fatalities involving commercial motor vehicles. This will be accomplished by auditing interstate motor carriers based here, to ensure they have effective safety management practices in place.

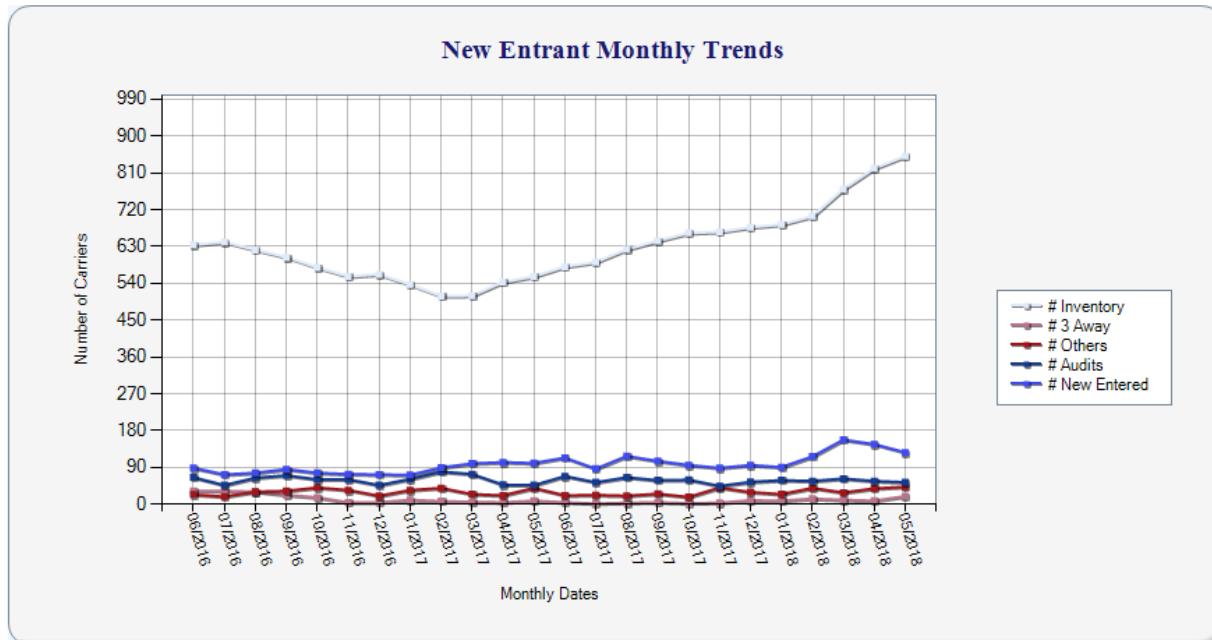
The New Entrant Sgt. will assign new carriers to (SI's) and the SI's will then schedule their own audits and start the process for either the safety audit or non-audit resolution. The New Entrant Sgt. will coordinate, review random audits for accuracy before seeing them uploaded into NEWS. The 6 (SI's) will also identify carriers on the inappropriate activity list that have never received a safety audit but who have made interstate trips for commerce. As a result of this, more carriers that historically have avoided safety audits are now being audited. The SI's also investigate, gather information and prepare worksheets on suspected chameleon carriers.

Historically Indiana annually receives an estimated 1100 - 1300 New Entrant Carriers. Approximately 66% of these audits result in a completed Safety Audit. This leaves approximately 33% being processed by a non-audit resolution. This equates to an anticipated 800 completed audits and 400 non-audit resolutions every year.

Beginning in July of 2016, Indiana trained the Compliance Review Squad and 2 additional part-time Safety Auditors (troopers) in the New Entrant Safety Audit process. This was due to Indiana not being able to fill the two New Entrant Squad vacancies due to the ongoing motor carrier inspector staffing issues. These troopers are utilized on an as-needed basis only. The CR squad will maintain SA certification based on the number of CR's they conduct. The two additional part-time troopers will need to conduct a minimum of 6 on-site and 18 off-site safety audits to maintain certification.

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.

On a monthly basis Indiana's supervisor will run the New Entrant Monthly Trends report to measure the progress towards the auditing Indiana's new carriers.



Indiana's Unassigned Carrier list as of 6/28/2018 is:

Unassigned Carriers	
Audit Type	
Onsite	46
Expedited Action	6
High Risk	0
Past Due	0
Past Due within 30 days	0
Offsite	428
Interstate	428
Intrastate Hazmat	0
Intrastate Non-Hazmat	0
High Risk	0
Past Due	0
Past Due within 30 days	0

Performance Measurements

Staffing:**Indiana's New Entrant Auditors dedicated full time to the New Entrant program = 6.****Indiana's New Entrant Supplementary Auditors = 6.****Non Audit Resolutions Complted: = This Quareter ? Running Total ?****New Entrant Safety Audits Completed: = This Quarter ? Running Total ?**

Auditors have a fairly flexible schedule to accommodate carrier's schedules, making it easier for them to contact carriers. Each full time auditor has an expectation of completing 100 audits per year, 600. A conservative estimate would be approximately 150 audits per quarter. Overtime has been made available to each of the New Entrant squad members to conduct additional audits throughout the year. All of the Compliance Review squad, along with the CVED F/Sgt. and one Sgt. in training have received training to complete new entrant safety audits. The additional units will conduct SA's on overtime as their schedule permits.

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: 66%

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

The goal for Indiana is to always maintain a catch rate of 100%. With that being said, unfortunately we need to be more practical. With having new inspectors and at times with technology not working in our favor, reaching a goal of 100% has been very difficult to achieve. If we continue to educate our inspectors to look for these OOS carriers at roadside, I believe that we can achieve a goal of at least 85%.

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.

Indiana will maintain the policy that during each inspection a check on Query Central or 360 Smartview will be conducted to check the status of the carrier, for enforcing out of service (OOS) orders at roadside. Should for some reason connectivity or access to Query Central or 360 Smartview is not possible, the officer will contact the Indiana State Police dispatch center to perform an ACQ check on the carrier to check for OOS. The ACQ is through our State's, Indiana Data and Communications System (IDACS) and all our inspectors are aware of this type of inquiry. If a carrier is found to be OOS then they will be placed OOS and the violation will be properly documented on the inspection report.

Continual training, individual counseling, training memos and a major emphasis will be placed on following this policy to further identify such carriers at roadside. It is Indiana's goal to identify and place OOS, all carriers operating on Indiana's roadways that have OOS orders.

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.

Indiana will check each quarter the OOS prism report to verify the OOS carriers are being identified and addressed. Indiana will check each quarter to monitor the percentage Indiana is identifying and addressing.

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

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.

Motor coach enforcement: Indiana's activity plan was to conduct curbside details at either the carriers place of business or at a destination point. Indiana will also participate in the nationwide Strike Force Detail, conduct details at the Indianapolis 500 and Brickyard 400 and conduct other roadside enforcement details. Indiana also investigates any and all complaints that we receive pertaining to motor coach enforcement.

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

Indiana's goal is to have zero fatal and non-fatal crashes involving motor coaches.

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

Listed below are the stats from the FMCSA National Passenger Strike Force Detail. Details were conducted throughout the state at carrier terminals and destination locations. Also, working alongside with our counterparts at FMCSA. INSPECTIONS = 97 OOS VEHICLES = 4 DRIVERS OOS = 1 VIOLATIONS = 43 Twenty one (21) total details were conducted from October 1, 2017 - June 30, 2018.

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

Currently, Indiana has twelve (12) certified motor coach inspectors. The issue arises not at the number of inspectors, but the lack of equipment to conduct these inspections road side. Indiana has only one set of portable ramps and only one vehicle to transport the inspection ramps. The other issue we face is that if the motor coach is carrying passengers, unless there is an obvious out of service violation, that motor coach should not be stopped and inspected.

