ILLINOIS

Commercial Vehicle Safety Plan

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

Fiscal Years 2020 - 2022
Annual Update FY 2022

Date of Approval: August 22, 2022

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 2022)
- Part 5: Certifications and Documents (FY 2022)

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 2022:

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 2021 plans. States must carefully review and update this information to reflect FY 2022 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 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

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.*

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

ILLINOIS STATE POLICE

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

Through combined efforts from the IDOT and the ISP, Illinois' goal is to continue its' quest to reduce the Commercial Motor Vehicle (CMV) fatal and injury crashes occuring on Illinois roadways. Preliminary numbers show in 2020, 143 CMV related fatal crashes occurred on Illinois roadways (Data Source: MCMIS data snapshot as of 6/25/2021) including records through 2/28/2021. The IDOT along with the ISP will partner in several details including a CMV speed reduction detail, weekend roadside inspections and industry educational seminars.

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:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- [ ] **Initiatives involving "rural roads" are specifically included in this CVSP.**
- [x] **The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).**

FY2022 UPDATE

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

The IDOT and ISP use a number of personnel to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs) in Illinois. The IDOT currently employs approximately 35 persons in its Springfield and Schaumburg headquarters with field staff residing throughout the state. Of those staff members, 5 are qualified to perform compliance reviews (CRs) at carrier/shipper facilities, 26 are certified to conduct Safety Audits (SAs), 30 are certified to conduct commercial motor vehicle and driver inspections, 4 perform upper management/secretarial duties for MCSAP for a portion of their time and 5 are office support staff (1 are currently vacant positions) who perform data collection and dissemination, civil forfeiture activities, grant management along with other duties related to the MCSAP Section. The ISP employs approximately 80 full time troopers, sergeants, and supervisors dedicated to commercial motor vehicle enforcement and qualified to perform Level I - Level VI inspections. ISP also currently employs 3 full time code personnel in its Commercial Vehicle Section.

Only 41 of the FTE officers base Salary, Retirement and FICA is paid for out of the MCSAP funds. The other FTE's as well as the approximately 700 officers that are Level III only certified base Salary, Retirement and FICA are paid for with other state funding sources.

Illinois has been limited in its ability to replace personnel over the last several years. IDOT has been able to review its MCSAP program and identify positions to enhance the program. A total of five compliance officer positions were approved and filled mid-year 2021. Illinois hopes to fill the remaining vacancies within this fiscal year. Illinois included the four new hires who have completed certificaiton training classes in the MCSAP activities Lead Agency table on the following page but did not include them in the above paragraph as certified since they are still completing their required training for certification.

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

Part 1 Section 4 - MCSAP Structure

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:	ILLINOIS DEPARTMENT OF TRANSPORTATION
Enter total number of personnel participating in MCSAP activities	35
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	30
Traffic Enforcement Activities	0
Investigations*	27
Public Education and Awareness	30
Data Collection and Reporting	8
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	ILLINOIS STATE POLICE
Enter total number of personnel participating in MCSAP activities	850
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	850
Traffic Enforcement Activities	78
Investigations*	0
Public Education and Awareness	78
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

***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 most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: https://ai.fmcsa.dot.gov. 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 relate to each other and 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.*
- *The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.*

ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	148	100	129
01/01/2017	12/31/2017	149	102	127
01/01/2016	12/31/2016	158	104	146
01/01/2015	12/31/2015	117	106	108
01/01/2014	12/31/2014	139	99	131

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
Total Number of Fatal & Injury Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	13	0	452
01/01/2017	12/31/2017	9	0	499
01/01/2016	12/31/2016	4	0	403
01/01/2015	12/31/2015	10	323	408
01/01/2014	12/31/2014	11	324	471

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
DOT Reportable Crashes w/HM Released

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	2
01/01/2016	12/31/2016	0	0	75
01/01/2015	12/31/2015	0	47	76
01/01/2014	12/31/2014	0	0	76

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

ALL CMV CRASHES Data Source:MCMIS data snapshot as of 6/28/2019. MOTOR COACH/PASSENGER CARRIER CRASHES Data Source: MCMIS data snapshot from June 28, 2019. Please note, since a review of data supported that Illinois does not have a passenger carrier fatal crash problem involving buses within FMCSA jurisdiction, Illinois did not include a passenger carrier crash reduction goal starting with its' FY17 plan. Please note the numbers identified in the Passenger Carrier Trend Analysis table above includes all fatal and injury passenger carrier crashes that occurred in Illinois, not just those within FMCSA jurisdiction. HM CRASHES INVOLVING HM RELEASE/SPILL U.S. Department of Transportation-Pipeline and Hazardous Materials Safety Administration Office of Hazardous Material Safety. Incident Detail Report as of 7/8/2015. The Goals as identified above for 2014-2016 is for the number of Hazardous Material Incidents occurring on FMCSA Highways. The "Fatalities" as indicated in the above chart include fatalities which HM was present and not necessarily that HM was released for 2014-2016. (Data Source: SNET as of 6/28/2019). Illinois projected a 5 year goal starting with 2015 and therefore there is no goal entered for 2014 above. Please note, since an analysis of crash data supports that Illinois does not have a hazardous material crash problem, Illinois did not include a hazardous material crash reduction goal in starting with its' FY17 plan. Additionally, all years in the Trend Analysis tables above have been updated with the most current data as of the development of this Plan.

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

Preliminary numbers for 2018 indicate a slight increase in CMV related fatal crashes occurring on Illinois roadways.

Prior to the FY2014 eCVSP, Illinois had used a linear projection goal which was later determined to give a false perception of the level Illinois could decrease its' fatal crashes by. As a result, for FY2014 only, Illinois took an average of the last 3 years fo FARS data to project figures.

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

Starting with FY2020 CVSP, Illinois established a 3-year reduction goal based on the average of the last 4 complete years (2015-2018) of MCMIS fatal crash data.

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

Narrative Overview for FY 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.

According to MCMIS data, 127 out of 1,005 Illinois traffic fatal crashes in 2017 resulted from a collision involving a large truck or bus.

Number of Fatal Crashes involving Large Trucks and Buses									
	Actual Year				Average* (2015-2018)	Projected (2% decrease of the 2020-2023 average per year for next 3 years starting with FY2020)			
	2015	2016	2017	2018		2019	2020	2021	2022
Fatal Crashes	108	146	127	129	128	-	125	122	119
Fatal Crashes as reported to date (6/25/21)						141 (MCMIS)	143 (MCMIS)		

*4 years of available MCMIS data. Since 2019 data was not complete during FY20 CVSP creation of 3 year goal, 2015-2019 data was used for average.

Illinois was identified as a top 10 state for fatal large truck crashes.

A review of data supports that Illinois does not have a passenger carrier fatal crash problem involving buses within FMCSA jurisdication. However, in order to maintain an aggressive program, Illinois will continue to maintain the certification of 19 officers and continue to conduct inspections and compliance reviews on passenger carriers. This activity is outlined in the State Specific section of this Plan.

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

Enter the data source and capture date:
Illinois updated the fatal crash number for CY2019 and 2020 based on MCMIS from data snapshot as of 6/252021, including crash records through 2/28/2021.

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 shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2020	2
2021	2
2022	2

Illinois will reduce its 2014-2018 average number of fatal crashes involving a CMV by 2% per year over 3 years to 119 by the end of 2022.

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.

Activity 1

ISP and IDOT will conduct National Roadside Check (63 ISP Officers which includes supervisors and 30 MCSAP Officers participating for 3 days, 8 hours per day) and an additional 10 mini details with a total of 240 man hours (3 officers per detail at 8 hours each for a total of 24 man hours per mini detail) at various locations throughout Illinois during the year. Unit managers and the ISP Coordinator will review all data available (State and FMCSA) to determine areas for the details by looking at locations with the highest large truck fatal crash involvements to conduct CMV traffic enforcement with inspection. This enforcement will be conducted at roadside as well as fixed scales. These activities will target Seatbelt compliance, CMV driver qualifications, hours of service requirements, distracted driving and other serious traffic violations that are contributory causes of commercial vehicle related fatal crashes.

Activity 2

The ISP will participate in Operation Safe Driver. Illinois will use the enforcement effort to remove unsafe and fatigued commercial vehicle drivers from the highway. A total of 260 man hours will be dedicated during the week of this enforcement. ISP is targeting 65 officers working 4 hours per day on high crash coridoors (I-74, I-57, I-24 and I-80). CMV and non-CMV driver behaviors and performance through effective enforcement, education and awareness strategies will be monitored through the following: Commercial vehicle traffic enforcement activities, safety belt enforcement, Level III roadside inspections, commercial driver educational and awareness programs to the motor carrier population and motoring public about safe operations around commercial motor vehicles.

