



ILLINOIS

Commercial Vehicle Safety Plan

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

**Fiscal Years 2023 - 2025
Annual Update FY 2024**

Date of Approval: July 30, 2024

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a 3-year plan or an Annual Update. 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 2024:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2024 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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 safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment. The Illinois Department of Transportation's mission is to formulate, coordinate, and deliver information, services, and programs that will mobilize public and private resources to establish effective public policy and integrated programs to improve highway safety in Illinois.

ILLINOIS STATE POLICE

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

Through combined efforts from the IDOT and the ISP, Illinois' goal is to continue its quest to reduce the Commercial Motor Vehicle (CMV) fatal and injury crashes occurring on Illinois roadways. Preliminary numbers show in 2022, 176 CMV-related fatal crashes occurred on Illinois roadways.

Data Source: IDOT Bureau of Data Collection CIS as of 08/1/2023. 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

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 is responsible for developing appropriate state legislation and rulemaking 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 (IHMT) 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 that are accomplished through the efforts of the field commercial vehicle enforcement officers (CVEOs) assigned to the various district offices. All CVEOs have a working knowledge of the MCS and hazardous materials regulations. Illinois regulatory 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 budgeted for 39 Officers and 8 support persons in its Springfield and Schaumburg headquarters with field staff residing throughout the state. Of those staff members, 4 are qualified to perform compliance reviews (CRs) at carrier/shipper facilities, 28 are certified to conduct Safety Audits (SAs), 31 are certified to conduct commercial motor vehicle and driver inspections, 3 perform management duties for MCSAP for a portion of their time and 7 are office support staff (3 current vacancies included in the total) 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. 41 of the FTE ISP officer's base Salary, Retirement, and FICA are paid for out of the MCSAP funds. The other FTE's as well as up to 850 officers that are Level III only certified and whose base Salary, Retirement, and FICA are paid for with other state funding sources that can provide MCSAP services as needed.

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. Illinois hopes to fill the current MCSAP staff vacancies within this fiscal year.

The Illinois State Police conduct Commercial Vehicle Enforcement Patrols (CVEP) in the queues of our high crash construction zones (I-64, I-70, and I-57). This is in addition to the Give 'Em a Brake Zone (GABZ) details. Illinois will attempt to reduce the number of work zone crashes by 15% through a Pilot Work Zone CMV In-Cab Notification Program. *National Emphasis Part 5 State Objective #7 and Crash Reduction Activity #2

The Illinois State Police are in the process of training seven Troopers in NAS A and B (who will take classes first two weeks of December) who are a part of the statewide operations group (SOG). ISP SOG units main task is the criminal element including drug interdiction. These individuals are also a part of a team of certified NAS A Troopers who are trained to look at drug as well as human trafficking in commercial motor vehicles . *National Emphasis Part 5 State Objective #6 and Crash Reduction Performance #5

Both agencies are still down overall staffing levels. Continuing a well-established enforcement personnel program is still the top priority.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

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	47
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	31
Traffic Enforcement Activities	0
Investigations*	28
Public Education and Awareness	31
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 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2017 - 2021

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual 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			
01/01/2021	12/31/2021	134	94	40
01/01/2020	12/31/2020	152	96	56
01/01/2019	12/31/2019	137	98	39
01/01/2018	12/31/2018	135	100	35
01/01/2017	12/31/2017	149	102	47

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
Outcome reflects total number of fatal crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	2	0	2
01/01/2020	12/31/2020	6	0	4
01/01/2019	12/31/2019	5	0	4
01/01/2018	12/31/2018	9	0	9
01/01/2017	12/31/2017			

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			
01/01/2021	12/31/2021	0	0	10
01/01/2020	12/31/2020	0	0	5
01/01/2019	12/31/2019	0	0	8
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	4

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 7/29/2022. Please note the numbers identified in the All CMV Crash table-Outcome reflect the difference from the Illinois goal, and actual number of fatal crashes. MOTOR COACH/PASSENGER CARRIER CRASHES Data Source: MCMIS data snapshot from July 29, 2022. 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 2015-2016 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 2015-2016. (Data Source: SNET as of 8/10/2022). Illinois projected a 5 year goal starting with 2015 and therefore there is no goal entered for 2015 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 2020 indicate a slight increase from Illinois' projected goal in CMV related fatal crashes occurring on Illinois roadways. This may be due to increase in traffic in Illinois roadways.