Activity #2

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

Performance Based Brake Testing (PBBT)

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

Indiana has the goal to increase the number of vehicles tested by 20% for FFY 2019 and improve the percentage of vehicles that have compliant brake performance. We have a goal for carriers to become compliant to the point that less than 25% of the vehicles tested will be placed out of service.

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

Attached in the MY DOCUMENTS is a document labeled Number of PBBT Inspections. This document is a graph, showing the number of PBBT inspections, number of OOS (out of service) vehicles and the number of OOS vehicles. I was unable to affix the graph into this box for review due to unknown reasons.

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

Indiana is attempting to increase the number of PBBT inspections to meet or exceed our goal. Currently, we have

two (2) portable PBBT's that have been working without any issues. The Seymour Inspection Facility has a PBBT and the majority of all CMV's that are inspected at the inspection barn will be ran on the PBBT. Currently, 436 PBBT's have been conducted this fiscal year, which is a number we have not seen in several years. Our only issue is the PBBT at the Terre Haute inspection facility that has been broken for the past two (2) years and we are waiting on a decision from the Indiana Department of Transportation on how they plan to fix it. So, if we are able to keep the two (2) portable PBBT's functioning properly, we should be able to exceed our goal for FFY 2019.

Activity #3

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

Electronic Logging Devices (ELD/AOBRDS)

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

The goal for FFY 2018 was to educate all of our inspectors on viewing hours of service with ELD's and AOBRDS. Indiana's goal for FFY 2018 was to have all it's inspectors trained on ELD's prior to February 16, 2019.

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

All of Indiana's inspectors have been through the ELD training. This training was all conducted by December 31, 2017.

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

Indiana did not have any issues in meeting our goal by training all of our instructors in the training provided by NTC. The issue we are now facing is that even though NTC pushed out a training module and with the many number of different AOBRD's and ELD's, inspectors are not sure how to upload logs to ERODS or are unaware of what device they are looking at. Indiana has decided to train certain inspectors to be the ELD expert in their area/squad to help those inspectors who are needing assistance in this matter.

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.

Performance Based Break Testers

Narrative Overview for FY 2019

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

Indiana has three (3) permanent and two (2) portable Performance Based Brake Testers (PBBT) and two (2) of the PBBT's have been purchased from previous FMCSA grants. Of the five (5) PBBT's, one fixed brake tester at the Terre Haute scales is still broken and needing to be replaced. The two (2) portable PBBT's are not reliable and inspectors do not want to use them due to the amount of time invested in obtaining the PBBT and setting it up and it not work properly. We have renewed our maintenance contact and are currently planing on having only two inspectors that will operate each portable PBBT machine in hopes that these inspectors will know the ins and outs of the machine that they are operating. We intend to conduct at a minimum of 16 portable PBBT details a year and hope that this new strategy will increase the inspectors confidence, in turn increase the use of both portable PBBT's. Indiana has seen some success in the past with the use of this technology and hope will can continue to build off that success using our new strategy.

Projected Goals for FY 2019:

Enter performance goal.

It is the goal for Indiana to conduct five hundred (500) inspections using the PBBT's.

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

This figure above comes from using only the three (3) units at the inspection facilities on CMV's in which the inspector thinks will best benefit from this technology. Since implementing this technology, most inspectors decertified and we need to re-certify those inspectors at the facilities that they will be used the most. If all three PBBT's at the fixed facilities are working properly, each facility would need to conduct at least six (6) PBBT inspections per month. Also, for eight months out of the year the PBBT's will be used at least twice a month for details. During these details a minimum of ten (10) CMV's will be inspected, which will lead to one hundred and sixty (160) CMV's inspected using the portable PBBT's.

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.

Information for this will be obtain every federal fiscal quarter and reported in a quarterly report. If the grant manager sees that there is an issues with meeting our goals, he will relay the information into the field to attempt to achieve what we have set.

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	\$7,609,197.00	\$1,341,746.00	\$8,950,943.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,341,746.00
MOE Baseline:	\$153,579.84

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):	\$1,341,746.00
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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
Captain	1	50.0000	\$96,135.00	\$48,067.50	\$40,862.18	\$7,205.32	\$0.00
Lieutenant	1	50.0000	\$91,475.00	\$45,737.50	\$38,881.45	\$6,856.05	\$0.00
First Sergeant	1	50.0000	\$87,974.00	\$43,987.00	\$37,393.35	\$6,593.65	\$0.00
Sergeant-field supervisor	8	50.0000	\$84,993.00	\$339,972.00	\$289,010.21	\$50,961.79	\$0.00
Sergeant-CR	1	85.0000	\$86,256.00	\$73,317.60	\$62,327.29	\$10,990.31	\$0.00
Sergeant-Grant Admin	1	85.0000	\$81,419.00	\$69,206.15	\$58,832.15	\$10,374.00	\$0.00
Sergeant New Entrant	1	85.0000	\$83,605.00	\$71,064.25	\$60,411.72	\$10,652.53	\$0.00
Sergeant-School Bus/Purchaser	1	50.0000	\$81,419.00	\$40,709.50	\$34,607.15	\$6,102.35	\$0.00
Major	1	50.0000	\$100,500.00	\$50,250.00	\$42,717.53	\$7,532.47	\$0.00
Trooper CVEO	41	50.0000	\$77,000.00	\$1,578,500.00	\$1,341,882.91	\$236,617.09	\$0.00
Trooper-CR	6	85.0000	\$74,500.00	\$379,950.00	\$322,995.51	\$56,954.49	\$0.00
Trooper-School Bus	20	15.0000	\$77,000.00	\$231,000.00	\$196,373.11	\$34,626.89	\$0.00
MCI Administrator	1	50.0000	\$73,186.00	\$36,593.00	\$31,107.71	\$5,485.29	\$0.00
MCI-Zone Coordinator	1	50.0000	\$68,286.00	\$34,143.00	\$29,024.97	\$5,118.03	\$0.00
MCI-DC	4	50.0000	\$63,383.00	\$126,766.00	\$107,763.78	\$19,002.22	\$0.00
MCI-DC/IT	1	85.0000	\$63,383.00	\$53,875.55	\$45,799.61	\$8,075.94	\$0.00
MCI	36	50.0000	\$52,812.00	\$950,616.00	\$808,118.70	\$142,497.30	\$0.00
MCI-New Entrant	6	85.0000	\$52,812.00	\$269,341.20	\$228,966.96	\$40,374.24	\$0.00
Secretary	1	85.0000	\$25,443.21	\$21,626.72	\$18,384.88	\$3,241.84	\$0.00
Non-division inspectors	170	0.0000	\$175,399.20	\$0.00	\$0.00	\$0.00	\$175,399.20
Subtotal: Salary				\$4,464,722.97	\$3,795,461.17	\$669,261.80	\$175,399.20
Overtime Project Costs							
Overtime	1	100.0000	\$780,943.96	\$780,943.96	\$663,880.49	\$117,063.47	\$0.00
Subtotal: Overtime				\$780,943.96	\$663,880.49	\$117,063.47	\$0.00
TOTAL: Personnel				\$5,245,666.93	\$4,459,341.66	\$786,325.27	\$175,399.20
Accounting Method:	Accrual						

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

The Indiana State Police have an established matrix that establishes their annual salary based on their years of service and rank. ISP-CVED has budgeted for a percentage of these salaries depending on their percentage of dedication toward this program.

Troopers (CVEO's) and Motor Carrier Inspectors (MCI's) do not work a normal 40 hour work weeks. Troopers work 8.5 hours per day. The total hours a Trooper works in one week is 42.5 hours, 42.5 hours a week times 52 weeks, equals 2210 hours per year. Divide that by two (2), because they are 50% funded by the grant and the total hours worked on CMV related activities is 1,105. Troopers get paid for their one hour lunch break. Motor Carrier inspectors work 7.5 hours per day. The total hours a MCI works in one week is 37.5 hours, 37.5 hours times 52 weeks, equals 1950 hours, divide that by two (2), because they are 50% funded and 975 hours a year are worked by one (1) MCI. MCI's do not get paid for their 30 minute lunch break and only work 7 hours a day.