FY22 Update

Activity 3

The IDOT Commercial Vehicle Section will work with the Burau of Data Collection to create paramaters for new, cmv dedicated reports available within the Illinois Safety Data Portal to assist with targeted enforcement. Illinois will look at the cmv crash specific data to determine several factors including, but not limited to, type of crash (injury, property), location (work zone, rural, urban, etc.), whether cmv was at fault and if the carrier involved was dominciled in the State of Illinois. Illinois hopes by reviewing this real time state data specific to cmv's it will assist in determininig the locations and activity for targeted enforcement efforts.

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

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

Performance Measure 1

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

Performance Measure 2

Illinois will look at the number of man hours worked, inspections conducted and citations issued for the designated areas where the OSD details are conducted during FY21.

FY22 Update

Performance Measure 3

Illinois will identify the reports created and the trend analysis of fatal cmv crashes in Illinois based on the elements contained within same.

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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

***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	10274	10734	11565	11047	11784
Level 2: Walk-Around	20231	18762	22178	22390	22235
Level 3: Driver-Only	31200	57196	60261	55629	52175
Level 4: Special Inspections	80	80	38	46	104
Level 5: Vehicle-Only	282	461	344	256	312
Level 6: Radioactive Materials	38	2	1	0	0
Total	**62105**	**87235**	**94387**	**89368**	**86610**

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.

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

During 2019 and 2020, the ISP made additional enhancements to TraCS, a third party inspection software to address identifying of out-of-service carriers at roadside along with several other data quality enhancements. Additional detailed information on the TraCS enhancements are outlined within the Enforcement of the Federal Out of Service section.

Illinois State Police has projected an number of inspections to be conducted that they feel can be achieved with the current staffing levels. Of the approximately 850 ISP Officers, Sergeants and Supervisors noted, approximately 700 are Level III traffic enforcement only certified.

Additionally, Illinois State Police does patrol and conduct enforcement including inspections on rural roads within Illinois. However, the targeted enforcment on these roads is portable scale enforcement and therefore that activity is not included within the MCSAP Plan.

Please note the COVID-19 pandemic has and continues to affect some inspection activity able to be conducted by Illinois. Without knowing the future of the pandemic, Illinois is not able to determine which details will or will not be able to be conducted during FY2022. With that said, Illinois will report in its quarterly report any details that are not able to be conducted or are planned to be conducted at a later date.

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 2022, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: ILLINOIS DEPARTMENT OF TRANSPORTATION

Enter the total number of certified personnel in the Lead agency: 30

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	960	210	108	1278	88.75%
Level 2: Walk-Around	0	90	0	90	6.25%
Level 3: Driver-Only	0	0	0	0	0.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	72	72	5.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**960**	**300**	**180**	**1440**	

MCSAP subrecipient agency

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

Subrecipient is: ILLINOIS STATE POLICE

Enter the total number of certified personnel in this funded agency: 850

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	8500	1500	122	10122	14.11%
Level 2: Walk-Around	11060	2567	13	13640	19.02%
Level 3: Driver-Only	47424	0	15	47439	66.14%
Level 4: Special Inspections	30	0	0	30	0.04%
Level 5: Vehicle-Only	168	35	281	484	0.67%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Sub-Total Funded Agencies	**67182**	**4107**	**431**	**71720**	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2022:	0

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: ILLINOIS DEPARTMENT OF TRANSPORTATION # certified personnel: 30					
Subrecipient Agencies: ILLINOIS STATE POLICE # certified personnel: 850					
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	9460	1710	230	11400	15.58%
Level 2: Walk-Around	11060	2657	13	13730	18.77%
Level 3: Driver-Only	47424	0	15	47439	64.84%
Level 4: Special Inspections	30	0	0	30	0.04%
Level 5: Vehicle-Only	168	35	353	556	0.76%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Total MCSAP Lead Agency & Subrecipients	**68142**	**4407**	**611**	**73160**	

Note:If the minimum numbers for Level 1 and Level 3 inspections are less than described in the MCSAP Comprehensive Policy, briefly explain why the minimum(s) will not be met.
Illinois estimates to complete approximately 16% of Level I inspections this year. Although this number is below the 25% target outlined in the MCSAP Comprehensive Policy, Illinois believes this to be a more accurate estimate for an attainable goal it can complete with the current resources. Illinois' target is below 25% because currently ISP has approximately 700 officers certified to complete only Level 3 inspections.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	1272	71720	0	72992
Enter total number of certified personnel	26	41	0	67
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	1272	71720	0	72992
Enter total number of certified personnel	26	41	0	67

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ **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	314	11	0	0	0
Cargo Tank Facility Reviews		5	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		6	3	2	1
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR		156	81	40	28
CSA On-Site Comprehensive		31	61	61	46
Total Investigations	**314**	**209**	**145**	**103**	**75**
Total Security Contact Reviews	0	4	0	0	2
Total Terminal Investigations		3	2	11	84

Investigative Types - Intrastate	2014	2015	2016	2017	2018
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews		3	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	1	1	0	1
CSA On-Site Comprehensive		0	0	0	0
Total Investigations	**0**	**4**	**1**	**0**	**1**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	4	34

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						
	FY 2020		FY 2021		FY 2022	
Investigation Type	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
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	44	0	44	0	0	0
CSA On-Site Focused/Focused CR	40	0	40	0	21	0
CSA On-Site Comprehensive	40	0	40	0	28	0
Total Investigations	**124**	**0**	**124**	**0**	**49**	**0**
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.
FY2022 UPDATE Illinois plans to conduct 49 compliance reviews on Moderate Risk and High Risk carriers (as assigned to us by the Illinois Division) during FY2022. The Illinois Federal Division Program Office is managing the reviews on High Risk carriers. Illinois will target Moderate Risk carriers (when approved to do so by the Illinois Division Office) and continue to conduct reviews on carrier complaints as they are received by the Federal Division Office. Illinois continues to work on restructuring its compliance review program to ensure proper resources are in place and high quality reviews are being completed timely. With the uncertainty of the COVID-19 pandemic, Illinois could potentially conduct some of the estimated reviews remotely with prior Federal Guidance/Approval. *The Trend Analysis table Data Source 2014-2018: FMCSA's MCMIS data snapshot as of 6/29/19.

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

FY2022 Update

The number of compliance officers certified to conduct CR's decreased by 4 during last FY. Therefore, Illinois updated the number of compliance reviews it projects to complete based on the number of CR certified staff it will have during FY22.

The Federal Division of Illinois is managing the high risk carriers. The IDOT will conduct CR's in accordance with the FY 2020-2022 Investigations table contained within this document. Illinois will maintain 5 certified officers to conduct Compliance Reviews who will contribute toward this FY2020-2022 CR goal. During FY2020-2022, Illinois will have 5 certified Officers focus on conducting CR's on complaints recieved from the FMCSA Illinois Division Office, ISP fatal crash investigations and when requested, high risk carrier, and will focus on conducting compliance reviews on high risk carriers at the request of the Illinois Division office.

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

Compliance Reviews in 2020-2022 will be completed in accordance with the Carrier Investigation table. Further, Illinois will report the number of compliance reviews conducted as outlined in the FY2020-FY2022 projection table quarterly.

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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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	25452	28000
10/01/2016	09/30/2017	26294	31585
10/01/2015	09/30/2016	25786	27379
10/01/2014	09/30/2015	27317	33827
10/01/2013	09/30/2014	38996	54559

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

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

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

SNET data as of 7/30/2019. Please note in the above referenced table, the "Number of Citations and Warnings Issued" contains the number of violations issued for those traffic enforcement inspections noted.

Narrative Overview for FY 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.

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

At the creation of the multi-year eCVSP, a review of data indicated a recent rise in fatal crashes in Jefferson, Franklin and Williamson and Will Counties. Illinois State Police will utilize hireback funding (state funding) to conduct 18,000 total hours (4 Districts participating, each conducting 500 hours of enforcement per month for the months of March through November. A total of 215 officers potentially participating throughout those Districts) of traffic enforcement focusing on serious driver related violations within these counties in an effort to reduce the number of fatal crashes that are occurring. These counties could change from year to year depending on fatal crash factors. Illinois will identify the counties enforcement was conducted within the quarterly report.