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.

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. Illinois will continue a 2% target of CMV crash reduction for FY23-FY25.

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 2023 - 2025**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.**Number of Fatal Crashes involving Large Trucks and Bus**

	Actual Year				Average*	Projected			
	2018	2019	2020	2021	(2018-2021)	(2% decrease of the 2018-2021 average per year for next 4 years starting with FY2022)			
	2018	2019	2020	2021		2022	2023	2024	2025

Fatal Crashes	144	141	156	136	144	142	140	137	134
Fatal crashes as reported to date (6/30/2023)						ACTUAL 176 IDOT-BDC	Reported through 1/1/2023- 6/30/2023 31		

4 years of available MCMIS data. Since 2022 was not complete during FY23 CVSP creation of 3-year goals, 2018-2021 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 jurisdiction. 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 an HM problem. However, Illinois will continue activities for maintenance of the HM Program, and those activities are outlined within the State-Specific section of this Plan.

Illinois was identified as a top 10 state for CMV crashes in work zones.

Enter the data source and capture date:

Illinois updated the fatal crash number for CY 2018 through CY 2022 based on MCMIS from the data snapshot as of 4/2023 and including crash records through 6/30/2023.

Projected Goal for FY 2023 - 2025:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2023	2
2024	2
2025	2

Illinois will work to reduce its 2023-2025 average number of fatal crashes involving a CMV by 2% per year over 3 years to 134 by the end of 2025.

Program Activities for FY 2023 - 2025: 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 a National Roadside Check (63 ISP Officers which includes supervisors and 31 MCSAP Officers participating for 3 days, 10 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 the roadside as well as at 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 corridors (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. In addition to Give 'Em A Brake Zone (GABZ) details, the Illinois State Police conducts Commercial Vehicle

Enforcement Patrols (CVEP) in the queues of the high crash construction zones (I-64, I-70, and I-57). Illinois will attempt to reduce the number of work zone crashes by 15% through a Pilot Work Zone CMV In-Cab Notification Program.

Activity 3

The ISP, in cooperation with the grant, will purchase a truck tractor semitrailer for the purpose of initiating a "Trooper in a Truck" program in the high crash corridors (I-74, I-57, I-24, and I-80) in an attempt to curb violation of safe driving practices in and around commercial motor vehicles. Expansion of this new program will likely go to statewide use in subsequent years or as needed. A minimum of 60 man hours per month will be dedicated for this purpose. It will be scheduled once the purchase of the truck is complete and operational, based on the availability of sub-grantee staff.

Activity 4

The IDOT Commercial Vehicle Section will work with the Bureau of Data Collection to create parameters 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 domiciled in the State of Illinois. Illinois hopes that reviewing this real-time state data specific to CMVs will assist in determining 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 Out of Service (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 that occur involving large trucks and buses to the most current data that 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 Operation Safe Driver details are conducted during FY23.

Performance Measure 3

Measures will be monitored for both CMV and non-CMV driver behaviors by the number of inspections/stops made of identified vehicles to alert them of their unsafe practice and the number of citations and written warnings issued when necessary on each given day of detail.

Performance Measure 4

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

Performance Measure 5

ISP will train seven Troopers in NAS A and B (who will take classes first two weeks of December) who are a part of our statewide operations group (SOG). Our SOG unit's main task is the criminal element, including drug interdiction. These individuals are also a part of an existing team of certified NAS A Troopers who are looking at drug and human trafficking in commercial motor vehicles.