Maintenance Of Effort (MOE) was figured out by using the regular hourly rate of a one (1) year trooper, which is \$23.62 and adding that to the regular hourly rate of a twenty (20) year trooper, which is \$33.71. Once both hourly rate are added up and divided both hourly rates by two (2) it comes to \$28.66. We encourage our non-division inspectors to conduct at a minimum thirty-six (36) regular duty inspections a year and overtime (VIP) inspections do not apply. After each inspector conduct thirty-six (36) regular duty inspections for the year, one hundred and seventy seven (170) inspectors conducts six thousand one hundred and twenty (6,120) inspections. Six thousand one hundred and twenty (6,120) inspections multiplied by \$28.66 comes to \$175,399.20.

Due to the extra money that was awarded, we have chosen to increase the overtime budget from \$602,056.96 to \$780,943.96.

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
Sergeant field supervisor	100.0000	100.0000	\$178,054.59	\$178,054.59	\$151,364.21	\$26,690.38	\$0.00
Sergeant-CR	100.0000	100.0000	\$38,148.47	\$38,148.47	\$32,430.02	\$5,718.45	\$0.00
Sergeant-Grant Admin	100.0000	100.0000	\$36,954.09	\$36,954.09	\$31,414.67	\$5,539.42	\$0.00
Sergeant New Entrant	100.0000	100.0000	\$37,493.87	\$37,493.87	\$31,873.54	\$5,620.33	\$0.00
Sergeant-School Bus/Purchaser	100.0000	100.0000	\$21,737.70	\$21,737.70	\$18,479.22	\$3,258.48	\$0.00
Trooper CVEO	100.0000	100.0000	\$864,929.44	\$864,929.44	\$735,276.55	\$129,652.89	\$0.00
Trooper-CR	100.0000	100.0000	\$211,473.69	\$211,473.69	\$179,773.79	\$31,699.90	\$0.00
Trooper-School Bus	100.0000	100.0000	\$126,575.04	\$126,575.04	\$107,601.45	\$18,973.59	\$0.00
MCI Administrator	100.0000	100.0000	\$18,602.43	\$18,602.43	\$15,813.93	\$2,788.50	\$0.00
MCI-Zone Coordinator	100.0000	100.0000	\$18,020.55	\$18,020.55	\$15,319.27	\$2,701.28	\$0.00
MCI-DC	100.0000	100.0000	\$69,753.29	\$69,753.29	\$59,297.27	\$10,456.02	\$0.00
MCI-DC/IT	100.0000	100.0000	\$29,645.15	\$29,645.15	\$25,201.34	\$4,443.81	\$0.00
MCI	100.0000	100.0000	\$582,588.54	\$582,588.54	\$495,258.54	\$87,330.00	\$0.00
MCI-New Entrant	100.0000	100.0000	\$165,066.75	\$165,066.75	\$140,323.25	\$24,743.50	\$0.00
Secretary	100.0000	100.0000	\$21,986.05	\$21,986.05	\$18,690.36	\$3,295.69	\$0.00
Major	100.0000	100.0000	\$24,509.22	\$24,509.22	\$20,835.29	\$3,673.93	\$0.00
Captain	100.0000	100.0000	\$23,875.20	\$23,875.20	\$20,296.31	\$3,578.89	\$0.00
Lieutenant	100.0000	100.0000	\$23,198.33	\$23,198.33	\$19,720.90	\$3,477.43	\$0.00
F/Sergeant	100.0000	100.0000	\$22,689.81	\$22,689.81	\$19,288.61	\$3,401.20	\$0.00
TOTAL: Fringe Benefits				\$2,515,302.21	\$2,138,258.52	\$377,043.69	\$0.00

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

The sworn officer fringe benefits are calculated as follows:

Health insurance \$747.08/pay x 26 pay periods

EAP (employee assistance program) .35/pay x 26 pay periods

Deferred compensation (agency paid portion) \$15/pay x 26 pay periods

Life insurance, disability and police pension 29.05% of annual salary

Fringe benefits are paid out for the sworn officers for overtime hours. These benefits are calculated at 1.45% of the overtime earned.

MCI fringe benefits are calculated as follows:

Health insurance \$747.08/pay x 26 pay periods

EAP .35/pay x 26 pay periods

Deferred compensation (agency paid portion) \$15/ pay x 26 pay periods

Life insurance, disability, social security, PERF 23.75% of annual salary (\$52,812 used)

Fringe benefits are paid out for the MCI auditors for overtime hours. These benefits are calculated at 21.85% of the overtime earned. This is the social security and PERF portion.

The fringe benefits are shown in the eCVSP as 100%, because Indiana has a two part fringe benefit calculation as well as a different sworn vs. civilian fringe percentage to figure that could not easily be calculated in the eCVSP software. The attached excel spreadsheet can show that Indiana is not truly budgeting 100% of the fringe to be charged to the grant via the formulas/calculations.

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
New Entrant off-site audits	7	5	100.0000	\$5,000.00	\$4,250.50	\$749.50	\$0.00
New Entrant training	7	5	100.0000	\$5,000.00	\$4,250.50	\$749.50	\$0.00
MCSAP Planning Meeting	4	3	100.0000	\$4,000.00	\$3,400.40	\$599.60	\$0.00
CVSA Conference	12	10	100.0000	\$20,000.00	\$17,002.00	\$2,998.00	\$0.00
North American Inspector Competition	1	5	100.0000	\$1,500.00	\$1,275.15	\$224.85	\$0.00
ITD Conference	1	5	100.0000	\$1,200.00	\$1,020.12	\$179.88	\$0.00
Data Quality Training	1	5	100.0000	\$1,300.00	\$1,105.13	\$194.87	\$0.00
PVI Team	12	6	100.0000	\$3,000.00	\$2,550.30	\$449.70	\$0.00
Compliance Review	6	6	100.0000	\$2,000.00	\$1,700.20	\$299.80	\$0.00
Misc. Training	10	15	100.0000	\$8,000.00	\$6,800.80	\$1,199.20	\$0.00
Hazmat School	20	5	100.0000	\$9,000.00	\$7,650.90	\$1,349.10	\$0.00
COHMED (CVSA)	2	5	100.0000	\$2,500.00	\$2,125.25	\$374.75	\$0.00
MCI Academy	20	50	100.0000	\$35,000.00	\$29,753.50	\$5,246.50	\$0.00
Heavy Vehicle Event Data Recorders Training	2	6	100.0000	\$8,000.00	\$6,800.80	\$1,199.20	\$0.00
TOTAL: Travel				\$105,500.00	\$89,685.55	\$15,814.45	\$0.00

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

The Commercial Vehicle Safety Alliance (CVSA) Spring and Fall conferences are something that is a priority to Indiana. We participate extensively in a number of committees. We usually will have two (2) or more attendees act as a voting member and we have one attendee co-chair a committee. The costs estimate is based on last year's spending. It covers registration fees, air fare, lodging, per diem and ground transportation costs.

The MCSAP planning meeting has been beneficial to it's attendees by furthering their knowledge about the MCSAP program, on average we send four (4) inspectors to attend this meeting. Networking and idea sharing has proved to be a valuable resource when addressing issues of a similar nature that other States have endured.

The Compliance Review squad, New Entrant squad and the Passenger Vehicle Inspection team will often conduct investigations or special details within the State that require lodging due to their geographical location and where the CVEO and/or MCI are stationed. This expense includes in-state lodging and per diem.

NAIC travel, we will participate by sending one (1) inspector to participate each year.

Bi-annual data quality training in Orlando, FL. We will be sending one (1) inspector to this training.

Heavy Vehicle Event Data Recorders training, Indiana plans on sending two (2) inspectors to this training. This training will teach the inspectors how to recieve the information from the vehicles Heavy Vehicle Event Data Recorder also known as the

"black box".

