

eCVSP

INDIANA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2020 - 2022
Annual Update FY 2021**

Date of Approval: June 09, 2021

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 350.209](#), [350.211](#) and [350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date 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 or annual update each year to receive MCSAP funds.

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 (FY 2020 - 2022)
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- Part 4: Financial Information (FY 2021)
- Part 5: Certifications and Documents (FY 2021)

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 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.

REMINDERS FOR FY 2021:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2020 plans. States must carefully review and update this information to reflect FY 2021 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2021 update). Include descriptions of the changes to your program, including how data tables were modified.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized

individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 along with construction zones, 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 detection 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

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 police 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 (1) Major, Captain, Lieutenant, First Sergeant, who are all funded by the MCSAP grant at 85%. Indiana also has twelve (12) Sergeants, and sixty (60) Troopers.

FY 2021 Update: Two (2) of the Sergeants and four (4) of the Troopers are funded by the MCSAP grant at 85% due to the fact that their primary job function is supervising the Compliance Review and New Entrant Safety Audit squads. Indiana also funds one (1) Sergeant at 85% as the training and grant administrator and one (1) Sergeant is funded at 50% as the school bus administrator. The remaining eight (8) Sergeants are funded at 50% by the MCSAP grant.

FY 2021 Update: Four (4) Troopers conduct compliance reviews and are funded by the MCSAP grant at 85%. Thirty six (36) Troopers are funded at 60% and twenty (20) 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 who is funded at 85% along with one (1) Assistant Administrator. Four (4) District Coordinators, and thirty (30) Motor Carrier Inspectors who are funded at 50%. One (1) District Coordinator is responsible for all technology support as well as the States data quality management and is funded at 85%. Five (5) of the Motor Carrier Inspectors dedicate their time to New Entrant Safety Audits and their salaries along with their fringe benefits will be billed towards the grant at 85%.

FY 2021 Update: The remaining thirty (30) MCI's who are funded at 60%, have the responsibility of operating 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.

FY 2021 Update: Indiana has one hundred sixty seven (167) 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 along with 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

Please review your State’s MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.

No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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	280
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	280
Traffic Enforcement Activities	243
Investigations*	5
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 2020 - 2022 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

Please review the description of your State’s crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

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			
10/01/2017	09/30/2018	137	80	57
10/01/2016	09/30/2017	133	80	53
10/01/2015	09/30/2016	125	105	20
10/01/2014	09/30/2015	137	115	22
10/01/2013	09/30/2014	134	87	47

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			
10/01/2017	09/30/2018	3	4	1
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

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			
10/01/2017	09/30/2018	0	0	0
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

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 05/31/2019.

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 2014 through FFY 2018 shows that there has been a total of thirteen (13) crashes resulting in fatalities. Of the thirteen (13) 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 cargo 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 2018, Indiana had conducted 2,752 inspections involving CMV's transporting hazardous materials. Of the 2,752 inspections that were conducted, 3,012 hazardous materials violations were identified and 87 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 in attempt to inspect more CMV's transporting hazardous materials.

Narrative Overview for FY 2020 - 2022**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.

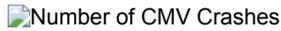
Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

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 81,752,000 vehicle miles were traveled in the state of Indiana in 2017. 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 ninth 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 2014 through FFY 2018. 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.

FY 2021 Update: We have numerous inspectors that work in these rural settings, stopping and inspecting CMV's. If an area in a rural setting has been identified as an issue, we will address that problem area by sending more manpower to combat the issues.



Source: Indiana State Police ARIES Crash Records report run date 7/3/2019



Source: Indiana State Police ARIES Crash Records report run date 7/3/2019

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 45.7% more than the national average (MCMIS data source, A&I CVP Toolkit, *Large Truck and Buses involved in Crashes data snapshot as of 2/22/2019*).

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*) (*Federal Fiscal Year 2018*).



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 2015 -2018.

CRASH CAUSATIONS



Source: Indiana State Police ARIES Crash Records (report run date 3/12/2019)

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, 2013 - September 30, 2018 show that 4,360 post- crash inspections were conducted during this time frame. Approximately 42% 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 FY2019, till June 28,2019, we have conducted 506 post-crash inspections. Approximately 25% 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 fifty seven (57) more fatal crash than what our goal was for FFY 2018. 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, 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 prevent every situation that might unfold that results in a fatal crash.

Enter the data source and capture date:

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/31/2019, including crash records through 01/31/2018

Projected Goal for FY 2020 - 2022:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2020	115
2021	111
2022	107

Indiana's fatal crash goal for Federal Fiscal Year (FFY) 2019 was to have only 80 fatal CMV crashes. Unfortunately, Indiana continues to see an increase in CMV fatal crashes for Federal Fiscal Years 2015, 2016, 2017 and 2018. Due to have an increase number of fatalities, Indiana needs to start fresh with a goal that is achievable. FFY 2020 Indiana will attempt to limit the number of fatal crashes to 115. After FFY 2020, FFY 2021 (111) and 2022 (107), Indiana will attempt to reduce the number of fatal crashes by 4% for each year. Indiana will also attempt to limit the number of injury crashes to 2,100 for FY 2020. After FFY 2020, Indiana will continue to limit reduce the number of injury crashes by 4%, 2021 (2092) and 2022 (2,084).

Program Activities for FY 2020 - 2022: 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.

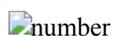
FY 2021 Updates:

Indiana has fifty six (56) Commercial Vehicle Enforcement Officers (CVEO's) that are funded by some percentage of 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 47,736 hours of their effort towards CMV related activities. Twenty (20) 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 approximately 6,630 hours towards CMV related activities.

Indiana also has one hundred sixty seven (167) 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 at a minimum approximately 6,513 hours per year towards CMV enforcement/inspections.

Indiana has thirty (30) 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 35,100 hours towards CMV inspections.

Altogether, Indiana plans on spending approximately 82,836 hours during the federal fiscal year towards CMV related activities.



Indiana does assign level III non-division officers to patrol a specific "corridor" along with assigning officers to work specific time of day or days of the week. Indiana has more certified division and non-division inspectors that are assigned to Lake and Marion Counties in an attempt to eliminate all CMV fatal crashes. Indiana will also target construction zones in an attempt to make the construction zones safe for both the motorists and construction workers along with working in high crash rural areas. 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 reduce/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 a minimum 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 3,672 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 are in Lake and Marion counties. 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 could possibly 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

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 3/12/2019) . 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

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

Please review the description of your State’s overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State’s roadside inspection program, and projected goals for FY 2020 - 2022.

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 2014 - 2018

Inspection Types	2014	2015	2016	2017	2018
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 2020 - 2022

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). These fixed inspection fatalities are also equipped with weigh-in-motion and platform scales. Below is a map of where in the State our inspection fatalities are located. Also, Interstate 94 has two (2) inspection fatalities, 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 II North American Standard inspection in conjunction with the weight enforcement. MCI's will also pull in CMV's for random inspections that have a high safety rating or due to some visual defect that was observed.

Commercial Vehicle Enforcement Officers (Troopers), also frequent these fixed inspection facilities to conduct NAS inspections. Indiana will conduct at least one drug interdiction, human trafficking, hot food truck and hazardous materials blitz at one of these inspection facilities each year. There are thirty six (36) Commercial Vehicle Enforcement Officers (CVEO) that are assigned road patrol for CMV enforcement. These CVEO's are funded at 60% and spend more than 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.

Indiana believes that we might experience a decrease in inspections conducted from FFY 2020 through FFY 2022. The reason for the decrease is due to inspectors getting promoted out of the Commercial Vehicle Enforcement Division along with attrition, inspectors that have reached the ability to retire. Currently Indiana is having issues in locating people interested in becoming Motor Carrier Inspectors. We will continue to recruit rigorously to fill the vacancies that are left and are currently open.