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	10274	11794	10314	6906	7481
Level 2: Walk-Around	20231	22247	22024	14580	15451
Level 3: Driver-Only	31200	52185	58840	42088	47439
Level 4: Special Inspections	80	104	35	38	138
Level 5: Vehicle-Only	282	312	323	115	338
Level 6: Radioactive Materials	38	0	3	1	2
Total	62105	86642	91539	63728	70849

Narrative Overview for FY 2023 - 2025

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

IDOT-Aspen application ISP-TRACS application

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 the FMCSA out-of-service order, Illinois will notify the FMCSA Division Office of those carriers. IDOT and the ISP will ensure each motor carrier's 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 out-of-service carriers at the roadside along with several other data quality enhancements. Additional detailed information on the TraCS enhancements is outlined within the Enforcement of the Federal Out of Service section.

To date, all ISP officers have access to ILCVIEW and are up-to-date in training in Human Trafficking/Human Smuggling and Drug Interdiction Certification on an annual basis. All IDOT MCSAP Officers are trained in Human Trafficking / Human Smuggling upon hiring. One refresher course for IDOT MCSAP officers will be offered on Human Trafficking / Human Smuggling training and is planned for 2023.

Illinois State Police has projected a 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.

The Updated Title VI compliance requirements relating to inspection selection will be distributed to all staff and added to a department meeting agenda. We will encourage staff to minimize their carbon footprint and work with the IDOT procurement department for the purchase of hybrid/electric vehicles by 2025. The IDOT MCSAP team will work with the sub-grantee to take additional measures to increase inspections on rural state highways which are excluded from the federal highway system.

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

FY24 Updates: COVID-related comments were removed The chart above reflects both ISP and MCSAP Inspections and at this time only ISP officers conduct Level 4 and Level 6 Inspections.

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2024, 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: 31

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	992	248	152	1392	90.39%
Level 2: Walk-Around	0	76	0	76	4.94%
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	4.68%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	992	324	224	1540	

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 2024 - 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 Subrecipients	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 2024:	0

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: ILLINOIS DEPARTMENT OF TRANSPORTATION					
# certified personnel: 31					
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	9492	1748	274	11514	15.72%
Level 2: Walk-Around	11060	2643	13	13716	18.72%
Level 3: Driver-Only	47424	0	15	47439	64.75%
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	68174	4431	655	73260	

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 850 officers certified to complete only Level 3 inspections, with approximately 41 officers Level 1 certified. FY 24 Update IDOT MCSP currently has 31 certified personnel.

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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	1460	71720	0	73180
Enter total number of certified personnel	29	41	0	70
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	1460	71720	0	73180
Enter total number of certified personnel	29	41	0	70

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2017 - 2021

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations	314	75	94	68	49
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		2	8	5	0
CSA Off-Site		0	1	13	13
CSA On-Site Focused/Focused CR		27	34	16	20
CSA On-Site Comprehensive		46	51	34	16
Total Investigations	314	150	188	136	98
Total Security Contact Reviews	0	3	6	2	7
Total Terminal Investigations	0	50	31	66	59

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations	0	0	0	0	1
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	2	0	1
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	1	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	1	2	0	2
Total Security Contact Reviews	0	0	2	0	0
Total Terminal Investigations	0	34	33	4	38

Narrative Overview for FY 2023 - 2025**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 2023 - 2025

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
Investigation Type	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	1	0	1	0	1
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	20	0	20	0	20	0
CSA On-Site Focused/Focused CR	25	0	25	0	25	0
CSA On-Site Comprehensive	30	0	30	0	30	0
Total Investigations	75	1	75	1	75	1
Total Security Contact Reviews	3	0	3	0	3	0
Total Terminal Investigations	31	0	31	0	31	0

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

Illinois plans to conduct 25 compliance reviews on moderate-risk and high-risk carriers (as assigned to us by the Illinois Division) during FY2023. 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.

*The Trend Analysis Table Data Source 2017-2021 is from FMCSA's MCMIS.

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

The Federal Division of Illinois is managing the high-risk carriers. The IDOT will conduct Compliance Reviews (CR) in accordance with the FY 2023-2025 Investigations table contained within this document. Illinois will maintain 5 certified officers to conduct Compliance Reviews who will contribute toward this FY2023-2025 CR goal. During FY2023-2025, Illinois will have 5 of those Officers focus on conducting CRs on complaints received from the FMCSA Illinois Division Office, ISP fatal crash investigations, and when requested, high-risk carriers.