Miscellaneous training is anything that is commercial vehicle enforcement vehicle related and does not fall into one of the purposes above. For example miscellaneous training could be sending inspectors to a level I post crash reconstruction course and any related CMV training not given by NTC.

FFY 2019, we plan on having a Hazardous Material Course to get our remaining inspectors hazmat certified.

In-State travel varies due to where someone might be staying. Attached is a memo labeled State Lodging Rate Increase. We will use the lodging rate provided by the State of Indiana and add \$26.00 per diem per person per day.

Out-of-State travel is estimated by using an approximated air fare, lodging and out of State per diem of \$32.00 per day.

CVSA holds two conferences per year, a spring and fall. When we are sending personal to the conferences we normally do not send more than five (5) attendees at a time. We only send a sixth attendee, when the conference is within driving distance and is cost-effective. I listed twelve (12) attendees on the eCVSP, which is the possible number of total attendees for both conferences. When sending personal to these conferences, besides the normal command staff that attends, we like to reach out to our CCEO's or MCI's, so they can see and get involved, firsthand in the various different committee meetings. This is to help educate personnel out in the field how certain regulations and out of service criteria are established during these very important conferences.

The normal command staff that attend both the spring and fall CVSA conferences are, Major Jon Smithers, who is the commander of the Commercial Vehicle Enforcement Division (CVED) and the Vice President of region III for CVSA. Captain Mark Davis, who is the assistant division commander of CVED. Both Major Smithers and Captain Davis sit in the various committees. Lieutenant Chris Barr, who is the chairman of the driver traffic committee. F/Sergeant Tyler Utterback and MCI Administrator Kim Judge both sit in various committees and are voting members on these committees. DC Mike Wilson who is responsible for overseeing CVED's crash data entry and quality and attends the crash data and investigation standards committee.

The information gained at these conferences are then relayed back to the field along with educating decision makers within state government.

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
PBBT	1	\$150,000.00	100	\$150,000.00	\$127,515.00	\$22,485.00	\$0.00
TOTAL: Equipment				\$150,000.00	\$127,515.00	\$22,485.00	\$0.00
Equipment threshold is \$500							

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

Indiana intends to replace the broken PBBT at the Terre Haute inspection facility with a new one. The cost of this would include a new PBBT along with the removal of the broken machine.

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
Office Supplies	1 each	\$30,000.41	100.0000	\$30,000.41	\$25,503.35	\$4,497.06	\$0.00
Inspection Supplies	200 each	\$150.00	100.0000	\$30,000.00	\$25,503.00	\$4,497.00	\$0.00
Uniforms	300 set	\$225.00	100.0000	\$67,500.00	\$57,381.75	\$10,118.25	\$0.00
Narcan	80 Per unit	\$63.79	0.0000	\$0.00	\$0.00	\$0.00	\$5,103.20
Hazmat inspection software	35 Per unit	\$485.71	100.0000	\$16,999.85	\$14,451.57	\$2,548.28	\$0.00
CVSA Out of Service Criteria Handbooks	142 each	\$35.00	100.0000	\$4,970.00	\$4,225.00	\$745.00	\$0.00
TOTAL: Supplies				\$149,470.26	\$127,064.67	\$22,405.59	\$5,103.20

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

Office supplies includes ink cartridges for printers (HP200) used during carrier reviews and new entrant safety audits, along with paper, pens, pencils, note books, folders, binders and other miscellaneous office supplies.

Indiana State Police Commercial Vehicle Enforcement Division, Commercial Vehicle Enforcement Officers (CVEO's) and Motor Carrier Inspectors (MCI's) have specialized uniforms and equipment that is conducive to conducting truck inspections. This would include shirts, pants, utility belt with accessories, proper footwear, creepers, chock blocks, chamber mates, safety glasses and other necessary inspection tools.

Other supplies that are needed are supplies to enforce both federal and state laws. Those supplies include speed timing devices, window tint meters and. height poles.

Every State Police Officer was issued Narcan, which is a nasal spray used for the treatment of an opioid emergency. Each bottle of Narcan cost \$63.79, the Indiana State Police provided all of its road troopers with this life saving medicine in case they come across a potential opioid overdose.

Indiana plans of spending \$16,999.85 to renew 35 licenses for hazardous materials software. This software renewal is through REGSCAN and only given to the inspectors who have requested it to help with their hazardous materials inspections.

Each level I certified inspector will be given a new CVSA 2019 out of service criteria handbook. The membership price is \$35.00 per handbook. Indiana provides all NAS Part B (level I) inspectors with a out of service criteria handbook. The estimated cost of 142 handbooks would be \$4,970.00.

Due to the large heroin epidemic in Indiana, all State Troopers throughout the entire state are required and therefore issued Narcan to have for an emergency. Narcan is part of a CVEO's standard issued uniform and is no different than a CVEO having a pair of handcuffs.

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
Knowledge Services	EIN 351934449	Contract	100.0000	\$54,496.00	\$46,327.05	\$8,168.95	\$0.00
Description of Services: Temporary Employees (SafetyNet)							
Ricoh	EIN 230334400	Contract	100.0000	\$16,818.00	\$14,296.98	\$2,521.02	\$0.00
Description of Services: Copiers							
Vehicle Inspection Systems, Inc.	EIN 431652552	Contract	100.0000	\$8,875.00	\$7,544.64	\$1,330.36	\$0.00
Description of Services: Extended Warranties							
TOTAL: Contractual and Subaward				\$80,189.00	\$68,168.67	\$12,020.33	\$0.00

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

ISP-CVED utilizes a temporary staffing contract from Knowledge Services to hire employees responsible for our

SAFETYNET operations and receptionist. We anticipate needing two (2) temp employees for 52 weeks for 40 hours a week at an average cost of \$13.10 per hour. 2 temps X 52 weeks X 40 hours at \$13.10 = \$54,496.00

Indiana State Police (ISP) Commercial Vehicle Enforcement Division (CVED) has a fixed copier/printer at each inspection facility that is used for inspections, making copies for documentation, printing training materials, and compliance review materials. ISP-CVED utilizes a maintenance contract that includes the leasing of the equipment. Even though personal working at the inspection facilities are only being charged 50% to the grant, the copies made by these machines are only used only for MCSAP related purposes.

There are two (2) copy machines at the CVED office. One copier is used for the receiving of faxes from carriers of inspections showing that they have corrected whatever violations that were documented. The other copier is used for daily activities of the office support staff (scanning, faxing, coping etc.). There are thirteen (13) other copiers at the other inspection facilities used for printing off inspections for drivers and officers. They are also used for printing off tickets and warnings that are to be issued to drivers.. They are used for the daily activities of the MCI's who are assigned to the inspection facilities. A total of fifteen (15) copiers with an approximate lease cost of \$ 677.00 per month X 12 months=\$8,124.00 per year to lease.

The thirteen (13) copiers at the inspection facilities cost 0.0065 cents per copy. It is estimated that there will be approximately 7,000 copies made by the thirteen (13) copiers per month, which would be approximately 84,000 copies per year. With 84,000 copies being made each year at 0.0065 cents per copy, it will cost \$546.00 a year for copies.

There are two (2) copiers, one at CVED and one at the Terre Haute inspection facility that we are charged 0.055 cents per copy. It is estimated that 7,600 copies will be made by those two machines per month. With 7,600 copies being made per month at 0.055 cents, it will cost \$418.00 a month and \$5,016.00 a year for copies.

There is a color and black and white copier located at CVED. For color copies, we are charged 0.04 cents per copy and we are charged 0.055 cents per black and white copy. It is estimated that 3,500 color copies will be made in a month, which is 42,000 color copies for a year. 42,000 copies a year, times 0.04 cents, is \$1,680 per year. It is also estimated that 2,200 black and white copies will be made with this machine per month. We are charged .055 cents per black and white copy and for the year will be charged \$1,452.00. This copier will cost approximately \$3,132.00 a year in copies.