Projected Goals for FY 2020 - 2022

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2020 - 2022. For FY 2021, 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: 280

Projected Goals for FY 2021 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4893	269	95	5257	9.13%
Level 2: Walk-Around	27535	491	50	28076	48.75%
Level 3: Driver-Only	23650	0	73	23723	41.19%
Level 4: Special Inspections	290	0	0	290	0.50%
Level 5: Vehicle-Only	122		122	244	0.42%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	56490	760	340	57590	

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 2021 - 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:	0
Enter the total number of inspections projected for FY 2021:	0

Summary

Projected Goals for FY 2021 - Roadside Inspections Summary

Projected Goals for FY 2021 Summary for All Agencies					
MCSAP Lead Agency: INDIANA STATE POLICE					
# certified personnel: 280					
Subrecipient Agencies: NONE					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4893	269	95	5257	9.13%
Level 2: Walk-Around	27535	491	50	28076	48.75%
Level 3: Driver-Only	23650	0	73	23723	41.19%
Level 4: Special Inspections	290	0	0	290	0.50%
Level 5: Vehicle-Only	122		122	244	0.42%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	56490	760	340	57590	

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.

FY 2021 Update: Indiana currently has one hundred sixty seven (167) 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 5,344. With the amount of non-division inspectors exceeding the number of MCI's and CVEO's, it is very difficult to attain the 25% goal of conducting 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. FFY 2021 Update: 57,590 inspections are estimated to be conducted during this Federal Fiscal Year. These inspections can be done with using MCSAP funds, from only the Basic Grant. Also, these inspections can be conducted by not using any grant funds, which Indiana uses towards MOE.

Note: States in Year 2 or Year 3 of a multi-year plan cannot edit the table shown below. It should be used as a reference.

Projected Goals for FY 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	72000	0	0	72000
Enter total number of certified personnel	300	0	0	300
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	71500	0	0	71500
Enter total number of certified personnel	280	0	0	280

Part 2 Section 4 - Investigations

Please review your State’s investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

Investigative Types - Interstate	2014	2015	2016	2017	2018
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	2014	2015	2016	2017	2018
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 2020 - 2022

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 2020 - 2022

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2020 - 2022.

Projected Goals for FY 2020 - 2022 - Investigations						
Investigation Type	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	2	0	10	0	2
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	23	0	33	0	43	0
CSA On-Site Focused/Focused CR	60	0	50	0	40	0
CSA On-Site Comprehensive	15	0	15	0	15	0
Total Investigations	98	2	98	10	98	2
Total Security Contact Reviews	4	0	4	0	4	0
Total Terminal Investigations	0	0	0	0	0	0

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

FY2021 Updates: The Indiana State Police Commercial Vehicle Enforcement Division has a compliance review squad which is comprised of a Sergeant and four (4) full time Trooper Safety Investigators. Indiana also has one (1) Trooper Safety Investigator that assists the Compliance Review Squad on a as needed basis. The Trooper Safety Investigators currently conduct CSA interventions that consist of onsite and offsite CSA comprehensive investigations, CSA onsite focused investigations and security contact reviews. As of June 15, 2020 Indiana initiated a intrastate civil process that will allow the Indiana Department of Revenue to process notice of claims and notice of violations for intrastate investigations. The creation of this program will allow Indiana to 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. 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. 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. 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 Troopers include general responses to crashes, 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,

IndyGrand Prix, 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, 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 inactivation's or reclassification's 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 four 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, CSA offsite investigations, security contact reviews and non-rated intrastate reviews as a performance measure to monitor progress towards achieving objectives. Indiana received training in September 2019 to conduct offsite investigations. ISP-CVED will further utilize the number of enforcement cases (NOC's) and notices of violations as a performance measure. The Indiana State Police Commercial Vehicle Division First Sergeant will monitor and evaluate the program. Progress will be reported on a quarterly basis or as required. In addition, ISP-CVED First Sergeant will work closely with FMCSA staff and participate in the peer review process to ensure a quality program.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

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		
10/01/2017	09/30/2018	35156	34028
10/01/2016	09/30/2017	28077	29938
10/01/2015	09/30/2016	31286	36847
10/01/2014	09/30/2015	24154	22832
10/01/2013	09/30/2014	13274	7526

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.

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/28/2019, including current year-to-date information for FY 2019. The data presented above are accurate as of this date, but are

subject to update as new or additional information may be reported to MCMIS following the snapshot date.

Narrative Overview for FY 2020 - 2022

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](#).

FY 2021 Updates: Indiana has fifty six (56) 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 II 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 sixty seven (167) 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 thirty (30) 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

FY 2021 Updates:

The MCI's mainly work Monday through Friday from the hours of 0300 - 2000, while the CVEO's work a schedule which requires them to work on the weekends. MCI's have holidays and weekends off, while CVEO's could potentially work on a holiday. It is possible for MCI's to work on the weekend or on a holiday, if they change their day off during the work week, CVEO's and MCI's can work the Voluntary Inspection Program (VIP) from the High Priority Grant during any scheduled time off.

Indiana does not make the division units (CVEO's and MCI's) working, work specific corridors unless their seems to be a continual issues with CMV crashes in particular areas or corridors. Indiana has inspectors that conduct inspections in the rural areas of the state. 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. Indiana will also have an enforcement presence in and around workzones, to help deter crashes along with keeping workers safe.

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, we strongly encourage traffic enforcement on non-CMV's which 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 insitences 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.

Indiana possible sees a decrease in inspections conducted from FFY 2020 through FY 2022. The possible reasons for this decrease is due to inspectors getting promoted out of the CVED. Along with inspectors being promoted, many of our MCI's are eligible for retirement and there is the constant battle of retaining new inspectors that might leave for a higher wage.

Projected Goals for FY 2020 - 2022

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2020 - 2022. 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.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2004/2005 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

		Enter Projected Goals (Number of Stops only)			
Yes	No	Traffic Enforcement Activities	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	72876	37500	71500
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1500	1600	1550
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	4	5	5

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States 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 2021 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2021 Activities	Average 2004/05 Activities
57590	108	800	58498	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

Please verify your State’s safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). 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.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and 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 Transportation

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 2020 - 2022

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.



Source: FMCSA January 2019

Program Activities for FY 2020 - 2022: 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

Please review the description of your State’s public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

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

Public Education and Outreach Activities	2014	2015	2016	2017	2018
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 2020 - 2022

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

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

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 one thousand two hundred (1,200) hours spent on outreach programs for FFY 2020. For FFY years 2021 and 2022, Indiana will increase its public education and outreach by 4% each year. ISP-CVED will also conduct presentations at county/state fairs, carrier terminals, or conduct on site programs along with assisting 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.

FY 2021 Updates:

Indiana will use outdoor advertising in the form of billboards to promote safe driving behaviors for both CMV drivers and non-CMV drivers. The goal of this public outreach is to reach as many drivers possible for us to spread our message of safe driving habits.

The above will be in addition to the numerous 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 2020 - 2022

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 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	1200	1248	1296
<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)

Please review your State’s SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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](#)

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

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 2020 - 2022.

SSDQ Category	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	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.

Narrative Overview for FY 2020 - 2022

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.).

Currently, Indiana is good and not flagged in any categories as it represents in the figures below and Indiana plans to continue to be good and not flagged in any of the categories.

 crash

Program Activities FY 2020 - 2022: Describe activities that will be taken to maintain a “Good” overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a “Good” rating for all SSDQ measures based upon the Problem Statement Narrative 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

Please review the agency responsible for conducting New Entrant activities and the description of your State’s strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select “yes” to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP (49 CFR 350.201.) A State may conduct intrastate New Entrant safety audits at the State’s discretion if the intrastate safety audits do not negatively impact their interstate new entrant program.

Note: 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 checked="" 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 checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" 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 2014 - 2018

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

New Entrant Safety Audits	2014	2015	2016	2017	2018
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 2020 - 2022

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: The Statutory time limit for processing and completing interstate safety audits is: If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later, a safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2020 - 2022

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 2020 - 2022 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	95	0	128	0	95	0
# of Safety Audits (Offsite)	632	0	672	0	670	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	727	0	800	0	765	0
# of Non-Audit Resolutions	374	0	232	0	232	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 utilized to meet Program Goals:

Starting with the 2020, three year grant, Indiana will follow these strategies to meet the New Entrant Program Goals.