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 2023-2025 will be completed in accordance with the Carrier Investigation table. Further, Illinois will report the number of compliance reviews conducted as outlined in the FY2023-FY2025 projection table quarterly. Note the chart above reflecting Total Terminal Investigations - Intrastate was suspended in 2020 due to COVID-19.

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by 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 2017 - 2021

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		
10/01/2020	09/30/2021	14300	13899
10/01/2019	09/30/2020	14613	14752
10/01/2018	09/30/2019	31703	30354
10/01/2017	09/30/2018	29528	31231
10/01/2016	09/30/2017	26294	31585

☒ 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.

MCMIS data as of 07/29/2022. 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 2023 - 2025

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

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

Note: The a reduction in the volume of Enforcement Stops with Inspections in the chart above is lower due to minimizing ISP contact during COVID.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	22000	22000	22000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

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 CMVs. ISP will conduct distracted driving enforcement of those operating CMV's statewide during FY23, FY24, and FY25. 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 work zones during FY23, FY24, and FY25.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: Illinois Department of Transportation

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

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Illinois was notified on 1/12/2022 that it has met all of the criteria for the Full PRISM Participation level. The Illinois CVIEW Corrective Action Item has been accomplished. Illinois' full Corrective Action Plan is noted below.

- ISP has established IL CVIEW accounts prior to October 1, 2022. This will ensure all roadside officers have access to run each registration within IL CVIEW and return accurate validity statuses at the roadside for all other states.
- With the implementation of all ISP officers having access to CVIEW, officers are required to review all carriers' authority data to aid with the OOS catch rate.

The State of Illinois IDOT MCSAP Program follows Core ITD: A management framework and system architecture to guide an ITD deployment and to carry out ITD capabilities in the areas of safety information exchange, credentials administration, and electronic screening.

The goals of the State MCSAP Department are annually evaluated and determined by previous demand and ongoing areas of request by outside entities in regard to public information and education goals. Regarding details and inspection goals, which are determined in cooperation with the Illinois State Police based on Federal Motor Carrier Safety Standard with an emphasis on safety. These details and inspections occur, when possible, focused on the high crash corridors which are determined by the previous year's crash data provided by the IDOT Accident Studies Unit.

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

Illinois was notified it met the Full PRISM Participation level on 1/12/2022 due to the IL CVIEW Corrective Action Item having been accomplished. All certified officers with the exception of those who are currently on extended leave have an IL CVIEW account established which allows them access to run each registration and return accurate validity statuses at the roadside for all other states.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).

IDOT will coordinate with the Illinois State Police to insure 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. 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 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	117	155	143	105	130
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	30	32		10	10
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	4	5	5	0	0

Narrative Overview for FY 2023 - 2025

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

Illinois will work in conjunction with the FMCSA Illinois Division Office to complete DART requests 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 review of the data from the DART requests. Illinois plans to work in partnership with Industry and FMCSA for a collaborative outreach when available. Illinois continues to feel 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 the safety of driving in and around CMVs. The media messages will be consistent with the national message at that same time period. Please refer to State Objective Number 7.

FY 24 Update: Removed COVID-related notations

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

Human Trafficking/Human Smuggling informational literature will be distributed during carrier talks and roadside inspections. IDOT MCSAP Officers will add work zone safety and Human Trafficking/Human Smuggling links to the recipients of the New Entry safety audits upon closure.

IDOT plans to conduct 25 educational training presentations and the ISP plans to conduct 150 presentations as requested. The educational seminars and training presentations will be conducted at 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. The use of the new ISP Truck Tractor Semitrailer will be offered as part of these trainings when requested.

Additionally, the ISP will use the new Truck Tractor and Semitrailer for educational programs for ISP training when required and IDOT compliance officer training when requested to allow for hands-on type activities. These trainings will likely primarily occur at the ISP Training facility at the Litchfield Scale as well as other locations should said trainings occur elsewhere. Training purposes will be in addition to ISP officers operating the truck tractor and semitrailer on Illinois roadways targeting distracted CMV drivers.