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 2014/2015 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**
◉	○	CMV with Inspection	22000	22000	22000
○	◉	CMV without Inspection	0	0	0
○	◉	Non-CMV	0	0	0
○	◉	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

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 2014 and 2015.

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 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
73160	49	1652	74861	94211

The sum of your planned FY 2022 safety activities must equal or exceed the average number of 2014/2015 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2022 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

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

Illinois will continue the 100% inspection policy on CMV's. ISP will conduct distracted driving enforcement of those operating CMV's statewide during FY20, FY21, and FY22. The ISP will work patrols in areas that are identified as high traffic areas to observe distracted CMV drivers. A minimum of 100 hours will be dedicated to conducting enforcement in workzones during FY20, FY21, and FY22.

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 maintain, at a minimum, full PRISM participation. 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 Financial Information Part 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 ITD Compliant	No
PRISM	Full Participation	No

Avaliable data sources:

- FMCSA ITD website
- PRISM Data and Activity Safety Hub (DASH) website

Enter the agency name responsible for ITD in the State:

Enter the agency name responsible for PRISM in the State: Illinois Secretary of State

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.
Illinois believes it has met Full PRISM Participation level because the Illinois CVIEW Corrective Action Item has been accomplished. Illinois' full Corrective Action Plan is noted below.

- ISP will require all certified officers to request and have established IL CVIEW accounts by October 1, 2021. This will ensure all roadside officers have the access to run each registration within IL CVIEW and return accurate validity statuses at roadside for all other states.
- Illinois will Immediately start work on the TRACS solution with a projected implementation date of October 1, 2021.
- IDOT will provide weekly updates to IL Division Office every Friday starting September 10, 2021

- Continue working on a redundant fix to LEADS and provide timeline for completion as soon as possible.

Program Activities for FY 2020 - 2022: Describe any actions that will be taken to implement full participation in PRISM.
Illinois believes it has met Full PRISM Participation level because the IL CVIEW Corrective Action Item has been accomplished. All certified officers with the exception of those who are currently on extended leave have a IL CVIEW account established which allows them access to run each registration and return accurate validity statuses at roadside for all other states.

Illinois will continue to work on completing the two remaining Corrective Action items as noted above.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Illinois DOT will coordinate with the Illinois State Police to complete quarterly PRISM reports are submitted as required.

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-CMVs that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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	117	155	143	105	130
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings					
State-Sponsored Outreach Events					
Local Educational Safety Events					
Teen Safety Events					

Narrative Overview for FY 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 safely initiatives. Include the number of personnel that will be participating in this effort.

FY2022 Update

Illinois will work in conjunction with the FMCSA Illinois Division Office to complete DART request targeting carriers with no less than 25 drivers with a crash rate that has trended upwards over a six month time frame. Illinois will conduct outreach to those carriers via mailing of educational materials as well as in person training/seminars which presented material will be specific to carrier issues found during the reivew of the data from the DART requests. Illinois plans to work in partnership with Industry and FMCSA for a collaborative outreach when available. Illinois feels it will give more credibility if we bring the most qualified industry partner in to deliver the safety message.

Illinois also plans to increase education efforts through paid media targeting safety of driving in and around cmv's. The media messages will be consistent with the national message at that same time period. This activity is contingent upon IDOT securing state appropriation funding for this effort. This media outreach would not be conducted until 4th quarter of this grant period of performance.

*Due to the uncertaintly of the COVID-19 Pandemic, the number of presentations ISP anticipates to conduct has been reduced. The ability to conduct these will be dependant upon companies allowing them to conduct in person educational seminars and training presentations.

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

IDOT plans to conduct 20 educational training presentations and the ISP plans to conduct 150 during which could be over ELD Hours of Service if requested. The educational seminars and training presentations will be conducted at invited locations throughout the state including CDL schools and trucking associations. Specifically, presentations conducted could include those at the Illinois Propane and Gas Association Regional Meetings, Illinois Chemical & Fertilizer Association, Intermodal Association of North America, Midwest Truckers, McLeod Express (Teen Safety Days in Macon County, Illinois), Farm Progress Show and the Illinois Truckers Association to name a few, presentations will include those to senior and initial drivers.

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

Projected Goals for FY 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**
●	○	Carrier Safety Talks	159	159	139
○	●	CMV Safety Belt Education and Outreach	0	0	0
●	○	State Trucking Association Meetings	25	25	25
●	○	State-Sponsored Outreach Events	1	1	1
○	●	Local Educational Safety Events	0	0	0
●	○	Teen Safety Events	5	5	5

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

The MCSAP Grant Manager and the ISP Coordinator will report quarterly on the number of seminars conducted and the location/type of the activity to endusre at the minimum 170 seminars/presentations were conducted as well as the number of carriers identified and outreach conducted based on DART request data.

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.**

MCSAP lead agencies are allowed 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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- FMCSA SSDQ website
- FMCSA DataQs website

Enter the agency name responsible for Data Quality:

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 Measure	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	Fair	Good	Good	Good
Crash Accuracy	Fair	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 current as of June 25, 2021 data snapshot.

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.).

Illinois currently has an overall 'good' rating. However, during FY2019 Illinois lost its full time CMV crash data entry staff associate who had been completing the entry of all CMV related DOT reportable crashes. Illinois has not been able to post for and hire a replacement to conduct CMV crash data entry. Illinois is allocating resources when available to enter CMV related crashes to prevent this rating from becoming 'Fair' due to lack of resources available to enter resulting in a backlog of crashes to be entered. Illinois continues to work with management to fill this vacant position.

Additionally, Illinois currently has a 'Fair' rating in Crash Accuracy. Illinois will continue to work with the NISR, Inc to identify training resources and best practices for the entering of correct carrier information to ensure Crash Accuracy measeure will be 'Green' during FY2022.

Illinois continues to adjust the DataQ Compliance Officer review process as needed to assist with increasing the timeliness of responding to request for data review. This process evenly distributes requests to be reviewed among all officers and has assisted in more timely responses.

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.

Illinois' is devoting any addtional resources when availabe for CMV crash data entry will continue an effort to enter all cmv-related crashes within the 90 day requirement to ensure timely reporting. Illinois is targeting maintaining the 'Good' crash timeliness rating during this year.

Illinois will train those employees currently entering crashes on obtaining correct carrier information to ensure crash accuracy measure is 'Good'.

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

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

Illinois will monitor on a quarterly basis and by the end of the first quarter will determine if it is maintaining all data quality item ratings as 'good'.

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

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 350.207.) 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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- ***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.).*

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
(●)	( )	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.
(●)	( )	Does your State conduct Group safety audits at non principal place of business locations?
( )	(●)	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	1561	1517	1815	1061	1835
Intrastate	0	0	0	0	0
Total Audits	**1561**	**1517**	**1815**	**1061**	**1835**

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:

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/22/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	2198
Current Number of Past Dues	29

***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**: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.*

Projected Goals for FY 2020 - 2022

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2020 - 2022 - New Entrant Safety Audits						
	FY 2020		FY 2021		FY 2022	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	330	0	330	0	168	0
# of Safety Audits (Offsite)	1320	0	1320	0	1482	0
# Group Audits	2	0	0	0	2	0
TOTAL Safety Audits	**1652**	**0**	**1650**	**0**	**1652**	**0**
# of Non-Audit Resolutions	1000	0	1000	0	1000	0

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

Illinois will conduct 1,650 closed-completed New Entrant Safety Audits within 12 months to ensure that program participants are in full compliance with all CMV safety and hazardous material regulations. In addtion, Illinois will complete 1,000 non-audit resolutions.

The number of non-audit resolutions for the past five years were not included in the Trend Analysis above but are provided below. (Data source: New Entrant Offsite System as of 7/29/2019)

Non-Audit Resolutions Conducted by FY	
2014	1,516
2015	1,464
2016	1,070
2017	1,261
2018	1,103

Based on current activity, approximately 43.7% of all new entrant audits completed in Illinois result in a non-audit resolution.

Although Illinois continues to have new entrant overdue carriers, the majority of the current list of overdue carriers are all Onsite new entrant audits. Due to the COVID-19 pandemic, Illinois was not been able to complete an Onsite new entrant audit since until April 2021 unless under extenuating circumstances. Illinois has addressed all Offsite overdue new entrant audits and are currently in the process of finalizing them. Illinois aniticipates the remaining overdue Onsite new entrant audits can be addressed within the first quarter.

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.

FY22 Updated

*Updated to reflect updated numbers of onsites to be compelted.