- a. On a weekly basis Indiana's New Entrant Safety Audit Supervisor will monitor the carrier's in NEWS and MCMIS to anticipate any trends and facilitate scheduling.
- b. Motorcoach and Passenger Carriers will be identified early because they have a tighter window for their safety audit.
- c. Carriers will be prioritized by their "Past Due Date". Expedited action carriers will be scheduled first then onsite audits followed by offsite audits.
- d. Onsite audits will be matched up to the closest Indiana auditor.
- e. The oldest offsite audits will be randomly assigned as auditor's workloads lighten up.
- f. On a monthly basis, if carrier's wait time exceeds six months, 24 offsite audits will be transferred to the Western Service Center's New Entrant Program Manager Danny Perez.
- g. The follow carriers will be removed from the Safety Audit process through a non-audit resolution.
 - I. Intrastate carriers will be processed by the Indiana Department of Revenue.
 - II. Non-CMV carriers and brokers will be processed by FMCSA staff after they are identified by auditors.
 - III. Covered Farm Vehicle carriers will be processed by the NESAs supervisor after auditors obtains a signed documentation of CFV operation.
- h. For accuracy and consistency both on and offsite audits will be reviewed by a second auditor before being uploaded.

Challenges

- a. Manpower and fluctuating number of new carriers.
- b. Indiana State Police staffing issues. A resolution does not appear to be on the horizon.
- c. Indiana manages the New Entrant Safety Audit Program with one supervisor, five Motor Carrier Inspectors and one trooper conducting audits on an overtime basis.
- d. The one CR unit and F/Sgt. who had been conducting SA's on an overtime basis have other demands on their after hour's schedules.
- e. All auditors spend approximately two weeks conducting the required number of inspections to maintain their North American Standard Inspection certifications.
- f. All auditors spend an additional week or more, cumulatively, on department training.
- g. Two auditors are nationally certified and instruct FMCSR's, either Part B or NESAs. They also assist with training department members in FMCSR's.
- h. In 2016 Indiana's CR squad was trained to conduct SA's but they have had little to no time in their regular duty schedules to conduct them. The CR squad maintained their SA certification based on the number of CR's they conduct.
 - i. In 2018 one full time auditor retired.
 - j. In 2019 another full time auditor has expressed interest in retirement.

- k. At our current staffing level, carriers operate between 6 to 7 months before their audit.
- l. Property carriers have a 12 mo. window to be audited while passenger carriers have only nine mo. and Motorcoach's three mo.
- m. Non-audit resolutions, as many as 374, take away from time spent on audits.
- n. Historically Indiana's northwest corner has had a large number of New Entrant Carriers. This created a need to conduct a highly intensive group audit in a hotel meeting room setting. Indiana has requested funds to cover up to a five day Group Audit detail if needed. If the number of and or graduation dates of the onsite audits in this area remain spread out, a Group Audit will not be conduct.

Activity Plan for FY 2020 - 2022: 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 Indiana based interstate motor carriers to ensure they are practicing effective safety management.

The New Entrant supervisor will assign carriers to (SI's) and the SI's will schedule and conduct audits in a timely manner. SI's will investigate and prepare worksheets on suspected chameleon carriers and investigate carriers who do not fit within the scope of a SA. Carriers that do not fit the scope of a SA will be cleared through a non-audit resolution process. The New Entrant supervisor will coordinate the review of work for accuracy. The five SI's will also identify carriers in their area from the inappropriate activity list to determine if they should be in the safety audit process. This will result in the auditing of carriers who have historically avoided a safety audit.

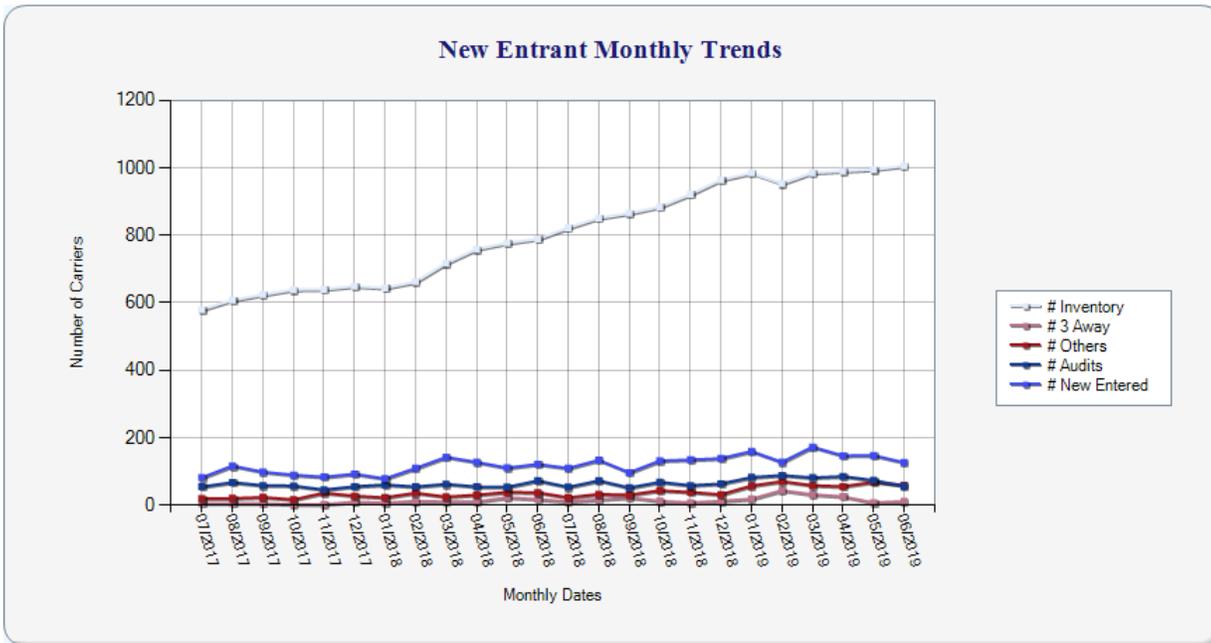
Annually Indiana has between 1100 - 1300 carriers who take out a new USDOT number. Roughly 800 of these carriers go through the Safety Audit process and the rest, approximately 400, are sort out with a non-audit resolution.

Beginning in July 2016, Indiana trained the Compliance Review Squad and two additional troopers to complete Safety Audits. It was anticipated they would conducting SA's on an as needed basis on overtime. This training was completed because of Indiana's inability to fill the two, now three, vacant New Entrant Safety Auditor positions. The two additional part-time troopers need to conduct a minimum of 6 onsite and 18 offsite safety audits to maintain their certification.

Beginning in November 2018, Indiana made arrangements with the Western Service Center for their assistance with the volume of new Indiana based carriers. The number of carriers in NEWS waiting for an audit is evaluated weekly. When carrier's wait time becomes more than six months, a batch of "offsite" carriers are transferred to the Western Service Center's New Entrant Program Manager, for distribution to Western Service Center auditors. This temporary solution allows Indiana to bridge the gap while the Indiana State Police administration pursue hiring additional state employees to pick up the work load.

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



Indiana will also monitor the Unassigned Carrier list. This one is dated 7/18/2018:

Unassigned Carriers	
Audit Type	
Onsite	15
Expedited Action	0
High Risk	0
Past Due	0
Past Due within 30 days	0
Offsite	461
Interstate	461
Intrastate Hazmat	0
Intrastate Non-Hazmat	0
High Risk	0
Past Due	1
Past Due within 30 days	0

Performance Measurements

Staffing:

Indiana's New Entrant Auditors dedicated full time to the New Entrant program = 5.

Indiana's New Entrant Supplementary Auditors = 6 - 1 active:

Non Audit Resolutions Completed: = This Quareter ? Running Total ?

New Entrant Safety Audits Completed: = This Quarter ? Running Total ?