We renew our lease for all our copiers every forty eight (48) months.

Indiana has two portable Performanced Based Brake Testers. Each year, Indiana pays Vehicle Inspection Systems, Inc. (VIS) \$4,437.50 for each unit for an extended warranty and yearly calibration. The total for both units to be calibrated and tuned up is \$8,875.00.

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
Fleet Depreciation	15 monthly	\$12,000.00	100.0000	\$180,000.00	\$153,018.01	\$26,981.99	\$0.00
CVSA Decals	285 sheet	\$3.56	100.0000	\$1,014.60	\$862.52	\$152.08	\$0.00
CVSA Membership Dues	1 Yearly Dues	\$14,800.00	100.0000	\$14,800.00	\$12,581.48	\$2,218.52	\$0.00
CVSA Conference Registraion Dues	20 Per inspector	\$550.00	100.0000	\$11,000.00	\$9,351.10	\$1,648.90	\$0.00
Fleet cost milage	1500000 miles	\$0.28	100.0000	\$420,000.00	\$357,042.02	\$62,957.98	\$0.00
Cellular connectivity/phones	15 months	\$5,200.00	100.0000	\$78,000.00	\$66,307.80	\$11,692.20	\$0.00
TOTAL: Other Costs				\$704,814.60	\$599,162.93	\$105,651.67	\$0.00

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

The Indiana State Police does not have an indirect cost rate, therefore, fleet costs and depreciation are not classified or included in an indirect cost pool.

The State of Indiana utilizes the straight line depreciation method to account for the depreciation of capital assets such as vehicles. In the case of vehicles, we depreciate them over a predetermined useful life of 96 months. The estimated average monthly fleet depreciation is \$12,000. In Peoplesoft, our accounting system, depreciation is calculated monthly in the Asset Management module using the depreciation parameter assigned to a selected profile id. Although the depreciation is calculated in the Asset Management Module, depreciation totals are moved automatically in the General Ledger (GL) module into a specific ledger group in PeopleSoft. This ledger group, CAFR_ACCRL, only contains information related to assets based on information entered into the Asset Management either manually or via interface.

Indiana does not voucher for depreciation of federally purchased vehicles.

CVSA Decals cost \$3.36 per sheet, which includes twelve (12) decals per sheet. The estimated cost for the CVSA Decals do not cover the price for shipping and we estimated that it would cost approximately twenty (20) cents per sheet to ship, the total for two hundred and eight five (285) CVSA decal sheets is \$1,014.60.

Every year, we have to pay dues to continue to be a member in the Commercial Vehicle Safety Alliance. FFY 2019 dues are going to be \$14,800.00.

CVSA Conference registration fees were estimating that twenty (20) inspectors would be attending one of the three (3) annual CVSA conferences. Each inspector has to pay a \$550.00 registration fee. \$550.00 times twenty (20) inspectors comes to \$11,000.00.

Fleet Cost: Each ISP-CVED officer and inspector is issued a patrol vehicle that is used for traffic enforcement and roadside inspections among other State Police functions. The portion of miles that is determined to be eligible for reimbursement under this grant is equal to the average of the percentage that each CVEO/MCI is funded by this grant. This equates to an estimated 1,500,000 miles of the over, 3.5 million miles the CVEO/MCI's are funded by this grant, drive each year. The State of Indiana reviews and the adjusts the mileage reimbursement rate for each quarter. We use an estimated cost of \$.28 per mile, which is a \$.41 per mile reimbursement rate less the depreciation portion of \$.13 per mile. Depreciation is figured separately and mileage along with depreciation help offset the costs of operating the state owned vehicles assigned to help achieve the goals of the program. These operating costs include maintenance, fuel, tires and insurance.

CVED communication charges per month is approximately \$5,200. This includes cellular phone's and air cards, which are detailed below.

Cell phones are required for the Compliance Review and New Entrant squads so that they are able to reach out to

the carriers and conduct business for their audits.

Air cards (cellular connectivity) are needed for officer in the division who conduct roadside inspections and carrier reviews. Officer need to have internet access in the absence of any wifi hotspot to check real time carrier and driver status, complete the Federal reports, and upload inspections.

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	\$7,609,197.00	\$1,341,746.00	\$8,950,943.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,341,746.00
MOE Baseline:	\$153,579.84

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Captain	\$40,862.18	\$7,205.32	\$48,067.50	\$0.00
Lieutenant	\$38,881.45	\$6,856.05	\$45,737.50	\$0.00
First Sergeant	\$37,393.35	\$6,593.65	\$43,987.00	\$0.00
Sergeant-field supervisor	\$289,010.21	\$50,961.79	\$339,972.00	\$0.00
Sergeant-CR	\$62,327.29	\$10,990.31	\$73,317.60	\$0.00
Sergeant-Grant Admin	\$58,832.15	\$10,374.00	\$69,206.15	\$0.00
Sergeant New Entrant	\$60,411.72	\$10,652.53	\$71,064.25	\$0.00
Sergeant-School Bus/Purchaser	\$34,607.15	\$6,102.35	\$40,709.50	\$0.00
Major	\$42,717.53	\$7,532.47	\$50,250.00	\$0.00
Trooper CVEO	\$1,341,882.91	\$236,617.09	\$1,578,500.00	\$0.00
Trooper-CR	\$322,995.51	\$56,954.49	\$379,950.00	\$0.00
Trooper-School Bus	\$196,373.11	\$34,626.89	\$231,000.00	\$0.00
MCI Administrator	\$31,107.71	\$5,485.29	\$36,593.00	\$0.00
MCI-Zone Coordinator	\$29,024.97	\$5,118.03	\$34,143.00	\$0.00
MCI-DC	\$107,763.78	\$19,002.22	\$126,766.00	\$0.00
MCI-DC/IT	\$45,799.61	\$8,075.94	\$53,875.55	\$0.00
MCI	\$808,118.70	\$142,497.30	\$950,616.00	\$0.00
MCI-New Entrant	\$228,966.96	\$40,374.24	\$269,341.20	\$0.00
Secretary	\$18,384.88	\$3,241.84	\$21,626.72	\$0.00
Non-division inspectors	\$0.00	\$0.00	\$0.00	\$175,399.20
Salary Subtotal	\$3,795,461.17	\$669,261.80	\$4,464,722.97	\$175,399.20
Overtime	\$663,880.49	\$117,063.47	\$780,943.96	\$0.00
Overtime subtotal	\$663,880.49	\$117,063.47	\$780,943.96	\$0.00
Personnel total	\$4,459,341.66	\$786,325.27	\$5,245,666.93	\$175,399.20