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

Projected Goals for FY 2023 - 2025

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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	159	159	139
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	25	25	25
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	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 Administrative Manager and the ISP Coordinator will report quarterly on the number of seminars conducted and the location/type of the activity to ensure at the minimum 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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: IDOT

Enter the agency or agencies name responsible for DataQs: IDOT

Enter the agency name responsible for the Crash Data Repository: IDOT

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 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
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	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Data current as of June 30, 2023

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" 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 hired a replacement to conduct CMV crash data entry as of April 1, 2022. Illinois is also allocating resources when available to enter CMV-related crashes to prevent this rating from becoming 'Fair' due to the lack of resources available to enter resulting in a backlog of crashes to be entered. Illinois continues to review crash data closely to ensure a "good" status rating.

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

Program Activities FY 2023 - 2025: Describe activities that will be taken to achieve or maintain a “Good” (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

Illinois is devoting any additional resources when available for CMV crash data entry and will continue an effort to enter all CMV-related crashes within the 90-day requirement to ensure timely reporting. Illinois will work toward a "good" rating regarding crash timeliness by the end of the 2nd quarter.

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

Illinois will continue to use all staff available to respond to DataQ requests within 10 days.

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

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance 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 to 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2017 - 2021

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
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 2023 - 2025

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website \(NEWS\)](#)

Date information retrieved from NEWS Dashboard to complete eCVSP	08/10/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	4020
Current Number of Past Dues	71

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 2023 - 2025

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		FY 2024		FY 2025	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	187	0	196	0	206	0
# of Safety Audits (Offsite)	1855	0	1947	0	2044	0
# Group Audits	200	0	210	0	215	0
TOTAL Safety Audits	2242	0	2353	0	2465	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. Describe how the State will reduce past due Safety Audits. 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 addition, Illinois will complete 1,000 non-audit resolutions.

Group audits will be conducted as needed. The above numbers project a 15% increase through the grant cycle (approximately 5% percent per year of the base year total FY21 MCMIS Safety Audits of 1766). Please note the number of group audits reflects the number of audits to be completed in a group setting.

The number of non-audit resolutions for the past five years was not included in the Trend Analysis above but is provided below. (Data source: New Entrant Offsite System)

Non-Audit Resolutions Conducted by FY	
2017	1,261
2018	1,103
2019	1,578
2020	1,647
2021	1,395

Based on current activity, approximately 43% 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 able to complete an Onsite new entrant audit until April 2021 (unless under extenuating circumstances) until FMCSA protocols were implemented. Illinois has addressed all Offsite overdue new entrant audits and is currently in the process of completing them. Illinois anticipates the remaining overdue Onsite new entrant audits can be addressed within the first half of FY23.

Activity Plan for FY 2023 - 2025: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Illinois will conduct 1,650 New Entrant Safety Audits within the required deadline with approximately 92% of these audits being conducted offsite via the New Entrant offsite system or at a central location, by appointment, and the other 8% at the carrier's place of business. Illinois has planned to conduct 3 New Entrant Group Audits during FY23.

Illinois has revised its' in-house review of Safety Audits completed to assist with the timeliness in processing them before the audits are sent to the State Division Office for review and upload. The two Northern Supervisors and a Southern Supervisor are now all reviewing Safety Audits and submitting them 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 *offsite* 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 the FMCSA New Entrant Offsite web portal, email, telephone, and personal contact to ensure the targeted number of audits are met and completed within the required timeframe.

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

Part 3 Section 2 - 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 55.56%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

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 2023 - 2025

Project Goal: Increase the IM and UNSAT/UNFIT OOS catch rate percentage to meet the FMCSA threshold of at least 85 percent.

Projected Goals for FY 2023 - 2025: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2023	85
2024	85
2025	85

Illinois will work to increase the current catch rate of identifying 65% Imminent Hazard & UNSAT/UNFIT Out of Service carriers for the current FFY23 to a minimum 85% by the end of FFY24.

Program Activities for FY 2023 - 2025: 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 the roadside to a minimum of 85%.
2. 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.
3. 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.