Each full time auditor has an expectation of completing 100 audits per year on regular duty, 500. A conservative estimate would be approximately 125 audits per quarter. Overtime has been made available to each Safety Auditor to conduct additional audits throughout the year. The Compliance Review squad, along with the CVED Lieutenant and one training Sgt. have received training to complete new entrant safety audits. The additional units will conduct SA's on overtime basis as their schedules permit.

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. Specific goals and activities must be projected for the three fiscal year period (FYs 2020 - 2022).

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

Please review your State’s Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.

No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 IH or UNSAT/UNFIT 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 2020 - 2022

Enter your State's OOS Catch Rate percentage if below 85 percent: 50%

Projected Goals for FY 2020 - 2022: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2020	85
2021	85
2022	85

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 adding new inspectors and at times with technology not working in our favor, reaching a goal of 100% has be very difficult to achieve. If we continue to educate our inspectors to look for these OOS carriers at roadside, I believe for FFY 2020, 2021 and 2022 that we can achieve a goal of at least 85%.

Program Activities for FY 2020 - 2022: 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 federal 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

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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
--

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2019 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 2019 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2019 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2019 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 is 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 Details, conducting 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 = 46 OOS VEHICLES = 12 DRIVERS OOS = 0 VIOLATIONS = 104 Seven (7) total details were conducted from October 1, 2018 - June 30, 2019.

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

Currently, Indiana has twelve (12) certified motor coach inspectors and plans to add more certified inspectors. Indiana is also planning to purchase more PVI inspection ramps, instead of having just one (1) set of ramps for the entire state. The only issue that we face enforcing the regulations of motor coaches, is if they are carrying passengers, unless there is an obvious out of service violation that motor coach should not be stopped and inspected. Indiana intends to increase the number of PVI inspectors along with purchasing six (6) set of PVI ramps. These ramps will be purchased with funds from the FYY 2018 grant.

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

for FFY 2014 through FFY 2018. For FFY 2019 Indiana's goal is to conduct 200 PBBTs, currently Indiana is exceeding our goal by 94 PBBT's and have place 16% of the CMV's tested OOS.

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 but is currently closed due to road construction. The PBBT at the Terre Haute inspection facility that has been broken for the past two (2) years and we plan on fixing it with funds from the FY 2019 grant. It is difficult to achieve our goals when the equipment is not trustworthy or unable to be used.

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

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2020 - 2022. 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 2020 - 2022

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). The two (2) portable PBBT's have been purchased from previous FMCSA grants. Of the five (5) PBBT's, two (2) portable PBBT's have not been the most reliable and inspectors do not want to use them due to the amount of time invested in obtaining the PBBT and setting them up and they do not work properly. We intend to conduct at a minimum of 16 portable PBBT details a year and plan on replacing our old portable PBBT's with new ones. Replacing the old portable PBBT's, we hope that this new strategy will increase the inspectors confidence in the technology, in turn increase the use of the 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 2020 - 2022:

Enter performance goal.

It is the goal for Indiana to conduct five hundred (500) inspections during FY 2020 using the PBBT's. Indiana will attempt to increase the amount of PBBT inspections by 4% for FY 2021 (520) and FY 2022 (540).

Program Activities for FY 2020 - 2022: 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. Indiana plans on purchasing two (2) new portable performance based

brake testers. Our current PPBT's are getting to the point that they are old and need to be replaced with newer equipment that contains newer technology.

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 2021 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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,242,826.00	\$1,278,046.00	\$8,520,872.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,278,046.00
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 14.99 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 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 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 (14.99% of MCSAP Award Amount):	\$1,278,046.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Major	1	85.0000	\$101,505.00	\$86,279.25	\$73,338.22	\$12,941.03	\$0.00
Captain	1	85.0000	\$96,616.00	\$82,123.60	\$69,805.88	\$12,317.72	\$0.00
Lieutenant	1	85.0000	\$92,884.00	\$78,951.40	\$67,109.48	\$11,841.92	\$0.00
First Sergeant	1	85.0000	\$91,054.00	\$77,395.90	\$65,787.29	\$11,608.61	\$0.00
Sergeant - Grant Admin	1	85.0000	\$82,512.00	\$70,135.20	\$59,615.62	\$10,519.58	\$0.00
Sergeant - CR	1	85.0000	\$78,140.00	\$66,419.00	\$56,456.81	\$9,962.19	\$0.00
Sergeant - New Entrant	1	85.0000	\$84,573.00	\$71,887.05	\$61,104.71	\$10,782.34	\$0.00
Sergeant - School Bus	1	50.0000	\$81,966.00	\$40,983.00	\$34,835.96	\$6,147.04	\$0.00
Sergeant - Field Supervisors	8	50.0000	\$84,993.00	\$339,972.00	\$288,979.58	\$50,992.42	\$0.00
Trooper CR	4	85.0000	\$72,770.00	\$247,418.00	\$210,307.76	\$37,110.24	\$0.00
Trooper -CVEO	36	60.0000	\$72,770.00	\$1,571,832.00	\$1,336,072.84	\$235,759.16	\$0.00
Trooper - School Bus	20	15.0000	\$72,770.00	\$218,310.00	\$185,565.67	\$32,744.33	\$0.00
MCI Administrator	1	85.0000	\$73,186.00	\$62,208.10	\$52,877.50	\$9,330.60	\$0.00
MCI - Zone Coordinator	1	85.0000	\$68,286.00	\$58,043.10	\$49,337.21	\$8,705.89	\$0.00
MCI - District Coordinator	4	50.0000	\$63,383.00	\$126,766.00	\$107,752.36	\$19,013.64	\$0.00
MCI - DC/IT	1	85.0000	\$63,383.00	\$53,875.55	\$45,794.75	\$8,080.80	\$0.00
MCI - New Entrant	6	85.0000	\$52,812.00	\$269,341.20	\$228,942.70	\$40,398.50	\$0.00
MCI	30	60.0000	\$47,965.00	\$863,370.00	\$733,873.09	\$129,496.91	\$0.00
Secretary	1	85.0000	\$27,000.48	\$22,950.40	\$19,508.08	\$3,442.32	\$0.00
Non-Division Troopers	167	0.0000	\$172,303.92	\$0.00	\$0.00	\$0.00	\$172,303.92
Subtotal: Salary				\$4,408,260.75	\$3,747,065.51	\$661,195.24	\$172,303.92
Overtime Project Costs							
Overtime	1	100.0000	\$124,618.48	\$124,618.48	\$105,926.94	\$18,691.54	\$0.00
Subtotal: Overtime				\$124,618.48	\$105,926.94	\$18,691.54	\$0.00
TOTAL: Personnel				\$4,532,879.23	\$3,852,992.45	\$679,886.78	\$172,303.92
Accounting Method:	Accrual						

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

The Indiana State Police has 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.

FY 2021 Update:

Troopers (CVEO's) and Motor Carrier Inspectors (MCI's) do not work the average 40 hour work week. 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. Multiply that by .60, because they are 60% funded by the grant and the total hours worked on CMV related activities is 1,326. Troopers get paid for their one hour lunch break.

FY 2021 Update:

Motor Carrier inspectors report to duty for 8.0 hours per day. They do not get paid for their mandatory 30 minute lunch break, which results in them receiving compensation for 7.5 hours a day. The total hours a MCI works in one week is 37.5 hours, 37.5 hours times 52 weeks, equals 1950 hours, multiply that by two .60, because they are 60% funded and 1,170 hours a year are worked by one (1) MCI.

Maintenance Of Effort (MOE) was estimated 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 sixty seven (167) inspectors conducts six thousand twelve (6,012) inspections. Six thousand twelve (6,012) inspections multiplied by \$28.66 comes to \$172,303.92.

Reference Comment #1:

Twenty (20) 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 approximately 6,630 hours towards CMV related activities.