Illinois will conduct 1,650 New Entrant Safety Audits within the required deadline with approximately 90% of these audits being conducted offsite via the New Entrant offsite system or at a central location, by appointment and the other 10% at the carrier's place of business. Illinois has planned to conduct 2 New Entrant Group Audits during FY2022 but with the uncertainty of the COVID-19 Pandemic, those group audits might have to be postponed to a later date.

Illinois has revised its' in house review of Safety Audits completed to assist with the timeliness in processing them prior to the audits being sent to the State Division Office for review and upload. The Northern Supervisor and a Southern Officer are now both reviewing Safety Audits and submitting to the FMCSA for their final review and upload.

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

Illinois MCSAP Grant manager will report quarterly on:

1. Number of New Entrant ***onsite*** safety audits conducted.

2. Number of New Entrant ***offisite*** safety audits conducted.

3. Number of ***non-audit resolutions*** completed.

4. Number of carriers due ***within 3-6 months*** on the Gotham Inventory list.

5. Number of carriers due ***within 3 months*** on the Gotham Inventory list including the status of each.

6. Number of ***overdue new entrant carriers*** on the Gotham Inventory list including the status of each.

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

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. 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: 66%

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

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

Illinois will increase its' current catch rate of identifying 66.7% Imminent Hazard & UNSAT/UNFIT out of service carriers for the current FY2021 to date (**FY 2021 YTD** includes data from October 01, 2020 through May 31, 2021) per available FMCSA report to at minimum 85% by the end of FY2022.

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.

Illinois State Police has implemented TraCS (a third party inspection software) and they continue to develop and test additional validation rules within the software.

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

1. Automatic search of the USDOT number when entered into the USDOT field. If this search indicates a carrier is in out of service status, the proper violation will be populated into the violation box. This implementation will allow ISP to target an increase in identifying out of service carriers at roadside to a minimum 85%.

2. Creation of an Intermodal violation table, wherein violations can be assigned to vehicle when the vehicle type is marked Intermodal (IC).

3. Creation of a post-crash radio button in the violations field. This button would appear when an officer checks the inspection as a post-crash inspection and would place violations which occurred as a result of post-crash damage.

4. Integartion of State Commercial Vehicle Information Exchange Window (CVIEW) into the VSIS form.

5. Relocation of the USDOT number field to be the first action to be completed. This will ensure the officer enters the number before moving on in VSIS. There will be a pass by which would allow the officer to continue if the carrier did not have a USDOT number.

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

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

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

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

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

11. Automatic upload to SNET.

With that said, Illinois State Police is still working through a glitch they identified in the TrACS program this year where the OOS order violation populates once they are identified, however if the officer tabs out of the violation box, the violation goes away. Due to the COVID-19 pandemic, most IT staff have been working remotely and have been tasked with other field IT issues so have not resolved this glitch yet. Illinois State Police anticipates it to be resolved early this FFY.

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

With additional training and enhanced functionality within the TraCS software, Illinois is targeting at minimum 85% catch rate by end of fiscal year.

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

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

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

Part 3 Section 2 - Passenger Carrier Enforcement

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

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
A minimum of 17,700 inspections will be conducted in these five counties.

Actual: Insert year to date progress (#, %, etc., as appropriate).
To date, a total of 11,005 inspections have been conducted to date within these five counties. (MCMIS snapshot date: June 28, 2019 including data records through February 28, 2019)

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

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.
Traffic Enforcement in High CMV Fatal crash counties.

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
According to MCMIS data, approximately 32% (48) of 2018 CMV related fatal crashes in Illinois occurred in five counties (Cook, DuPage, Jefferson, Lake, and Will). Data Source: MCMIS data snapshot as of June 28, 2019 including records through February 28, 2019.
*Data as available at time of multi-year eCVSP creation.

Projected Goals for FY 2020 - 2022:
Enter performance goal.
To reduce the number of CMV related fatal crashes in these five counties (Cook, DuPage, Jefferson, Lake and Will) by 2% from 2018 fatal crash number per year (3 crashes total) for the next 3 years (2020-2022) to 45 by the end of 2022. This reduction was based on the most recent complete MCMIS fatal crash data which was CY2018 at the establishment of the multi-year goal.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.
ISP and IDOT will conduct 25% of its' total number of inspections in these five counties (Cook, DuPage, Jefferson, Lake and Will).

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
A minimum of 18,248 inspections will be conducted in these five counties. Furthermore, the number of fatal crashes occurring within these identified counties will be reduced to 45 by 2022.

State Objective #2

Enter the title of your State-Identified Objective.
Hazardous Material Inspection

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
Analysis of crash data does not indicate that Illinois has a HM problem.

Projected Goals for FY 2020 - 2022:
Enter performance goal.
Illinois will continue activities for maintenance of the HM Program. Illinois will maintain the HM Inspection program with focus on Hazmat cargo securement.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.
Activity 1 In an effort to enhance and support the safe transportation of HM, IDOT along with ISP will conduct a statewide detail for 2 days with 10 hours of enforcement each day throughout various districts with a focus on HM cargo securement. A minimum of 30 IDOT Officers and 63 ISP officers will participate with an emphasis on cargo tanks and HM load securement. Activity 2 In order to maintain the safety and security of radioactive shipments on Illinois highways, ISP will conduct (40) en route Level II inspections on Highway Route Controlled Quantities (HRCQ) of radioactive shipments. Due to the reduction of shipments through Illinois, we are uncertain on the number of en route inspections that will actually be completed.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Performance Measure 1 Illinois will use the Out of Service (OOS) rates along with incident data from MCMIS to compare effectiveness of the details. Performance Measure 2 ISP Officers in conjunction with the IEMA, Division of Nuclear Safety, will conduct approximately (40) en route Level II inspections on all radioactive shipments qualifying HRCQ.

State Objective #3

Enter the title of your State-Identified Objective.
Passenger Carrier Enforcement

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
Analysis of crash data does not indicate that Illinois has a Passenger Carrier fatal crash problem of those carriers operating within FMCSA jurisdiction.

Projected Goals for FY 2020 - 2022:
Enter performance goal.
Illinois will maintain an aggressive program to sustain 19 passenger carrier certified officers.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.
Activity 1 Illinois DOT MCSAP Office currently has 19 certified passenger carrier officers. IDOT will complete the National Passenger Carrier strike force detail and (4) additional details (with a minimum of 5 officers participating at each) to conduct at minimum 5 CR's during each detail (based on SMS prioritization) and inspections on passenger carriers to ensure they are correcting the issues that affected the passenger carrier safety rating if applicable. If no carriers are identified by the SMS prioritization list, carriers that have not been inspected in 3 years will be selected per MAP-21. A passenger carrier detail is defined as IDOT going into an area of the State to conduct passenger carrier reviews and inspections on companies identified (either by the SMS prioritization list or per MAP-21) to ensure compliance with regulations.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Performance Measure 1 IDOT MCSAP Compliance Officers will conduct a total of (20) CR's (based on the SMS prioritization list per MAP-21) which will include vehicle inspections providing the vehicle is available.

State Objective #4

Enter the title of your State-Identified Objective.
ELD Web Service Transmission

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
Currently, Illinois has a 61.24% ELD transfer rate utilizing web service transmission to eRODS. Illinois State Police which conducts over 95% of all inspections in Illinois has approximately 700 officers that are Level III only certified and do not have Portal access therefore preventing them from the ability to utilize eRODS.

Projected Goals for FY 2020 - 2022:
Enter performance goal.
Illinois will work with FMCSA to identify a method to separate the transfer rate of full time staff only. Illinois will increase its' current web service transfer rate to 85% for all full time Illinois State Police CVEO's and IDOT Officers. FY2020* - FY2021 85% FY2022 85%
*This goal was not implemented until the FY2021 eCVSP and therefore no % was listed for FY2020.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.
Illinois will provide training and resources to all full time Illinois State Police CVEO's and IDOT Officers ensuring web service transfer method of ELDs is being used at roadside and during investigations when applicable.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Illinois will monitor the transfer rate each quarter as made available by FMCSA to determine if an improvement toward the 85% level is being achieved. If not, Illinois will adjust procedures to identify and monitor accordingly.

State Objective #5

Enter the title of your State-Identified Objective.
All Illinois officers to have the ability to identify current registration status at roadside by alternative web application methods until the LEADS 3.0 issue of returning consistent registration data from the PRISM file can be remedied.

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
FY22 Updated: It has been discovered that LEADS 3.0 is not consistently returning accurate data from the PRISM target file. As a preventative measure, IDOT will work with the ISP to ensure all roadside officers have ILCVIEW accounts as an alternative method to ensure they can obtain current registration information at roadside until such time as the new LEADS 3.0 issue can be resolved.