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Sergeant field supervisor	\$151,364.21	\$26,690.38	\$178,054.59	\$0.00
Sergeant-CR	\$32,430.02	\$5,718.45	\$38,148.47	\$0.00
Sergeant-Grant Admin	\$31,414.67	\$5,539.42	\$36,954.09	\$0.00
Sergeant New Entrant	\$31,873.54	\$5,620.33	\$37,493.87	\$0.00
Sergeant-School Bus/Purchaser	\$18,479.22	\$3,258.48	\$21,737.70	\$0.00
Trooper CVEO	\$735,276.55	\$129,652.89	\$864,929.44	\$0.00
Trooper-CR	\$179,773.79	\$31,699.90	\$211,473.69	\$0.00
Trooper-School Bus	\$107,601.45	\$18,973.59	\$126,575.04	\$0.00
MCI Administrator	\$15,813.93	\$2,788.50	\$18,602.43	\$0.00
MCI-Zone Coordinator	\$15,319.27	\$2,701.28	\$18,020.55	\$0.00
MCI-DC	\$59,297.27	\$10,456.02	\$69,753.29	\$0.00
MCI-DC/IT	\$25,201.34	\$4,443.81	\$29,645.15	\$0.00
MCI	\$495,258.54	\$87,330.00	\$582,588.54	\$0.00
MCI-New Entrant	\$140,323.25	\$24,743.50	\$165,066.75	\$0.00
Secretary	\$18,690.36	\$3,295.69	\$21,986.05	\$0.00
Major	\$20,835.29	\$3,673.93	\$24,509.22	\$0.00
Captain	\$20,296.31	\$3,578.89	\$23,875.20	\$0.00
Lieutenant	\$19,720.90	\$3,477.43	\$23,198.33	\$0.00
F/Sergeant	\$19,288.61	\$3,401.20	\$22,689.81	\$0.00
Fringe Benefits total	\$2,138,258.52	\$377,043.69	\$2,515,302.21	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
New Entrant off-site audits	\$4,250.50	\$749.50	\$5,000.00	\$0.00
New Entrant training	\$4,250.50	\$749.50	\$5,000.00	\$0.00
MCSAP Planning Meeting	\$3,400.40	\$599.60	\$4,000.00	\$0.00
CVSA Confrence	\$17,002.00	\$2,998.00	\$20,000.00	\$0.00
North American Inspector Competition	\$1,275.15	\$224.85	\$1,500.00	\$0.00
ITD Confrence	\$1,020.12	\$179.88	\$1,200.00	\$0.00
Data Quality Training	\$1,105.13	\$194.87	\$1,300.00	\$0.00
PVI Team	\$2,550.30	\$449.70	\$3,000.00	\$0.00
Compliance Review	\$1,700.20	\$299.80	\$2,000.00	\$0.00
Misc. Training	\$6,800.80	\$1,199.20	\$8,000.00	\$0.00
Hazmat School	\$7,650.90	\$1,349.10	\$9,000.00	\$0.00
COHMED (CVSA)	\$2,125.25	\$374.75	\$2,500.00	\$0.00
MCI Academy	\$29,753.50	\$5,246.50	\$35,000.00	\$0.00
Heavy Vehicle Event Data Recorders Training	\$6,800.80	\$1,199.20	\$8,000.00	\$0.00
Travel total	\$89,685.55	\$15,814.45	\$105,500.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
PBBT	\$127,515.00	\$22,485.00	\$150,000.00	\$0.00
Equipment total	\$127,515.00	\$22,485.00	\$150,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$25,503.35	\$4,497.06	\$30,000.41	\$0.00
Inspection Supplies	\$25,503.00	\$4,497.00	\$30,000.00	\$0.00
Uniforms	\$57,381.75	\$10,118.25	\$67,500.00	\$0.00
Narcan	\$0.00	\$0.00	\$0.00	\$5,103.20
Hazmat inspection software	\$14,451.57	\$2,548.28	\$16,999.85	\$0.00
CVSA Out of Service Criteria Handbooks	\$4,225.00	\$745.00	\$4,970.00	\$0.00
Supplies total	\$127,064.67	\$22,405.59	\$149,470.26	\$5,103.20

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Knowledge Services	\$46,327.05	\$8,168.95	\$54,496.00	\$0.00
Ricoh	\$14,296.98	\$2,521.02	\$16,818.00	\$0.00
Vehicle Inspection Systems, Inc.	\$7,544.64	\$1,330.36	\$8,875.00	\$0.00
Contractual and Subaward total	\$68,168.67	\$12,020.33	\$80,189.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fleet Depreciation	\$153,018.01	\$26,981.99	\$180,000.00	\$0.00
CVSA Decals	\$862.52	\$152.08	\$1,014.60	\$0.00
CVSA Membership Dues	\$12,581.48	\$2,218.52	\$14,800.00	\$0.00
CVSA Confrence Registraion Dues	\$9,351.10	\$1,648.90	\$11,000.00	\$0.00
Fleet cost milage	\$357,042.02	\$62,957.98	\$420,000.00	\$0.00
Cellular connectivity/phones	\$66,307.80	\$11,692.20	\$78,000.00	\$0.00
Other Costs total	\$599,162.93	\$105,651.67	\$704,814.60	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,609,197.00	\$1,341,746.00	\$8,950,943.00	\$180,502.40
Total Costs Budgeted	\$7,609,197.00	\$1,341,746.00	\$8,950,943.00	\$180,502.40

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	\$7,609,197.00	\$1,341,746.00	\$8,950,943.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,341,746.00
MOE Baseline:	\$153,579.84

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$3,795,461.17	\$669,261.80	\$4,464,722.97	\$175,399.20
Overtime Subtotal	\$663,880.49	\$117,063.47	\$780,943.96	\$0.00
Personnel Total	\$4,459,341.66	\$786,325.27	\$5,245,666.93	\$175,399.20
Fringe Benefits Total	\$2,138,258.52	\$377,043.69	\$2,515,302.21	\$0.00
Travel Total	\$89,685.55	\$15,814.45	\$105,500.00	\$0.00
Equipment Total	\$127,515.00	\$22,485.00	\$150,000.00	\$0.00
Supplies Total	\$127,064.67	\$22,405.59	\$149,470.26	\$5,103.20
Contractual and Subaward Total	\$68,168.67	\$12,020.33	\$80,189.00	\$0.00
Other Costs Total	\$599,162.93	\$105,651.67	\$704,814.60	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,609,197.00	\$1,341,746.00	\$8,950,943.00	\$180,502.40
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$7,609,197.00	\$1,341,746.00	\$8,950,943.00	\$180,502.40

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? Douglas G. Carter
2. What is this person's title? Superintendent, Indiana State Police
3. Who is your Governor's highway safety representative? David R. Murtaugh
4. What is this person's title? Executive Director, Criminal Justice Institute

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

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

State Certification declaration:

I, Douglas G. Carter , Superintendent, Indiana State Police , on behalf of the State of INDIANA, 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? Douglas G. Carter
2. What is the title of your certifying State official? Superintendent
3. What are the phone # and email address of your State official? (317)232-8241 dcarter@isp.in.gov

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

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

I, Douglas G. Carter , 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.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☐ Yes ☒ No

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

☐ Yes ☒ No

INDIANA STATE POLICE HEALTH CARE PLAN

EMPLOYEE CONTRIBUTIONS

BLUE ACCESS PLAN

Effective January 1, 2018

BIWEEKLY RATES

Single Alternative Plan (High Deductible, Medical/Vision/Dental)	\$316.29
State Contribution.....	<u>- 265.29</u>
Employee Contribution	\$51.00

Employee Only (Medical/Vision/Dental)	\$378.60
State Contribution.....	<u>- 265.29</u>
Employee Contribution	\$113.31

Employee + One Dependent (Medical/Vision/Dental)	\$923.20
State Contribution.....	<u>-747.08</u>
Employee Contribution	\$176.12

Employee + Multiple Dependents (Medical/Vision/Dental)	\$984.67
State Contribution.....	<u>-747.08</u>
Employee Contribution	\$237.59

Biweekly 401(h) contribution	\$ 20.00

Human Resources Division Telephone Numbers

317-232-8275

1-800-622-4995 (In State Only)

As mentioned previously, the information above should also be included in your Agency Overview to be submitted by Monday, August 15.

Note: A new Position Control Record (PCR) must be established for any new positions requested due to new programs. Remember, when developing the budgets for Special Initiatives, new position requests should be budgeted at the middle of the established salary level currently in effect. Please work directly with your Budget Analyst if you have questions about what level to fund new positions classified as Executive Broadband. Fringe benefit amounts will be calculated automatically for you. Requests for new positions will be closely scrutinized.