FY24 Update

The glitch has been fixed. We are now beginning to roll out software within TrACS which will catch unqualified drivers in the Drug and Alcohol Clearinghouse. Up until recently, our Officers had no way to identify drivers who were in the Clearinghouse. Training will begin at the beginning of September 2023, with the rollout shortly thereafter. (per Master Sergeant Todd Armstrong email 8.18.23)

Additional training will continue to be provided to field officers as this is a newer software program for them. Furthermore, the Commercial Vehicle Enforcement Officers (CVEOs) who are identified as missing out-of-service carriers at the 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 a minimum 85% catch rate by the end of the 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 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 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 12,150 inspections have been conducted to date within these five counties. (SAFETYNET snapshot date: August 11, 2022.

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

N/A

Part 3 Section 5 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 human trafficking/smuggling initiatives, work zone safety details, 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 2023 - 2025. 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 2023 - 2025

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

According to MCMIS data, approximately 36% (50) of 2021 CMV-related fatal crashes in Illinois occurred in five counties (Cook, DuPage, Jefferson, Lake, and Will). Data Source: MCMIS data snapshot as of July 29, 2022, including records through March 31, 2022. FY24 Update: 39% (94) of 10/1/22-6/30/23 CMV-related fatal crashes in Illinois occurred in the five counties listed above. Data as available at the time of multi-year eCVSP creation.

Projected Goals for FY 2023 - 2025:

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 2021 fatal crash number per year (3 crashes total) for the next 3 years (2023-2025) to 47 by the end of 2025. This reduction was based on the most recent complete MCMIS fatal crash data which was CY2021 at the establishment of the multi-year goal.

Program Activities for FY 2023 - 2025: 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 18,315 inspections will be conducted in these five counties. Furthermore, the number of fatal crashes occurring within these identified counties will be reduced to 47 by 2025.

State Objective #2

Enter the title of your State-Identified Objective.

Hazardous Material Inspection.

Narrative Overview for FY 2023 - 2025**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

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

Projected Goals for FY 2023 - 2025:**Enter performance goal.**

Illinois will continue activities for the maintenance of the HM Program. Illinois will maintain the HM Inspection program with a focus on Hazmat cargo securement.

Program Activities for FY 2023 - 2025: 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 31 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 about 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 the 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 2023 - 2025**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 2023 - 2025:**Enter performance goal.**

Illinois will maintain an aggressive program to sustain 19 passenger carrier-certified officers.

Program Activities for FY 2023 - 2025: 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 CRs 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/or 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 minimum of (20) CRs (based on the SMS prioritization list per MAP-21) which will include vehicle inspections provided the vehicle is available.

State Objective #4

Enter the title of your State-Identified Objective.

ELD Web Service Transmission.

Narrative Overview for FY 2023 - 2025

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 2023 - 2025:

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 CVEOs and IDOT Officers. FY2023 85% FY2021 85% FY2022 85%

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

Illinois will provide training and resources to all full-time Illinois State Police CVEOs and IDOT Officers ensuring the web service transfer method of ELDs is being used at the 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 work with ISP to 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 2023 - 2025

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

It has been discovered that LEADS 3.0 is not consistently returning accurate data from the PRISM target file. As a preventative measure, IDOT has worked 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 has been fully resolved.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

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 2023 - 2025: 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 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 of the integration of LEADS 3.0 with ISP 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 (CVEOs) on the detection of Human Trafficking. ISP will train seven Troopers in North American Standard NAS A and B who are a part of the Statewide Operations Group (SOG) The SOG Unit main task is the criminal element and includes drug interdiction. These troopers will be part of an existing team of certified NAS A State Troopers who are trained in drug and human trafficking in commercial motor vehicles.

Narrative Overview for FY 2023 - 2025

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 2023 - 2025:

Enter performance goal.

The ISP in cooperation with Truckers Against Trafficking will provide training to CVEOs on the detection of Human and Drug Trafficking and during FY23-FY25 to assist with combating the problem occurring on Illinois roadways.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

A total of 100 CVEOs, current and previous, will be trained on the detection of Drug and Human Trafficking during FY23.

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.

State Objective #7

Enter the title of your State-Identified Objective.