Projected Goals for FY 2020 - 2022:
Enter performance goal.
FY22 Updated: Illinois will resolve the current issue with LEADS 3.0 to ensure the system consistently returns accurate data from the PRISM target file on current registration

information at roadside. In addition, all roadside officers will have access to ILCVIEW to run registrations in the interim.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.
Activity 1: IDOT will work with ISP to ensure all roadside officers have ILCVIEW accounts to ensure they can obtain current registration information at roadside until such time as the new LEADS 3.0 and the State IRP system can be integrated. Activity 2: The ISP CVS Section will work with the ISP LEADS point of contact and the Illinois Secretary of State to correct the issue within LEADS 3.0 so that correct registration data is returned at roadside and ensure the integration of the State IRP System with the new LEADS 3.0 is completed starting in first quarter of FY2022.

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.
Monitoring 1: IDOT was notified late in the e-CVSP creation of the issue at hand and therefore did not have ample time for preparation. IDOT is currently experimenting with available monitoring and is willing to work with the IL Division Office and FMCSA Headquarters to develop an approved monitoring process. Monitoring 2: IDOT will provide an update in the quarterly report of the steps taken and the progress made on the enhancements to LEADS 3.0 and the status on the integration of LEADS 3.0 and the State IRP database.

State Objective #6

Enter the title of your State-Identified Objective.
ISP will train and certify commercial vehicle enforcement officers (CVEO's) on the detection of Human Trafficking.

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
The incidence of human trafficking continues to be a major public safety issue across the U.S..

Projected Goals for FY 2020 - 2022:
Enter performance goal.
The ISP in cooperation with Truckers Against Trafficking will provide training to CVEO's on the detection of Human Trafficking during FY22 to assist with combating the problem occurring on Illinois roadways.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.
A total of 100 CVEO's will be trained on the detection of Human Trafficking during FY22.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Illinois will report quarterly on the number of officers that have completed the detection of Human Trafficking training during that quarter.

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 2022 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. The budget category tables use 85.01percent in the federal share calculation.*
- ***State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 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 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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	$16,635,851.00	$875,571.00	$17,511,422.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	$2,626,713.00
MOE Baseline:	$442,719.00

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**.*

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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):	$2,626,713.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Compliance Officers	30	100.0000	$78,755.20	$2,362,656.00	$2,244,523.20	$118,132.80	$0.00
Office Support-Compliance Tech	1	100.0000	$66,588.00	$66,588.00	$63,258.60	$3,329.40	$0.00
Office Support-Grant Mgr	1	100.0000	$61,440.00	$61,440.00	$58,368.00	$3,072.00	$0.00
Program Support Unit Mgr	1	100.0000	$79,440.00	$79,440.00	$75,468.00	$3,972.00	$0.00
Office Coordinator	1	100.0000	$60,564.00	$60,564.00	$57,535.80	$3,028.20	$0.00
Office Coordinator-Crash Data Entry and Admin	1	100.0000	$32,093.52	$32,093.52	$30,488.84	$1,604.68	$0.00
Subtotal: Salary				**$2,662,781.52**	**$2,529,642.44**	**$133,139.08**	**$0.00**
Overtime Project Costs							
MCSAP Compliance Officers	30	100.0000	$2,435.86	$73,075.80	$69,422.01	$3,653.79	$0.00
MCSAP Office Support Staff	1	100.0000	$2,067.50	$2,067.50	$1,964.13	$103.37	$0.00
Subtotal: Overtime				**$75,143.30**	**$71,386.14**	**$3,757.16**	**$0.00**
TOTAL: Personnel				**$2,737,924.82**	**$2,601,028.58**	**$136,896.24**	**$0.00**
Accounting Method:	**Accrual**						

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

FY2022 UPDATES

Thirty officers will work on MCSAP eligible enforcement activities including inspections, compliance reviews, safety audits, hazardous material inspections and public information and education presentations to complete grant requirements for the State of Illinois. Furthermore, currently 9 office staff work (5 at 100%, 1 at 75% and 3 at 50%) of their time on MCSAP eligible activity including processing of civil penalty cases, monitoring and reporting performance progress, maintain and answer requests for data review, assist with preparing cases and documentation for audit completions. Those individuals who work less than 100% of their time on the grant will be charged to MOE if needed and are not included individually in the chart above. Illinois has plans to potentially include other grant eligible items for MOE but for budgeting purposes, it is all noted within the Fringe Section. Potential MOE could include but are not limited to management and office support based on percentage of time worked on grant and could include other MCSAP eligible grant expenditures.

Please note the salary amount noted above increased because we are now submitting a budget for Gross Salary. Previously, we were requesting amounts based on Net Salary. Illinois was previously excluding the employee paid portion of fringe benefits and now we are adding that back to the salary to account for Gross Salary expenditures. We are now correctly showing the Fringe rate being paid by the Employer.

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

Illinois did not included all projected salary expenditures for the new staff Illinois anticipates to hire during the year because the hiring process has not yet begun. Activities were not amended to reflect the proposed additional increase in officers to be hired since training will have to be completed prior to these proposed new officers contributing to the activity performance.

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

Part 4 Section 3 - Fringe Benefits

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

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and 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 rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

***Actual Fringe Rate**: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.*

***Aggregated Rate**: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).*

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 more information on this item see the Fringe Benefits Job Aid below.

Fringe costs method: Actual Fringe Rate

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

***Fringe Benefit Rate**: 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.*

***Base Amount**: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*

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
Office Coordinator	69.0200	100.0000	$60,564.00	$41,801.27	$35,535.26	$6,266.01	$0.00
Office Coordinator- CMV Crash	69.0200	100.0000	$32,093.52	$22,150.94	$18,830.51	$3,320.43	$0.00
Compliance Tech-Office Support	69.0200	100.0000	$66,588.00	$45,959.03	$39,069.77	$6,889.26	$0.00
Office Support- Grant Manager	69.0200	100.0000	$61,440.00	$42,405.88	$36,049.24	$6,356.64	$0.00
Program Support Unit Manager	69.0200	100.0000	$79,440.00	$54,829.48	$46,610.54	$8,218.94	$0.00
MOE Fringe Costs	100.0000	0.0000	$442,719.00	$0.00	$0.00	$0.00	$442,719.00
MCSAP OFFICERS	69.0200	100.0000	$2,362,656.00	$1,630,705.17	$1,549,169.91	$81,535.26	$0.00
TOTAL: Fringe Benefits				**$1,837,851.77**	**$1,725,265.23**	**$112,586.54**	**$442,719.00**

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.
FY2022 UPDATES

The Department is projecting a Fringe cost of $1,837,851.77 (when the MOE portion is added it will equal this total amount) for the MCSAP Officers and office support staff for hours that will be charged to the grant. For budgeting fringe expenditures, these calculations are based off average salary projections from actual expenditures from the past year. Fringe expenditures for those office support staff that work less than 100% of their time on this grant will charged to MOE if needed. Illinois has plans to include other grant eligible items for MOE but for budgeting purposes, it is all noted within the Fringe Section. Potential MOE costs could include but are not limited to management and offices support based on

the percentage of time worked on grant and could include other MCSAP eligible grant expenditures. The specific amount of MOE level for each (Salary, Ret, FICA) is not able to be calcuated at this time so the entire MOE amount has been placed under Fringe. To account for MOE and for budgeting purposes, the MCSAP Officers Fringe calculation was based off a reduced salary amount so that the total would come out to the correct amount. If you add the total fringe amount that was calculated on line one for the MCSAP Officers and the MOE line together, that will be the total Fringe rate based off the entire salary amount. Please note that even though the Department indicates the "fringe benefit" expenditures were based off of an average salary projection for purposes of completing the grant budget ONLY *actual* incurred *Fringe* expenditures will be charged to the grant. The Department has not and will not charge any estimated expenditures to the grant.

The Employer Fringe Rate has been updated to reflect accurately based on calculation sheet received from Fiscal Operations Unit instead of the retirement system of 69.02% (see attached IDOT Fringe rate calculation breakout dated March 2022)
*Please note in the past Illinois had identified the rates based on the Employee % and not the Employer % and therefore this newly calcuated Fringe Rate drastically increases the Fringe Line Item.