Reference Comment #2 and #3:

FMCSA was notified via a memo dated February 8, 2018 that as of September 2017, all ISP personnel are now coding their time and activity of daily hours worked in to a new automated attendance system; PeopleSoft Time and Labor. ISP's PeopleSoft Time and Labor is the equivalent of a PAR. ISP now has a system capable of tracking time and activity associated with all state and federal projects providing us the ability to properly account for billable hours attributable to all programs. ISP has payroll coding reports that accurately reflect the dilution of data with the Auditor of State's bi-weekly employee pay files. Time coded to a project in our time and labor system will be charged to the project based on each person's current hourly salary rate.

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 x 64.8 x 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
Major	100.0000	100.0000	\$45,346.83	\$45,346.83	\$38,545.26	\$6,801.57	\$0.00
Captain	100.0000	100.0000	\$43,995.83	\$43,995.83	\$37,396.89	\$6,598.94	\$0.00
Lieutenant	100.0000	100.0000	\$42,964.55	\$42,964.55	\$36,520.30	\$6,444.25	\$0.00
F/Sergeant	100.0000	100.0000	\$42,458.86	\$42,458.86	\$36,090.45	\$6,368.41	\$0.00
Sergeant - Grant Admin	100.0000	100.0000	\$40,098.40	\$40,098.40	\$34,084.04	\$6,014.36	\$0.00
Sergeant - CR	100.0000	100.0000	\$38,890.27	\$38,890.27	\$33,057.12	\$5,833.15	\$0.00
Sergeant - New Entrant	100.0000	100.0000	\$40,667.93	\$40,667.93	\$34,568.15	\$6,099.78	\$0.00
Sergeant - School Bus	100.0000	100.0000	\$23,498.54	\$23,498.54	\$19,973.99	\$3,524.55	\$0.00
Sergeant - Filed Supervisor	100.0000	100.0000	\$191,924.66	\$191,924.66	\$163,137.87	\$28,786.79	\$0.00
Trooper - CR	100.0000	100.0000	\$149,625.39	\$149,625.39	\$127,183.07	\$22,442.32	\$0.00
Trooper - CVEO	100.0000	100.0000	\$950,561.29	\$950,561.29	\$807,986.56	\$142,574.73	\$0.00
Trooper - School Bus	100.0000	100.0000	\$132,022.40	\$132,022.40	\$112,220.35	\$19,802.05	\$0.00
MCI Administrator	100.0000	100.0000	\$31,798.16	\$31,798.16	\$27,028.75	\$4,769.41	\$0.00
MCI - Zone Coordinator	100.0000	100.0000	\$30,827.30	\$30,827.30	\$26,203.51	\$4,623.79	\$0.00
MCI - District Coordinator	100.0000	100.0000	\$70,249.03	\$70,249.03	\$59,712.37	\$10,536.66	\$0.00
MCI - DC/IT	100.0000	100.0000	\$29,855.84	\$29,855.84	\$25,377.76	\$4,478.08	\$0.00
MCI - New Entrant	100.0000	100.0000	\$166,568.13	\$166,568.13	\$141,584.57	\$24,983.56	\$0.00
MCI	100.0000	100.0000	\$567,550.47	\$567,550.47	\$482,423.55	\$85,126.92	\$0.00
Secretary	100.0000	100.0000	\$22,647.19	\$22,647.19	\$19,250.34	\$3,396.85	\$0.00
TOTAL: Fringe Benefits				\$2,661,551.07	\$2,262,344.90	\$399,206.17	\$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 \$767.34/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 32.51% 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 \$767.34/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 23.31% of annual salary.

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 shows 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, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Compliance Review	6	6	100.0000	\$2,000.00	\$1,700.03	\$299.97	\$0.00
CVSA Conference (Spring)	6	5	100.0000	\$10,000.00	\$8,500.10	\$1,499.90	\$0.00
CVSA Conference (Fall)	6	5	100.0000	\$10,000.00	\$8,500.10	\$1,499.90	\$0.00
Data Quality Training	1	5	100.0000	\$1,300.00	\$1,105.01	\$194.99	\$0.00
Hazmat Course	10	5	100.0000	\$5,000.00	\$4,250.05	\$749.95	\$0.00
Heavy Vehicle Event Data Recorders Training	2	6	100.0000	\$5,000.00	\$4,250.05	\$749.95	\$0.00
ITD Conference	1	5	100.0000	\$1,200.00	\$1,020.01	\$179.99	\$0.00
MCI Academy	10	50	100.0000	\$15,000.00	\$12,750.15	\$2,249.85	\$0.00
MCSAP Planning Meeting	4	3	100.0000	\$4,000.00	\$3,400.04	\$599.96	\$0.00
Misc, CMV Training	10	15	100.0000	\$8,000.00	\$6,800.08	\$1,199.92	\$0.00
North American Inspectors Competition	2	5	100.0000	\$1,500.00	\$1,275.01	\$224.99	\$0.00
PVI Team	12	6	100.0000	\$3,000.00	\$2,550.03	\$449.97	\$0.00
COHMED (CVSA)	2	5	100.0000	\$2,500.00	\$2,125.02	\$374.98	\$0.00
Crash Reconstruction Training	2	2	100.0000	\$2,000.00	\$1,700.02	\$299.98	\$0.00
TOTAL: Travel				\$70,500.00	\$59,925.70	\$10,574.30	\$0.00

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

Compliance Review squad will often conduct investigations or special details within the State that require lodging due to their geographical location and where the CVEO's and/or MCI's are stationed. This expense includes in-state lodging and per diem.

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 two attendees who 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.

CVSA holds two conferences per year, a spring and fall. When we are sending personnel 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. The sixth attendee is an inspector whos normal duties are working the road and inspecting CMV's. We believe it is beneficial for those inspectors to attend a conference to see the process of how OOS violations are established along with networking with other agencies. I listed twelve (12) attendees on the eCVSP, which is the possible number of total attendees for both conferences. When sending personnel to these conferences, besides the normal command staff that attends, we like to reach out to our CVEO'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, who is the commander of the Commercial Vehicle Enforcement Division (CVED) and the Vice President of region III for CVSA. Captain, who is the assistant

division commander of CVED and sits as the chairman of the driver traffic committee. Lieutenant and MCI Administrator both sit in various committees and are voting members on these committees. DC/IT 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.

Data Quality Training, Indiana sends the MCI - DC/IT to this bi-annual training.

Hazardous Material Course, Indiana plans to certify inspectors to be able to conduct hazardous materials inspections.

Heavy Vehicle Event Data Recorders training, Indiana plans on sending two (2) inspectors to this receive this training. This training will teach the inspectors how to receive the information from the vehicles heavy vehicle event data recorder also known as the "black box".

ITD training, Indiana will send the MCI – DC/IT to this yearly training. The information gained at this training will help Indiana to stay current with FMCSA's goals.

Indiana will hold a MCI Academy to fill the voids of MCI who have resigned or retired.

The MCSAP planning meeting has been beneficial to its attendees by furthering their knowledge about the MCSAP program, on average we send three (3) troopers and the grant manager from the ISP Fiscal Division 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.

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 National Training Center.

North American Inspectors Competition (NAIC), we will participate by sending one (1) inspector and one (1) coach to participate each year.

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.

Cooperative Hazardous Materials Enforcement Development (COHMED) holds an annual spring conference. CVED send inspectors to this conference to obtain the latest information pertaining to hazardous materials enforcement.

Crash Reconstruction training, CVED wants to send two (2) CMV crash reconstructionists to attend a two (2) day course to obtaining training on how to use the Vericom Crash Reconstruction Equipment.

In-State travel varies due to where the inspector 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, possible rental vehicle and out of State per diem of \$32.00 per day.

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
Motion Performance Instrument	2	\$5,395.00	100	\$10,790.00	\$9,171.61	\$1,618.39	\$0.00
PBBT (static)	2	\$102,000.00	100	\$204,000.00	\$173,402.03	\$30,597.97	\$0.00
Drone	1	\$5,500.00	100	\$5,500.00	\$4,675.05	\$824.95	\$0.00
CMV Training equipment	3	\$12,317.00	100	\$36,951.00	\$31,408.72	\$5,542.28	\$0.00
Message Boards	4	\$15,000.00	100	\$60,000.00	\$51,000.60	\$8,999.40	\$0.00
TOTAL: Equipment				\$317,241.00	\$269,658.01	\$47,582.99	\$0.00
Equipment threshold is greater than \$5,000.							