For your information the Fringe Benefits are calculated as follows:

	FY 2017	Base	FY 2018	FY 2019
The following are calculated as a percentage of salary:				
Life Insurance	0.15%	0.15%	0.15%	0.15%
Social Security	7.65%	7.65%	7.65%	7.65%
PERF-State Share	11.20%	11.20%	11.20%	11.20%
PERF-Employee Share Paid by State	3.00%	3.00%	3.00%	3.00%
Disability Insurance	1.75%	1.75%	1.75%	1.75%
Total % of Payroll	23.75%	23.75%	23.75%	23.75%
Full-Time Employees	23.75%	23.75%	23.75%	23.75%
Part-Time Employees	21.85%	21.85%	21.85%	21.85%
Intermittent Employees	7.65%	7.65%	7.65%	7.65%

Police 2018

.15 life ins
 1.45 FICA
 1.75 disability
 25.70 Pension

 29.05%



STATE OF INDIANA

Eric J. Holcomb, Governor

DEPARTMENT OF ADMINISTRATION Commissioner's Office

Indiana Government Center South 402
West Washington Street, Room W479
Indianapolis, IN 46204

DATE: June 21, 2017

TO: All Agency Heads

FROM: Jessica Robertson, Commissioner, Department of Administration
Jason Dudich, Director, State Budget Agency

RE: State Lodging Rate Increase

Effective July 1, 2017 the in-state lodging standard rate will increase to \$91.00, with additional increases for the below defined areas:

Location	Rate
Standard Rate: (All locations without specified rates)	\$91.00
Indianapolis/Carmel:	\$107.00
Bloomington:	\$104.00
Ft. Wayne:	\$92.00
Hammond/Munster/Merrillville:	\$99.00
Lafayette/West Lafayette:	\$97.00
South Bend:	\$96.00

This increase will ease the difficulty for State travelers to source lodging accommodations within the reimbursement rate structure, and is in line with the federal government's General Services Administration (GSA) rate increase effective October 1st, 2016.

If you have any questions, please contact IDOA Travel Services at idoatravel@idoa.in.gov or (317) 232-4258.

DEPARTMENT OF STATE POLICE OF INDIANA
PENSION TRUST AGREEMENT

July 2018
2019

Summary of Actuarial Valuation as of July 1, 2016

Introduction

This Valuation has been prepared as of July 1, 2016 for the Plan which was originally effective July 1, 1937. As of the valuation date there were 1,166 active participants, 34 DROP participants, 1,241 retirees, 346 beneficiaries, and 176 terminated or disabled participants entitled to future benefits (includes 9 due and unpaid).

We have established the following contribution as of July 1, 2016:

Recommended Minimum Contribution	\$ 17,536,035
(30-Year Amortization of Unfunded Liability starting July 1, 2010 - 24 years remaining as of July 1, 2016)	

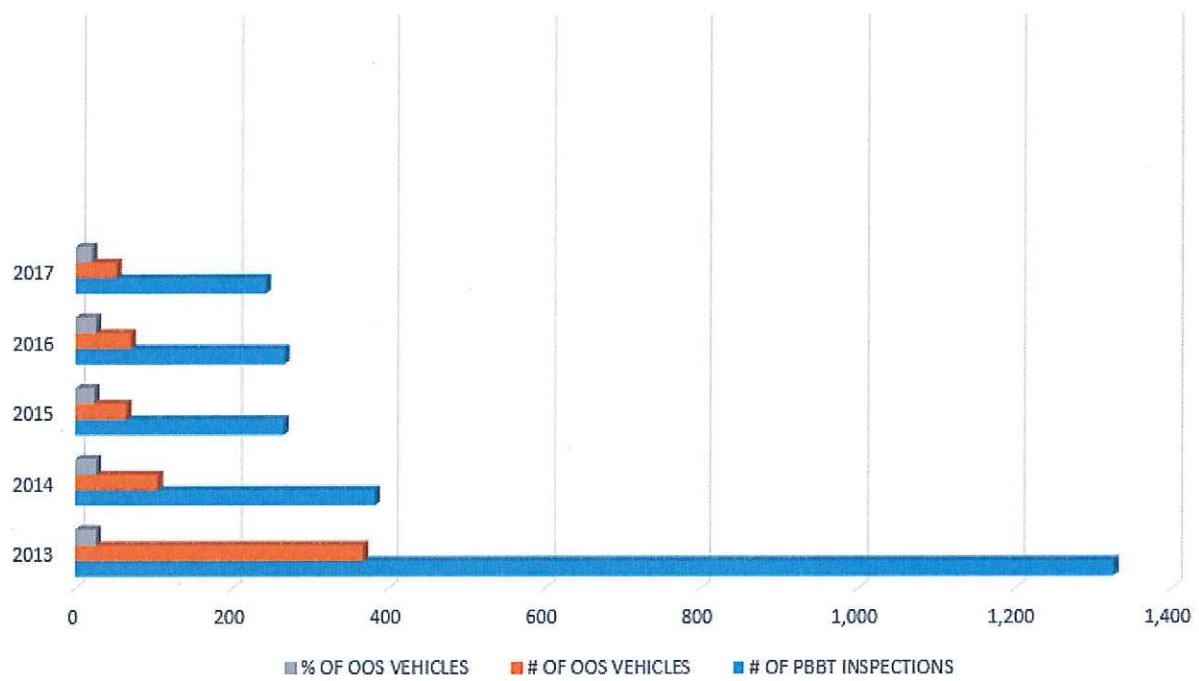
Contribution as Percentage of Anticipated Payroll	25.7%
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This report reflects the plan provisions in effect as of July 1, 2016. Refer to the exhibit titled Summary of Plan Provisions for a brief description of benefits provided by this plan.

The Recommended Minimum Contribution is composed of normal cost of \$11,389,038, a net amortization payment of \$9,516,229, and less \$4,074,785 in member contributions. The contribution also includes one-half year's interest to reflect the fact that contributions are received monthly.

Under Indiana Code 10-12-2-2(i), if the department fails to make the minimum contribution for five successive years, the pension trust terminates and the trust fund is liquidated. The contribution has been below the minimum required contribution for four successive years. The contribution this year must be at least \$16,010,186 in order to avoid plan termination and liquidation.

NUMBER OF PBBT INSPECTIONS



pos #	Bi-weekly	Annual	Annual Bud All Positions	Percentage	Revised Salary MCSAP Elig	Fringe % 29.05% 23.75%	EAP,Def, Hlth	EAP,Def, Hlth				
							19,823.18	% total		0.85	0.15	
Major	1	100,500.00	100,500.00	50%	50,250.00	14,597.63	19,823.18	9,911.59	24,509.22	20,832.84	3,676.38	
Captain	1	96,135.00	96,135.00	50%	48,067.50	13,963.61	19,823.18	9,911.59	23,875.20	20,293.92	3,581.28	
Lt.	1	91,475.00	91,475.00	50%	45,737.50	13,286.74	19,823.18	9,911.59	23,198.33	19,718.58	3,479.75	
F/Sgt.	1	87,974.00	87,974.00	50%	43,987.00	12,778.22	19,823.18	9,911.59	22,689.81	19,286.34	3,403.47	
Sgt. Field Supv	8	84,993.00	679,944.00	50%	339,972.00	98,761.87	158,585.44	79,292.72	178,054.59	151,346.40	26,708.19	
Sgt. CR	1	86,256.00	86,256.00	85%	73,317.60	21,298.76	19,823.18	16,849.70	38,148.47	32,426.20	5,722.27	
Sgt. Grant	1	81,419.00	81,419.00	85%	69,206.15	20,104.39	19,823.18	16,849.70	36,954.09	31,410.98	5,543.11	
Sgt. NE	1	83,605.00	83,605.00	85%	71,064.25	20,644.16	19,823.18	16,849.70	37,493.87	31,869.79	5,624.08	
Sgt. Bus	1	81,419.00	81,419.00	50%	40,709.50	11,826.11	19,823.18	9,911.59	21,737.70	18,477.04	3,260.65	
Trps CVEOs	41	77,000.00	3,157,000.00	50%	1,578,500.00	458,554.25	812,750.38	406,375.19	864,929.44	735,190.02	129,739.42	
Trps CR	6	74,500.00	447,000.00	85%	379,950.00	110,375.48	118,939.08	101,098.22	211,473.69	179,752.64	31,721.05	
Trps Bus	20	77,000.00	1,540,000.00	15%	231,000.00	67,105.50	396,463.60	59,469.54	126,575.04	107,588.78	18,986.26	
MCI Admin	1	73,186.00	73,186.00	50%	36,593.00	8,690.84	19,823.18	9,911.59	18,602.43	15,812.07	2,790.36	
MCI Zone Coord	1	68,286.00	68,286.00	50%	34,143.00	8,108.96	19,823.18	9,911.59	18,020.55	15,317.47	2,703.08	
MCI DCs	4	63,383.00	253,532.00	50%	126,766.00	30,106.93	79,292.72	39,646.36	69,753.29	59,290.30	10,462.99	
MCI DC/IT	1	63,383.00	63,383.00	85%	53,875.55	12,795.44	19,823.18	16,849.70	29,645.15	25,198.38	4,446.77	
MCIs	36	52,812.00	1,901,232.00	50%	950,616.00	225,771.30	713,634.48	356,817.24	582,588.54	495,200.26	87,388.28	
NE MCIs	6	52,812.00	316,872.00	85%	269,341.20	63,968.54	118,939.08	101,098.22	165,066.75	140,306.74	24,760.01	
Sec IV	1	25,443.21	25,443.21	85%	21,626.72	5,136.35	19,823.18	16,849.70	21,986.05	18,688.14	3,297.91	
133					4,464,722.97	1,217,875.07		1,297,427.13	2,515,302.20	2,138,006.89	377,295.31	
									2,515,302.20			