Total Projected Fringe

MCSAP Officers Salary & Office Staff: $2,662,781.52* 69.02%= $1,837,851.77
MOE : $ 442,719.00

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 Reviews	9	2	100.0000	$11,866.80	$11,273.46	$593.34	$0.00
Roadcheck Detail	30	5	100.0000	$12,750.00	$12,112.50	$637.50	$0.00
Onsite Safety Audits	28	1	100.0000	$16,279.20	$15,465.24	$813.96	$0.00
Other MCSAP Related Travel	30	5	100.0000	$32,444.00	$30,821.80	$1,622.20	$0.00
TOTAL: Travel				**$73,340.00**	**$69,673.00**	**$3,667.00**	**$0.00**

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

FY2022 UPDATES

The calculations above reflect a Federal share of 95%, and a State share of 5%.

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

Compliance Review Travel: 9 Officers completing 33 compliance reviews (Illinois anticipates approximately 1/2 of the projected 66 onsites will require overnight stays) at an estimated cost of $359.60/CR (per diem and lodging) for a projected total of $11,866.80. Average state rate of $151.80/night at hotel. Please note the 36 offsite CRs that were projected would not require travel and therefore are not included in this calcuation.

Roadcheck Detail: 30 Officers participating at an average cost of $425.00/officer (per diem and lodging) for a projected total of $12,750.

Safety Audits: 28 Officers completing 168 onsite safety audits at an estimated cost of $193.80/Safety audit (per diem and lodging) (Illinois is only budgeting for 1/2 of Onsite Safety Audits to require overnight travel) for a projected total of $16,279.20. Average of $151.80/night at hotel.

Other MCSAP Travel: All other estimated travel cost including passenger carrier strike force (19 officers @ $700 totaling $13,300), hazmat details (30 officers @ $214.80/each totaling $6,444.00) and CVSA Workshop in Bellevue, WA (1 officer at $2,700 for registration, lodging, travel and per diem expense); CVSA Data Management, Quality and FMCSA Training in Indianapolis, IN (2 staff registration fees @ $2,100/person for registration, lodging and per diem). CVSA Annual Conference and Exhibit in Rapid City, SD in Summer 2022 (1 staff @ $2,500 for registration, lodging, travel and per diem) Administrative MCSAP meetings/trainings 30 officers participating (locations to be determined) so Illinois is not able to estimate cost so IL budgeted $1,500 for these meetings/trainings and MCSAP CVSP Planning Meeting (3 attendees) totaling approximately $1,800 for lodging and per diem expense.

Other conferences/presentations as requested by Industry or FMCSA totaling approximately $5,000 (per diem, lodgdging and travel expense) (includes any conferneces/presentations conducted by the Illinois DOT Officer that was asked to be part of PTAG).

Potential Conferences for FY2022:

Midwest Truckers (3 officers)

IL Fertilizer & Chemical Association (1 officer)

IL Water Ways Association (1 officer)

Midwest Ag Industries Exposition (MAGIE) through the Illinois Fertilizer & Chemical Association Conference (2 officers)

MCSAP Officers attend these conferences and present information on what it takes to be in compliance with both State and Federal regulations. These conferences are typically 1-2 session educational type training provided by Compliance Officers. The other topics of discussion/education are often set by the conference itself, directed at the request of the group who contacts the Bureau of Investigations and Compliance, MCSAP Section and often include general motor carrier compliance type trainings, specific issues addressing Hours of Service, HM issues, etc.

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs

Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Vehicles	5	$22,400.00	100	$112,000.00	$106,400.00	$5,600.00	$0.00
TOTAL: Equipment				**$112,000.00**	**$106,400.00**	**$5,600.00**	**$0.00**
Equipment threshold is $100							

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

FY 2022 UPDATES

The above calculations reflect a Federal share of 95%, and a State share of 5%.

Due to ongoing maintenance issues as a result of vehicle age, excessive miles and vehicles being deemed mechanically unsafe for operation on the roadway by the Illinois Department of Central Management Services, Illinois will have to supplement these vehicles until all are replaced to ensure staff are able to complete the required MCSAP related functions in the field. Illinois currently has 25 certfied officers with 5 additional currently participating in certification classes and will be certified for a total of 30 certified full time officers. Illinois anticipated the cost per item based on previous master contracts for state vehicle purchasing. This amount per item could change based on new negotiated contract amount.

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
Printer Ink	360 1	$23.80	100.0000	$8,568.00	$8,139.60	$428.40	$0.00
Miscellaneous Office Supplies (Non Core Office Supplies)	1 1	$8,347.00	100.0000	$8,347.00	$7,929.65	$417.35	$0.00
Clothing (tops, pants, etc. for MCSAP work)	5 1	$720.00	100.0000	$3,600.00	$3,420.00	$180.00	$0.00
FMCSR's-Regulatory Reference Material	30 1	$45.00	100.0000	$1,350.00	$1,282.50	$67.50	$0.00
Commercial Vehicle Safety OOS Guide	33 OOS Guide	$45.00	100.0000	$1,485.00	$1,410.75	$74.25	$0.00
Hazmat Regulations-Regulatory Reference	30 1	$55.00	100.0000	$1,650.00	$1,567.50	$82.50	$0.00
TOTAL: Supplies				**$25,000.00**	**$23,750.00**	**$1,250.00**	**$0.00**

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

FY2022 UPDATE

The above calculations reflect a Federal share of 95%, and a State share of 5%.

Printer ink for the 30. Officers use on average 12 cartridges/year for portable printers at an average cost of $24/cartridge.

Miscellaneous Office Supplies include other essential office supplies for MCSAP Field and Office staff that are non-core office supplies.

Clothing (tops, pants, coat, etc.) to be worn at the office and in the field for MCSAP work. The cost was using an estimation of $720/officer @ 5 uniforms/clothing for the 5 new MCSAP Compliance Officers. All clothing items will fall within the commodities line item becuase the equipment threshold is for items over $100 and with a useful life of more than 12 months. Illinois will not request reimbursement under commodities/supplies for anything that would fall under equipment according to the state guidelines. Clothing has been identified as having a useful life of less than 12 months.

Non Core Office supplies simply refers to office supplies not available at the Illinois Department of Transportation warehouse. These include certain folders, expandable files, labels, etc. that are used by the MCSAP staff that are not stocked at the warehouse.

Regulatory reference material refers to Motor Carrier Regulation Books, Hazmat Regulation books etc that are purchased from a vendor. These have now been broke out individually. The costs for the OOS guide books is for specific bond and colored paper used for printing the OOS book. The printing is not a cost because it is done internal at IDOT therefore the paper we purchase for this would fall under commodities/supplies.

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
Commercial Vehicle Safety Alliance	EIN 38400296	Contract	100.0000	$19,900.00	$18,905.00	$995.00	$0.00
Description of Services: Commercial Vehicle Safety Alliance Dues							
Subject Expert-Public Education & Outreach	EIN 999999999	Contract	100.0000	$2,000.00	$1,900.00	$100.00	$0.00
Description of Services: Conduct Education & Outreach to identified motor carrier industry.							
Paid Media Campaign	DUNS 999999	Contract	100.0000	$218,496.04	$207,571.24	$10,924.80	$0.00
Description of Services: Public Education and Outreach							
Illinois State Police	DUNS 320170041	Subrecipient	100.0000	$9,437,355.65	$8,965,487.87	$471,867.78	$0.00
Description of Services: Commercial Motor Vehicle Enforcement							
TOTAL: Contractual and Subaward				**$9,677,751.69**	**$9,193,864.11**	**$483,887.58**	**$0.00**

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

FY2022 UPDATES

Illinois State Police Projected Costs

Federal Funds

FFY 2022 MCSAP Funding*	$7,347,510.06 (85%)
Local Match provided by the GRANTEE (State Appropriation)	$ 1,296,619.42(15%)

PERSONAL SERVICES:		
Basic Sworn Officers (41 FTE) Salaries	4,705,007.07	
Retirement (56.4%)	2,599,338.65	(reduced to $2,599,338.65 from $3,348,215.38 to account for increase in IDOT Fringe expenditures for correct Employer paid rate)
Social Security (1.45%)	86,080.01	
Incidental Overtime SWORN		
Overtime - SWORN	1,231,545.03	
Code (3 FTE) Salaries	151,894.13	
Retirement (56.4%)	85,668.29	
Social Security (7.45%)	2,202.46	
Incidental Overtime - Code (included with salary above)		
Total for Personal Services	**$8,861,735.64**	

Travel	113,500.00
Supplies	75,620.00
Contractual Services (Includes fees for training on Human Trafficking)	26,450.00
Telecommunications	72,000.00
Training and Education	9,000.00
Operation of Auto/Mis (Gas-WEX only. Excludes CMS quarterly)	279,050.00

SUB-TOTAL **$9,437,355.65** (95% federal and 5% match rounded up)

Reduced projected reimbursement by $748,876.73 to account for increase in IDOT Fringe expenses after identifying the Employer Portion being paid but not reimbursed.