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

Indiana intends to purchase crash reconstruction equipment. The equipment will help assist CMV crash reconstructionsits with measurements and testing. The device is a Vericom VC4000 DAQ and will be used for CMV crash reconstruction.

Indiana intends to purchase two (2) new static PBBT's to be placed at two (2) inspection facilities along Interstate 80. Currently there are no PBBT's in either inspection facility and adding these two (2) new PBBT's will help Indiana achieve our goal inspecting CMV's using this technology.

Indiana intends to purchase a drone to help assist with CMV crash reconstruction. This drone will be used to take aerial photographs of CMV crashes to help assist the crash reconstructionist.

Indiana intends to purchase three (3) separate training equipment from Consulab's. The Heavy Truck Steering System trainer, along with the air drum wheel end and air disc wheel end training systems. Having all three pieces of equipment during NAS Part B training will help give the inspector better insight of how the equipment functions, which will make them better inspectors.

Message Boards: Indiana will purchase four (4) message boards which will be placed near high crash locations that will share messages about CMV drivers traveling though high crash locations. These message boards will be used 100% of the time to help reduce the number of CMV crashes. When not being used, the message boards will be stored away in a safe facility.

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
CVSA Decals	285 Sheet	\$3.56	100.0000	\$1,014.60	\$862.42	\$152.18	\$0.00
CVSA Out of Service Criteria	260 Each	\$35.00	100.0000	\$9,100.00	\$7,735.09	\$1,364.91	\$0.00
Hazmat Inspection Software	35 Per unit	\$485.71	100.0000	\$16,999.85	\$14,450.04	\$2,549.81	\$0.00
Inspection Supplies	200 Each	\$100.00	100.0000	\$20,000.00	\$17,000.20	\$2,999.80	\$0.00
Narcan	80 Per Unit	\$63.79	0.0000	\$0.00	\$0.00	\$0.00	\$5,103.20
Office Supplies	1 Each	\$15,000.00	100.0000	\$15,000.00	\$12,750.15	\$2,249.85	\$0.00
Uniforms	250 Set	\$120.00	100.0000	\$30,000.00	\$25,500.30	\$4,499.70	\$0.00
Brake chamber (cut away)	1 each	\$765.00	100.0000	\$765.00	\$650.26	\$114.74	\$0.00
Air compressor	1 each	\$200.00	100.0000	\$200.00	\$170.00	\$30.00	\$0.00
TOTAL: Supplies				\$93,079.45	\$79,118.46	\$13,960.99	\$5,103.20

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

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 certified inspector will be given a new CVSA 2021 Out of Service Criteria handbook. The membership price is \$35.00 per handbook. Indiana provides all certified inspectors with an out of service criteria handbook. The estimated cost of 260 handbooks would be \$9,100.00.

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.

Inspections supplies that are needed are supplies to enforce the federal guidelines. The supplies include items such as, chamber mates, creepers, soap stones and holders, chock blocks, safety glasses, speed timing devices (Lidars or Radars), window tint meters and other necessary inspection tools.

Every State Police Officer was issued a replacement dose of 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. Narcan is part of a CVEO's standard uniform and is no different than a CVEO having a pair of handcuffs.

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 and proper footwear.

Indiana intends to purchase a cut away brake chamber for educational purposes. We will use this instructional tool for those who are attending our NAS Part B course.

With the purchase of the CMV training equipment, an electric air compressor is needed to help function the equipment. Two (2) pieces of the training equipment are braking systems, disc brake along with an air brake chamber system. Using the air compressor will activate the braking systems for both pieces of equipment so students can see how each brake system works, along with the integrated parts that make them work.

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	\$46,322.14	\$8,173.86	\$0.00
Description of Services: Temporary Employees (SafetyNet)							
Ricoh	EIN 230334400	Contract	100.0000	\$16,818.00	\$14,295.47	\$2,522.53	\$0.00
Description of Services: Copiers							
Vehicle Inspection Systems, Inc.	EIN 431652552	Contract	100.0000	\$18,000.00	\$15,300.18	\$2,699.82	\$0.00
Description of Services: Extended Warranties							
Outdoor Advertising	DUNS 0	Contract	100.0000	\$269,317.00	\$228,922.13	\$40,394.87	\$0.00
Description of Services: Billboards to promote safe driving habits for CMV drivers							
TOTAL: Contractual and Subaward				\$358,631.00	\$304,839.92	\$53,791.08	\$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) temporary employees for 52 weeks for 40 hours a week at an average cost of \$13.10 per hour. 2 temporary employees 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 received and made corrective action on 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 Performance 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

Indiana will use outdoor advertising as a form of public outreach. Indiana will place bill boards along the interstate in an attempt to educate the CMV driver as they travel along the interstate system.

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 (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, 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 in the “My Documents” area in the eCVSP tool and through Grants.gov. 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
CVSA Conference Registration	12 Per Inspector	\$550.00	100.0000	\$6,600.00	\$5,610.07	\$989.93	\$0.00
CVSA Membership Dues	1 Yearly Dues	\$14,800.00	100.0000	\$14,800.00	\$12,580.15	\$2,219.85	\$0.00
Fleet Cost Milage	1000761 Miles	\$0.25	100.0000	\$250,190.25	\$212,664.20	\$37,526.05	\$0.00
Fleet Depreciation	12 Monthly	\$12,000.00	100.0000	\$144,000.00	\$122,401.43	\$21,598.57	\$0.00
Cellular connectivity/phones	12 Months	\$5,200.00	100.0000	\$62,400.00	\$53,040.62	\$9,359.38	\$0.00
Vericom Training	2 per person	\$4,500.00	100.0000	\$9,000.00	\$7,650.09	\$1,349.91	\$0.00
TOTAL: Other Costs				\$486,990.25	\$413,946.56	\$73,043.69	\$0.00

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

CVSA Conference registration fees were estimating that twelve (12) inspectors would be attending any of the annual CVSA conferences. Each inspector has to pay a \$550.00 registration fee to attend. \$550.00 times twelve (12) inspectors comes to \$6,600.00. We estimated that twenty (12) inspectors would attend the various CVSA conferences, workshops and the North American Inspectors Championship. With 2021 CVSA Workshop being in Louisville, KY in April of 2021 it is possible to send a few more inspectors to this important conference.

Update 2021:

A maximum of six (6) inspectors at one time might attend the CVSA Spring or Fall workshops. If the workshops are within driving distance, we would only send a sixth inspector to attend, normally. we only send five (5) inspectors.

To continue to be a member in the Commercial Vehicle Safety Alliance, Indiana has to pay yearly dues. The dues for FFY 2020 are \$14,800.00.

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.

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 what is coded in ISP’s Time and Labor payroll reporting system by the CVEO’s and /MCI’s. This equates to an estimated 1,000,761.00 miles that are funded by this grant. The State of Indiana reviews and adjusts the mileage reimbursement rate for each quarter. We use an estimated cost of \$.25 per mile, which is a \$.38 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, and tires.

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.

CVED communication charges per month is approximately \$5,200. This includes cellular phones 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 Wi-Fi hotspot to check real time carrier and driver status, complete the Federal reports, and upload inspections.

After purchasing the Vericom motion performance instruments, it is imperative that we send the two (2) CMV reconstructionist to attend training on how to use this peice of equipment. The two day course is \$4,500.00 per each student.