Detailed Explanation of Fringe Benefits costs:

The fringe benefits are shown in the eCVSP as 100% because Indiana has a two part fringe benefit calculation as well as a different sworn vs. civilian fringe percentage to figure that could not easily be calculated in the eCVSP software. This excel spreadsheet can show that Indiana is not truly budgeting 100% of the fringe to be charged to the grant via the formulas/calculations and further explanation below.

The sworn officer fringe benefits are calculated as follows:

Part 1 - Life insurance, disability and police pension 29.05% of annual salary - highlighted green above. Formula in column H is 29.05% applied to the MCSAP eligible percentage of annual salary column G.

Part 2 - EAP (employee assistance program) .35/pay x 26 pay periods + Deferred compensation (agency paid portion) \$15/pay x 26 pay periods + Health insurance \$747.08/pay x 26 pay periods = \$19,823.18 (calculation in cell I4) multiplied by the number of positions = results in column I for an annualized figure. Then column I is multiplied by the MCSAP eligible percentage column J.

Column K is the actual fringe calculation result that is shown in the eCVSP from Part 1 column H plus Part 2 column J.

MCI fringe benefits are calculated as follows:

Part 1 - Life insurance, disability and police pension 23.75% of annual salary - highlighted orange above. Formula in column H is 23.75% applied to the MCSAP eligible percentage of annual salary column G.

Part 2 - EAP (employee assistance program) .35/pay x 26 pay periods + Deferred compensation (agency paid portion) \$15/pay x 26 pay periods + Health insurance \$747.08/pay x 26 pay periods = \$19,823.18 (calculation in cell I4) multiplied by the number of positions = results in column I for an annualized figure. Then column I is multiplied by the MCSAP eligible percentage column J.

Column K is the actual fringe calculation result that is shown in the eCVSP from Part 1 column H plus Part 2 column J.



FMCSA

Federal Motor Carrier Safety Administration

A&I

Analysis &
Information Online

Indiana Roadside Inspections by Inspection Level

Domicile: All Domiciles
Vehicle Type: All Vehicles

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 6/29/2018, including current year-to-date information for FY 2018.
The data presented below are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.

Indiana Roadside Inspections by Inspection Level															
Inspection Level	FY 2014			FY 2015			FY 2016			FY 2017			FY 2018		
	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total
I. Full	136	6,964	7,100	103	6,055	6,158	144	6,145	6,289	274	5,950	6,224	220	5,537	5,757
With OOS Viol (Level 1)	30	2,604	2,634	10	2,026	2,036	24	2,053	2,077	46	2,184	2,230	20	1,728	1,748
II. Walk-Around	1	16,773	16,774	7	14,254	14,261	4	13,398	13,402	10	15,156	15,166	5	16,555	16,560
With OOS Viol (Level 2)	0	3,522	3,522	0	3,082	3,082	3	2,866	2,869	0	3,233	3,233	1	2,836	2,837
III. Driver Only	1	43,888	43,889	0	36,255	36,255	0	38,748	38,748	0	47,881	47,881	0	36,274	36,274
With OOS Viol (Level 3)	0	2,596	2,596	0	2,033	2,033	0	2,127	2,127	0	2,626	2,626	0	1,755	1,755
IV. Special Study	0	286	286	0	165	165	0	230	230	0	323	323	0	377	377
With OOS Viol (Level 4)	0	57	57	0	37	37	0	34	34	0	65	65	0	69	69
V. Terminal	61	241	302	126	208	334	66	165	231	21	89	110	0	173	173
With OOS Viol (Level 5)	10	44	54	21	37	58	9	27	36	3	20	23	0	6	6
VI. Radioactive Materials	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
With OOS Viol (Level 6)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	199	68,152	68,351	236	56,937	57,173	214	58,686	58,900	305	69,399	69,704	225	58,916	59,141



FMCSA

Federal Motor Carrier Safety Administration

A&I

Analysis &
Information Online

Indiana Traffic Enforcement Activity Summary

Domicile: All Domiciles

Vehicle Type: All Vehicles

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 6/29/2018, including current year-to-date information for FY 2018.
The data presented below are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.

Indiana Traffic Enforcement Activity Summary

Activity Summary	FY 2014			FY 2015			FY 2016			FY 2017			FY 2018		
	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total
Number of Traffic Enf. Inspections	0	29,417	29,417	0	23,746	23,746	0	23,207	23,207	0	28,078	28,078	0	24,777	24,777
With Moving Violations	0	25,446	25,446	0	20,689	20,689	0	20,500	20,500	0	25,192	25,192	0	22,818	22,818
With Drug & Alcohol Violations	0	39	39	0	37	37	0	53	53	0	44	44	0	5	5
With Railroad Crossing Violations	0	2	2	0	23	23	0	4	4	0	12	12	0	6	6
With Non-specified State Law/Miscellaneous Violations	0	4,788	4,788	0	3,672	3,672	0	3,328	3,328	0	3,550	3,550	0	2,440	2,440
Number of Traffic Enf. Violations	0	31,710	31,710	0	25,634	25,634	0	24,844	24,844	0	29,939	29,939	0	26,239	26,239
Moving Violations	0	26,572	26,572	0	21,650	21,650	0	21,251	21,251	0	26,143	26,143	0	23,646	23,646
Drug & Alcohol Violations	0	40	40	0	38	38	0	54	54	0	47	47	0	5	5
Railroad Crossing Violations	0	2	2	0	23	23	0	4	4	0	13	13	0	6	6
Non-specified State Law/Miscellaneous Violations	0	5,096	5,096	0	3,923	3,923	0	3,535	3,535	0	3,736	3,736	0	2,582	2,582

Note: As of January 2017, two new traffic enforcement violations were added: 'driving a CMV while texting' and 'using a hand-held mobile telephone while operating a CMV'.

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Douglas G. Carter, Superintendent for the Indiana State Police**, 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 below.

(Enter information on any exceptions to the above certification here)

Signature of Certifying Official:

 Douglas G. CARTER

Title of Certifying Official: Superintendent, Indiana State Police

Date of Certification:

7/25/2018

FY 2019 Certification of MCSAP Conformance (State Certification)

I, Douglas G. Carter, Superintendent, on behalf of the State Indiana, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

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

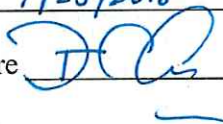
10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.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

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.203 and 350.310.

Date

7/25/2018

Signature



DOUGLAS G. CARTER