**Based on estimated amount of federal funding to be awarded.*

Code Salaries are those for Illinois State Police non sworn office staff that work in direct support of the Motor Carrier Safety Assistance Program.

Illinois has included a stipend of a subject expert (including projected travel costs and per diem) to conduct public education and outreach in Illinois to motor carrier industry for a specific group identified through review of DART request data. Illinois believes it will give more credibility if we bring the most qualified industry partner in to deliver the safety message.

Illinois has also included a cost of Media Campaign for CMV safety. These cost was estimated. Illinois will only pay actual expenditure costs incurred. Also note, the EIN/DUNS number is unknown for both at this time so Illinois included "99999.." as a placeholder.

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
Room rental for training	12 days total	$350.00	100.0000	$4,200.00	$3,990.00	$210.00	$0.00
Operation of Automotive (Fuel/Repair/Oil)	12 Monthly	$2,987.81	100.0000	$35,853.72	$34,061.03	$1,792.69	$0.00
Telecommunications (cell phones/air cards/desk phones)	12 Monthly	$2,500.00	100.0000	$30,000.00	$28,500.00	$1,500.00	$0.00
TOTAL: Other Costs				**$70,053.72**	**$66,551.03**	**$3,502.69**	**$0.00**

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

FY2022 UPDATE

The above calculations reflect a Federal share of 95%, and a State share of 5%.

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

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

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

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	$16,635,851.00	$875,571.00	$17,511,422.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	$2,626,713.00
MOE Baseline:	$442,719.00

Estimated Expenditures

Personnel

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Compliance Officers	$2,244,523.20	$118,132.80	$2,362,656.00	$0.00
Office Support-Compliance Tech	$63,258.60	$3,329.40	$66,588.00	$0.00
Office Support-Grant Mgr	$58,368.00	$3,072.00	$61,440.00	$0.00
Program Support Unit Mgr	$75,468.00	$3,972.00	$79,440.00	$0.00
Office Coordinator	$57,535.80	$3,028.20	$60,564.00	$0.00
Office Coordinator-Crash Data Entry and Admin	$30,488.84	$1,604.68	$32,093.52	$0.00
Salary Subtotal	**$2,529,642.44**	**$133,139.08**	**$2,662,781.52**	**$0.00**
MCSAP Compliance Officers	$69,422.01	$3,653.79	$73,075.80	$0.00
MCSAP Office Support Staff	$1,964.13	$103.37	$2,067.50	$0.00
Overtime subtotal	**$71,386.14**	**$3,757.16**	**$75,143.30**	**$0.00**
Personnel total	**$2,601,028.58**	**$136,896.24**	**$2,737,924.82**	**$0.00**

Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Coordinator	$35,535.26	$6,266.01	$41,801.27	$0.00
Office Coordinator- CMV Crash	$18,830.51	$3,320.43	$22,150.94	$0.00
Compliance Tech-Office Support	$39,069.77	$6,889.26	$45,959.03	$0.00
Office Support- Grant Manager	$36,049.24	$6,356.64	$42,405.88	$0.00
Program Support Unit Manager	$46,610.54	$8,218.94	$54,829.48	$0.00
MOE Fringe Costs	$0.00	$0.00	$0.00	$442,719.00
MCSAP OFFICERS	$1,549,169.91	$81,535.26	$1,630,705.17	$0.00
Fringe Benefits total	**$1,725,265.23**	**$112,586.54**	**$1,837,851.77**	**$442,719.00**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Compliance Reviews	$11,273.46	$593.34	$11,866.80	$0.00
Roadcheck Detail	$12,112.50	$637.50	$12,750.00	$0.00
Onsite Safety Audits	$15,465.24	$813.96	$16,279.20	$0.00
Other MCSAP Related Travel	$30,821.80	$1,622.20	$32,444.00	$0.00
Travel total	**$69,673.00**	**$3,667.00**	**$73,340.00**	**$0.00**

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Vehicles	$106,400.00	$5,600.00	$112,000.00	$0.00
Equipment total	**$106,400.00**	**$5,600.00**	**$112,000.00**	**$0.00**

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Printer Ink	$8,139.60	$428.40	$8,568.00	$0.00
Miscellaneous Office Supplies (Non Core Office Supplies)	$7,929.65	$417.35	$8,347.00	$0.00
Clothing (tops, pants, etc. for MCSAP work)	$3,420.00	$180.00	$3,600.00	$0.00
FMCSR's-Regulatory Reference Material	$1,282.50	$67.50	$1,350.00	$0.00
Commercial Vehicle Safety OOS Guide	$1,410.75	$74.25	$1,485.00	$0.00
Hazmat Regulations-Regulatory Reference	$1,567.50	$82.50	$1,650.00	$0.00
Supplies total	**$23,750.00**	**$1,250.00**	**$25,000.00**	**$0.00**

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Commercial Vehicle Safety Alliance	$18,905.00	$995.00	$19,900.00	$0.00
Subject Expert-Public Education & Outreach	$1,900.00	$100.00	$2,000.00	$0.00
Paid Media Campaign	$207,571.24	$10,924.80	$218,496.04	$0.00
Illinois State Police	$8,965,487.87	$471,867.78	$9,437,355.65	$0.00
Contractual and Subaward total	**$9,193,864.11**	**$483,887.58**	**$9,677,751.69**	**$0.00**

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Room rental for training	$3,990.00	$210.00	$4,200.00	$0.00
Operation of Automotive (Fuel/Repair/Oil)	$34,061.03	$1,792.69	$35,853.72	$0.00
Telecommunications (cell phones/air cards/desk phones)	$28,500.00	$1,500.00	$30,000.00	$0.00
Other Costs total	**$66,551.03**	**$3,502.69**	**$70,053.72**	**$0.00**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$13,786,531.95**	**$747,390.05**	**$14,533,922.00**	**$442,719.00**
Total Costs Budgeted	**$13,786,531.95**	**$747,390.05**	**$14,533,922.00**	**$442,719.00**

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	$16,635,851.00	$875,571.00	$17,511,422.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	$2,626,713.00
MOE Baseline:	$442,719.00

Total Federal Share budgeted must equal 85.01 percent of the total estimated funding (+/- $5 allowed). Please update the Spending Plan to reflect the allowable amounts.

Total State Share budgeted must equal 14.99 percent of the total estimated funding (+/- $5 allowed). Please update the Spending Plan to reflect the allowable amounts.

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$2,529,642.44	$133,139.08	$2,662,781.52	$0.00
Overtime Subtotal	$71,386.14	$3,757.16	$75,143.30	$0.00
Personnel Total	$2,601,028.58	$136,896.24	$2,737,924.82	$0.00
Fringe Benefits Total	$1,725,265.23	$112,586.54	$1,837,851.77	$442,719.00
Travel Total	$69,673.00	$3,667.00	$73,340.00	$0.00
Equipment Total	$106,400.00	$5,600.00	$112,000.00	$0.00
Supplies Total	$23,750.00	$1,250.00	$25,000.00	$0.00
Contractual and Subaward Total	$9,193,864.11	$483,887.58	$9,677,751.69	$0.00
Other Costs Total	$66,551.03	$3,502.69	$70,053.72	$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$13,786,531.95	$747,390.05	$14,533,922.00	$442,719.00
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$13,786,531.95**	**$747,390.05**	**$14,533,922.00**	**$442,719.00**

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? Bill Hutton
2. What is this person's title? Bureau Chief, Investigations & Compliance
3. Who is your Governor's highway safety representative? Omer Osman
4. What is this person's title? Secretary of Transportation

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

- (●) Yes
- ( ) Yes, uploaded certification document
- ( ) No

State Certification declaration:

I, Bill Hutton, Bureau Chief, Investigations & Compliance, on behalf of the State of ILLINOIS, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in 49 C.F.R. § 350.211.