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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,242,826.00	\$1,278,046.00	\$8,520,872.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$1,278,046.00
MOE Baseline:	\$153,579.84

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Major	\$73,338.22	\$12,941.03	\$86,279.25	\$0.00
Captain	\$69,805.88	\$12,317.72	\$82,123.60	\$0.00
Lieutenant	\$67,109.48	\$11,841.92	\$78,951.40	\$0.00
First Sergeant	\$65,787.29	\$11,608.61	\$77,395.90	\$0.00
Sergeant - Grant Admin	\$59,615.62	\$10,519.58	\$70,135.20	\$0.00
Sergeant - CR	\$56,456.81	\$9,962.19	\$66,419.00	\$0.00
Sergeant - New Entrant	\$61,104.71	\$10,782.34	\$71,887.05	\$0.00
Sergeant - School Bus	\$34,835.96	\$6,147.04	\$40,983.00	\$0.00
Sergeant - Field Supervisors	\$288,979.58	\$50,992.42	\$339,972.00	\$0.00
Trooper CR	\$210,307.76	\$37,110.24	\$247,418.00	\$0.00
Trooper -CVEO	\$1,336,072.84	\$235,759.16	\$1,571,832.00	\$0.00
Trooper - School Bus	\$185,565.67	\$32,744.33	\$218,310.00	\$0.00
MCI Administrator	\$52,877.50	\$9,330.60	\$62,208.10	\$0.00
MCI - Zone Coordinator	\$49,337.21	\$8,705.89	\$58,043.10	\$0.00
MCI - District Coordinator	\$107,752.36	\$19,013.64	\$126,766.00	\$0.00
MCI - DC/IT	\$45,794.75	\$8,080.80	\$53,875.55	\$0.00
MCI - New Entrant	\$228,942.70	\$40,398.50	\$269,341.20	\$0.00
MCI	\$733,873.09	\$129,496.91	\$863,370.00	\$0.00
Secretary	\$19,508.08	\$3,442.32	\$22,950.40	\$0.00
Non-Division Troopers	\$0.00	\$0.00	\$0.00	\$172,303.92
Salary Subtotal	\$3,747,065.51	\$661,195.24	\$4,408,260.75	\$172,303.92
Overtime	\$105,926.94	\$18,691.54	\$124,618.48	\$0.00
Overtime subtotal	\$105,926.94	\$18,691.54	\$124,618.48	\$0.00
Personnel total	\$3,852,992.45	\$679,886.78	\$4,532,879.23	\$172,303.92

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Major	\$38,545.26	\$6,801.57	\$45,346.83	\$0.00
Captain	\$37,396.89	\$6,598.94	\$43,995.83	\$0.00
Lieutenant	\$36,520.30	\$6,444.25	\$42,964.55	\$0.00
F/Sergeant	\$36,090.45	\$6,368.41	\$42,458.86	\$0.00
Sergeant - Grant Admin	\$34,084.04	\$6,014.36	\$40,098.40	\$0.00
Sergeant - CR	\$33,057.12	\$5,833.15	\$38,890.27	\$0.00
Sergeant - New Entrant	\$34,568.15	\$6,099.78	\$40,667.93	\$0.00
Sergeant - School Bus	\$19,973.99	\$3,524.55	\$23,498.54	\$0.00
Sergeant - Filed Supervisor	\$163,137.87	\$28,786.79	\$191,924.66	\$0.00
Trooper - CR	\$127,183.07	\$22,442.32	\$149,625.39	\$0.00
Trooper - CVEO	\$807,986.56	\$142,574.73	\$950,561.29	\$0.00
Trooper - School Bus	\$112,220.35	\$19,802.05	\$132,022.40	\$0.00
MCI Administrator	\$27,028.75	\$4,769.41	\$31,798.16	\$0.00
MCI - Zone Coordinator	\$26,203.51	\$4,623.79	\$30,827.30	\$0.00
MCI - District Coordinator	\$59,712.37	\$10,536.66	\$70,249.03	\$0.00
MCI - DC/IT	\$25,377.76	\$4,478.08	\$29,855.84	\$0.00
MCI - New Entrant	\$141,584.57	\$24,983.56	\$166,568.13	\$0.00
MCI	\$482,423.55	\$85,126.92	\$567,550.47	\$0.00
Secretary	\$19,250.34	\$3,396.85	\$22,647.19	\$0.00
Fringe Benefits total	\$2,262,344.90	\$399,206.17	\$2,661,551.07	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Compliance Review	\$1,700.03	\$299.97	\$2,000.00	\$0.00
CVSA Conference (Spring)	\$8,500.10	\$1,499.90	\$10,000.00	\$0.00
CVSA Conference (Fall)	\$8,500.10	\$1,499.90	\$10,000.00	\$0.00
Data Quality Training	\$1,105.01	\$194.99	\$1,300.00	\$0.00
Hazmat Course	\$4,250.05	\$749.95	\$5,000.00	\$0.00
Heavy Vehicle Event Data Recorders Training	\$4,250.05	\$749.95	\$5,000.00	\$0.00
ITD Conference	\$1,020.01	\$179.99	\$1,200.00	\$0.00
MCI Academy	\$12,750.15	\$2,249.85	\$15,000.00	\$0.00
MCSAP Planning Meeting	\$3,400.04	\$599.96	\$4,000.00	\$0.00
Misc, CMV Training	\$6,800.08	\$1,199.92	\$8,000.00	\$0.00
North American Inspectors Competition	\$1,275.01	\$224.99	\$1,500.00	\$0.00
PVI Team	\$2,550.03	\$449.97	\$3,000.00	\$0.00
COHMED (CVSA)	\$2,125.02	\$374.98	\$2,500.00	\$0.00
Crash Reconstruction Training	\$1,700.02	\$299.98	\$2,000.00	\$0.00
Travel total	\$59,925.70	\$10,574.30	\$70,500.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Motion Performance Instrument	\$9,171.61	\$1,618.39	\$10,790.00	\$0.00
PBBT (static)	\$173,402.03	\$30,597.97	\$204,000.00	\$0.00
Drone	\$4,675.05	\$824.95	\$5,500.00	\$0.00
CMV Training equipment	\$31,408.72	\$5,542.28	\$36,951.00	\$0.00
Message Boards	\$51,000.60	\$8,999.40	\$60,000.00	\$0.00
Equipment total	\$269,658.01	\$47,582.99	\$317,241.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Decals	\$862.42	\$152.18	\$1,014.60	\$0.00
CVSA Out of Service Criteria	\$7,735.09	\$1,364.91	\$9,100.00	\$0.00
Hazmat Inspection Software	\$14,450.04	\$2,549.81	\$16,999.85	\$0.00
Inspection Supplies	\$17,000.20	\$2,999.80	\$20,000.00	\$0.00
Narcan	\$0.00	\$0.00	\$0.00	\$5,103.20
Office Supplies	\$12,750.15	\$2,249.85	\$15,000.00	\$0.00
Uniforms	\$25,500.30	\$4,499.70	\$30,000.00	\$0.00
Brake chamber (cut away)	\$650.26	\$114.74	\$765.00	\$0.00
Air compressor	\$170.00	\$30.00	\$200.00	\$0.00
Supplies total	\$79,118.46	\$13,960.99	\$93,079.45	\$5,103.20

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Knowledge Services	\$46,322.14	\$8,173.86	\$54,496.00	\$0.00
Ricoh	\$14,295.47	\$2,522.53	\$16,818.00	\$0.00
Vehicle Inspection Systems, Inc.	\$15,300.18	\$2,699.82	\$18,000.00	\$0.00
Outdoor Advertising	\$228,922.13	\$40,394.87	\$269,317.00	\$0.00
Contractual and Subaward total	\$304,839.92	\$53,791.08	\$358,631.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Conference Registration	\$5,610.07	\$989.93	\$6,600.00	\$0.00
CVSA Membership Dues	\$12,580.15	\$2,219.85	\$14,800.00	\$0.00
Fleet Cost Milage	\$212,664.20	\$37,526.05	\$250,190.25	\$0.00
Fleet Depreciation	\$122,401.43	\$21,598.57	\$144,000.00	\$0.00
Cellular connectivity/phones	\$53,040.62	\$9,359.38	\$62,400.00	\$0.00
Vericom Training	\$7,650.09	\$1,349.91	\$9,000.00	\$0.00
Other Costs total	\$413,946.56	\$73,043.69	\$486,990.25	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,242,826.00	\$1,278,046.00	\$8,520,872.00	\$177,407.12
Total Costs Budgeted	\$7,242,826.00	\$1,278,046.00	\$8,520,872.00	\$177,407.12