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

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

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

1. What is the name of your certifying State official? Bill Hutton
2. What is the title of your certifying State official? Bureau Chief, Investigations and Compliance
3. What are the phone # and email address of your State official? (217) 558-4617, Bill.Hutton@illinois.gov

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

- (●) Yes
- ( ) Yes, uploaded certification document
- ( ) No

I, Bill Hutton, 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

In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

Administrative and Policy Adoption		
Section Changed	Effective Date	Summary of Changes
92 Ill Adm Code 395	11/09/2020	Section 395.2000 Incorporation by Reference of 49 CFR 395 a) "Hours of Service of Drivers" (49 CFR 395) is incorporated by reference as that part of the Federal Motor Carrier Safety Regulations (FMCSR) (49 CFR Subchapter B) was in effect on October 1, 2019, as amended by 85 FR 33396 (June 1, 2020), subject only to the exceptions in subsection (c). No later amendments to or editions of 49 CFR 395 are incorporated. Copies of 49 CFR 395 are available for inspection at 2300 South Dirksen Parkway, Springfield, Illinois 62764 or by calling (217) 785-1181. The incorporated CFR may also be accessed via the U.S. Government Publishing Office's website at http://www.ecfr.gov. b) References to subchapters, parts, subparts, sections, or paragraphs shall be read to refer to the appropriate citation in 49 CFR. c) 49 CFR 395.1(h) and 395.1(i) are not incorporated. d) A contract carrier shall limit the hours of service by a driver transporting employees in the course of their employment on a road or highway of this State in a vehicle designed to carry 15 or fewer passengers to 12 hours of vehicle operation per day, 15 hours of on-duty service per day, and 70 hours of on-duty service in 7 consecutive days. The contract carrier shall require a driver who has 12 hours of vehicle operation per day or 15 hours of on-duty service per day to have at least 8 consecutive hours off duty before operating a vehicle again. (Section 18b-106.1 of the Law) If the driver drives over 12 hours per day or performs more than 15 hours of on-duty service per day, the driver must complete a log book for that day.

Illinois Department of Transportation
Office of Finance & Administration / Bureau of Investigations & Compliance / Rm 323
2300 South Dirksen Parkway / Springfield, Illinois 62764

July 30, 2021

VIA EMAIL AND U.S. MAIL

Dan Meyer
Division Administrator
FMCSA, IL Division
3250 Executive Park Drive
Springfield, IL 62703-4514

RE: IL DOT Maintenance of Effort (MOE) Adjustment request

Division Administrator Meyer,

On behalf of Illinois Department of Transportation, MCSAP Lead State Agency, I hereby request an MOE adjustment from the FY 2004/2005 baseline in accordance with the methodology outlined in Section 5107(b)(2) of the FAST Act and verify that the numbers contained within the worksheet attached are correct.

Please review and advise if this request for MOE adjustment is approved.

Respectfully,

William Hutton

Bill Hutton, Bureau Chief
Bureau of Investigations & Compliance
Illinois Department of Transportation

Enclosures.

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

WORKSHEET & TEMPLATE

MCSAP Maintenance of Effort (MOE)
Adjustment Worksheet

INSTRUCTIONS

The purpose of this document is to help MCSAP Lead Agencies determine:

- If they are eligible to request an MOE adjustment; and
- The amount of the MOE adjustment (if eligible).

This worksheet follows the MOE adjustment process outlined in the FAST Act Section 5107(b)(2). If a MCSAP Lead Agency would like to request an adjustment, they must submit a written request to their FMCSA Division Office, signed by a Certifying State Official.

Section One of this worksheet walks through the MOE adjustment calculation and Section Two provides a template for the written request.

All MOE adjustment requests must be received by September 30, 2021.

Please contact your FMCSA Division Office if you need assistance determining the MOE baseline or neew estimated match, or if you have any additional questions.

Section One: MOE Calculation

A **MOE Baseline:**
Establish average baseline from FY 2004/2005.

Your FMCSA Division Office can provide this number.

MOE Baseline: 660,370

B **Previous Match:**
Calculate average required match from FY 2013 – 2015 for MCSAP for each jurisdiction (20 percent match).

Previous Match: 1,693,144

C **New Estimated Match:**
Determine the estimated match for FY 2021, which is determined by the new MCSAP Allocation Formula (14.99 percent match).

Your FMCSA Division Office can provide this number.

New Estimated Match: 1,910,795

D **Determine Difference in Match**
Subtract the previous match (B) from the new estimated match (C) to determine the difference in match.

Difference in Match (D) = [New Estimated Match (C)]- [Previous Match (B)]

If the difference in match is less than or equal to zero, use the MOE baseline as the MOE. Your state may not request an MOE adjustment. Do not proceed to the following step.

Difference in Match:
1,910,795
– 1,693,144
217,651

E **Determine New MOE**
If the difference in match is greater than zero, your State is eligible for an MOE adjustment.

New MOE (E) = [MOE Baseline (A)] - [Difference in Match (D)]

Subtract the difference in match from the MOE baseline to determine the new MOE.

If the new MOE amount is negative, the new MOE will be $0. If this is the case, fill in 0 in the box to the right.

New MOE:
660,370
– 217,651
442,719

Section Two: MOE Adjustment Request Template

If you are eligible for an MOE adjustment, you must submit a written request to your FMCSA Division Office, signed by a Certifying State Official. This template may be used to submit an MOE adjustment request when signed by a Certifying State Official as outlined below:

On behalf of my State MCSAP Lead Agency, I hearby request an MOE adjustment from the FY 2004/2005 baseline in accordance with the methodology outlined in Section 5107(b)(2) of the FAST Act and verify that the numbers in the calculation steps above are correct.

Please sign the following:

Certifying State Official	Title	MCSAP Lead Agency
William Hutton	Bureau Chief	IL DOT

Illinois Department of Transportation

To:	DIRECTORS, REGIONAL ENGINEERS & BUREAU CHIEFS Attention: Administrative Managers
From:	Emily Ferdina, Fiscal Operations Unit
Subject:	IDOT Fringe Rate
Date:	March 1, 2022

Attached is a copy of the labor fringe rate calculation. The fringe rate has been reviewed, approved and found to be acceptable. The new rate to be applied for the remainder of FY 2022 and FY 2023 (until the new rate is calculated) is 169.02%.

Please contact Emily.Ferdina@illinois.gov with any questions.

Attachment

From:	Meyer, Dan (FMCSA)
To:	Hutton, Bill
Cc:	Collingwood, Mike J; Wise, Tom G; Piland, Greg
Subject:	[External] MOE Adjustment Request
Date:	Monday, August 1, 2022 6:10:50 AM
Attachments:	image001.png FMC-E-220714-001_-_Incoming_-_Illinois_FY2022 MOE Adjustment_Final.pdf

---

Attached is the signed approval letter for Illinois' permanent MOE adjustment.

The new MOE baseline for Illinois is $442,719.00 and is effective for their MCSAP grant starting in FY 2022.

Please let me know if you have any questions.

Dan Meyer, Division Administrator
Illinois Division
Federal Motor Carrier Safety Administration
3250 Executive Park Drive | Springfield, IL 62703
P: (217) 492-4606 | M: (217) 725-5798 | F: (217) 492-4986
dan.meyer@dot.gov

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

U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

1200 New Jersey Ave, SE
Washington, DC 20590

July 27, 2022

William Hutton
Illinois Department of Transportation
Office of Finance & Administration
Bureau of Investigations & Compliance
2300 South Dirksen Parkway, Rm 323
Springfield, IL 62764

Dear Mr. Hutton:

The Federal Motor Carrier Safety Administration (FMCSA) received the Illinois Department of Transportation's request for a permanent adjustment to the financial Maintenance of Effort (MOE) requirement as provided in Section 5107 of the Fixing America's Surface Transportation (FAST) Act. The MOE requirement is a critical eligibility factor for the receipt of Motor Carrier Safety Assistance Program (MCSAP) funds, and we are pleased to be able to respond to your State's request regarding this adjustment.

Pursuant to Section 5107(b)(2) of the FAST Act, MCSAP recipients were eligible to request a one-time permanent adjustment to their financial MOE baseline by the end of the Federal fiscal year (FY) in which a new MCSAP formula was implemented. The State's previous MOE baseline requirement from Fiscal Years (FY) 2004/2005 was $660,370.00.

Based upon the requirements outlined in the FAST Act, the conditions set forth in that section were met by the State of Illinois and FMCSA has approved an adjustment of your State's MOE baseline requirement. Illinois' new MOE baseline for the MCSAP grant is $442,719.00. This new MOE amount will be effective starting in FY 2022.

Thank you for your continued partnership and your agency's dedication to commercial motor vehicle safety. If you should have questions or need additional information, please contact John Lohmeyer, State Programs Division at john.lohmeyer@dot.gov or (202) 366-0493.

Sincerely,

Darrell L. Ruban
Associate Administrator for Safety