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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,242,826.00	\$1,278,046.00	\$8,520,872.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$1,278,046.00
MOE Baseline:	\$153,579.84

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$3,747,065.51	\$661,195.24	\$4,408,260.75	\$172,303.92
Overtime Subtotal	\$105,926.94	\$18,691.54	\$124,618.48	\$0.00
Personnel Total	\$3,852,992.45	\$679,886.78	\$4,532,879.23	\$172,303.92
Fringe Benefits Total	\$2,262,344.90	\$399,206.17	\$2,661,551.07	\$0.00
Travel Total	\$59,925.70	\$10,574.30	\$70,500.00	\$0.00
Equipment Total	\$269,658.01	\$47,582.99	\$317,241.00	\$0.00
Supplies Total	\$79,118.46	\$13,960.99	\$93,079.45	\$5,103.20
Contractual and Subaward Total	\$304,839.92	\$53,791.08	\$358,631.00	\$0.00
Other Costs Total	\$413,946.56	\$73,043.69	\$486,990.25	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,242,826.00	\$1,278,046.00	\$8,520,872.00	\$177,407.12
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$7,242,826.00	\$1,278,046.00	\$8,520,872.00	\$177,407.12

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
3. Who is your Governor's highway safety representative? Devon McDonald
4. What is this person's title? Executive Director, IN Criminal Justice Institute

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

- Yes
- No

State Certification declaration:

I, Douglas G. Carter , Superintendent , 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](#).

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

FY 2021 Certification of MCSAP Conformance (State Certification)

I, Douglas G. Carter, Superintendent, 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, do hereby certify as follows:

1. The State has designated the Indiana State Police as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and the Indiana State Police to perform defined functions under the CVSP.
2. The State has assumed responsibility for and 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.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 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.
5. 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.
6. The Lead State Agency and any subrecipient of MCSAP funds have 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.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. 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.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State 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.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. 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.
19. 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).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. 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.
24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 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.

26. 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.

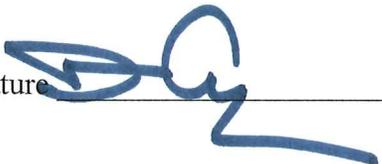
27. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies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

28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.

29. 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.

30. 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 C.F.R. subpart D.

Date 8/7/2020

Signature 

Certifications required by 49 C.F.R. sections 350.211 and 350.213

Part 5 ECVSP

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP, as required by 49 C.F.R. sections 350.207, 350.211, 350.213, and 350.303. 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.

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? Devon McDonald
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, uploaded certification document

State Certification declaration:

I, Douglas G. Carter, Superintendent, Indiana State Police on behalf of the State of Indiana have the authority to make the following certification on behalf of the State. As a condition of approval of a grant under the authority of 49 U.S.C. section 31102, I certify that the State satisfies all conditions required to qualify for MCSAP funding, as specifically detailed in 49 C.F.R. section 350.207.

 8/17/2020
DOUGLAS G. CARTER
INDIANA STATE POLICE

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 of the Indiana State Police
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, uploaded certification document

State Compatibility Review of Laws, Regulations, Standards, and Orders on CMV Safety Certification

I, Douglas G. Carter, on behalf of the State of Indiana have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), 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, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and

(3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

3 - New State Laws, Regulations, Standards, and Orders on CMV safety

The State will provide answers to the questions below regarding any new State laws, regulations, standards, and orders on CMV safety since the last CVSP or annual update that was submitted.

Has the State adopted/enacted any new or updated State laws, regulations, standards, and orders on CMV safety since the last CVSP or annual update was submitted?

No

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

If there is no formal bill, please include a description of standards or orders on CMV safety and effective date and include a hyperlink or URL in the summary.

Law, Regulation, Standard, or Order Adoption			
Bill Number	Effective Date	Code Section Change	Summary of Change

INDIANA STATE POLICE

INDIANA GOVERNMENT CENTER NORTH
100 NORTH SENATE AVENUE

INDIANAPOLIS, INDIANA 46204-2259

www.State.in.us/isp

February 8, 2018

TO: Daniel J. Beaver, State Program Specialist
Federal Motor Carrier Safety Administration
United States Department of Transportation

THRU: Mickey J. James, Director *mj*
Fiscal Section
Indiana State Police

FROM: Tina L. LaShure, Grant Accountant
Fiscal Section
Indiana State Police

SUBJECT: State of Indiana - Federal Draw Billing and Time and Labor

The State of Indiana/Indiana State Police (ISP) has implemented two new procedures that impacts FMCSA's federal grant awards, the Federal Draw Billing process and PeopleSoft Time and Labor.

The State of Indiana implemented a statewide rollout of a new federal draw billing process within our PeopleSoft Financial system for all reimbursement based federal grant awards. Our agency, Indiana State Police, was required to have all of our direct federal grant awards transitioned to this federal draw billing process by 12/31/2017.

The federal draw billing is a process that links modules in our financial system to produce an invoice to draw funds from the federal awarding entity. The process prevents a duplicate draw for the same expense by identifying expenses paid by the state but not yet reimbursed by the federal entity. It also marks or links the expense within our financial system to the federal draw deposit. This process will change the way we have previously billed FMCSA grant awards. In the past, billings for personal service journal entries were based on the actual date the state paid employees. Due to the new federal draw billing process, we will be required to wait until the personal service journal has posted to the grant ledger in our financial system. The new process captures paid expense from the posted date in the grant ledger. In some cases this could be as much as 30 days after the actual period of time employees worked on the project.

Federal grant projects are designated with a 15-digit unique chart field in our financial system per individual grant award with a budget that includes a funding source for the federal portion of the funds awarded and a separate funding source for the state match. Most grant related expenses are coded

directly to the federal grant project, one exception being salary and fringe benefits. These expenses are paid initially from a separate state fund and are charged to the federal grant project via a journal entry in our financial system. Previously, ISP did not have a time and effort (PAR-Personnel Activity Report) coding system and salary and fringe benefits were figured/charged to FMCSA's grants based on hours worked or an estimated percentage of time personnel historically worked on the grant. An annual reconciliation was completed to justify the expenses charged.

Beginning August 2016, the Indiana State Police began a phased implementation of PeopleSoft Time and Labor. As of September 2017, all ISP personnel are now coding their time and activity of daily hours worked in to a new automated attendance system. ISP now has a system capable of tracking time and activity associated with all state and federal projects providing us the ability to properly account for billable hours attributable to all programs. We are currently working with ISP programmers to build reports that accurately reflect the dilution of data with the Auditor of State's bi-weekly employee pay files. Once this process is complete, time coded to a project in our time and labor system will be charged to the project based on each person's current hourly salary rate.

Unfortunately, the timing of our implementation effected the closeout of FMCSA awards ending 9/30/2017; FM-MHP-0247-16-01 – 2016 High Priority and FM-MNE-0260-16-01 – 2016 New Entrant. Our Commercial Vehicle Enforcement Division (CVED), Motor Carrier Inspectors (MCI's) went live on time and labor 8/13/17 and our CVED sworn personnel went live 9/24/17. Due to this implementation phase in period, we are still in the process of accumulating our final figures for closeout of these programs. Please note, ISP spent all remaining 2016 MCSAP award funds – FM-MCG-0316-16 prior to the implementation of this new system.

We anticipate receiving and testing the new time and labor reports by the end of February 2018. After completion of our testing, we will be able to charge the FMCSA grant award projects with all remaining salary and fringe expenses and bring the grant reporting up to date. When this information is presented for review you will notice personal service journal entries will have a paid date based on when the journal was charged to the grant i.e., February 2018 and billable to FMCSA February 2018, however the time period for the actual expense was 8/13/17 – 08/26/17. This is due to the new federal draw billing process discussed previously in this memo. Please contact me if you have any questions or would like to discuss these changes in greater detail. If I can provide any additional information or examples for clarification of either process, please let me know.

Sincerely,



Tina L. LaShure

Grant Accountant, Fiscal Section