Illinois will attempt to reduce the number of work zone crashes by 15% through a Pilot Work Zone CMV In-Cab Notification Program.

Narrative Overview for FY 2023 - 2025**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Analysis of Statewide crash data involving a CMV in construction work zones has increased by 19.6% over the past three calendar years (2019-2021). Once the CVSP is approved, IDOT will pursue a Request for Proposal (RFP) for the development of a comprehensive program during the 2nd quarter. Bureau of Investigations and Compliance will work with the Bureau of Operations at IDOT to develop a plan using technology, to bring a direct, in-cab message to all CMV vehicles as they approach construction zones through a third-party vendor. This Geofencing technology is designed to provide CMV in-cab notification prior a entering a work zone construction area with the goal to reduce commercial motor vehicle crashes.

Projected Goals for FY 2023 - 2025:**Enter performance goal.**

IDOT/MCSAP will work with our Bureau of Communications and Bureau of Operations to develop a new Statewide multi-faceted paid education campaign in an effort to reduce CMV-related crashes occurring in work zones by 5% each year (from the number of crashes that occurred in work zones in 2021) for the next three years totaling a 15% reduction over the grant cycle. Calendar Year Crashes in Work Zone 2019 147 2020 157 2021 183 2023 174 Projected* 2024 165 Projected* 2025 157 Projected* The projected number numbers above reflect a 5% reduction per year to a total of 15% throughout the grant cycle.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

During the first quarter IDOT will work will with the Bureau of Communications and Bureau of Operations to develop an effective Statewide multi-media campaign to educate the CMV motoring public on safe driving operations in work zones. IDOT will develop a Request for Proposal (RFP) to be executed during the second quarter of the grant to prepare for implementation ahead of the next construction work zone season occurs between March through November annually. The focus will include distracted driver behaviors and proper speed limits in and around work zones to ensure safety for all.

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.

IDOT will report quarterly on the number of In-Cab notifications and the number of CMV-related crashes occurring within work zones statewide. IDOT estimates the RFP could take up to six months for approval. Action is planned to begin in summer 2023.

State Objective #8**Enter the title of your State-Identified Objective.**

Construction Zone Enforcement Program (ISP).

Narrative Overview for FY 2023 - 2025**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Analysis of crash data involving CMV in construction work zones statewide has increased by 19.6% over the past three calendar years (2019-2021).

Projected Goals for FY 2023 - 2025:**Enter performance goal.**

Illinois will target annually an additional 6% reduction in CMV crashes within the identified three counties with the highest number of CMV crashes occurring in work zones based on the previous year's data.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

In December of each year, statewide CMV-related work zone crash data will be reviewed from the previous construction season period (calendar year) to determine the three highest crash counties. IDOT will then compare those high crash counties to the next year's construction season projected project locations to determine the location for enforcement for next year's work zone season. ISP will dedicate a minimum of 60-man hours of enforcement monthly within work zones or within a 3-mile area of the que of the construction lane merge focusing on enforcement of commercial motor vehicles targeting driver behaviors.

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.

IDOT will report quarterly the number of manhours worked and the number of CMV-related crashes in the work zones within the three identified high crash work zone counties.

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 justify 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 2024 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 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$17,157,244.00	\$903,013.00	\$18,060,257.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,709,039.00
MOE Baseline:	\$442,719.00

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,709,039.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Support-Accountant	1	50.0000	\$73,489.00	\$36,744.50	\$34,907.00	\$1,837.50	\$0.00
Office Support-Data Coordinator Specialist	1	10.0000	\$63,796.00	\$6,379.60	\$6,060.62	\$318.98	\$0.00
Office Support-Computer Tech	1	10.0000	\$109,296.00	\$10,929.60	\$10,383.12	\$546.48	\$0.00
Office Coordinator-Crash Data Entry and Admin	1	100.0000	\$56,456.00	\$56,456.00	\$53,633.58	\$2,822.42	\$0.00
MCSAP Compliance Officers	36	100.0000	\$88,000.00	\$3,168,000.00	\$3,009,600.00	\$158,400.00	\$0.00
Office Support-Compliance Tech	1	100.0000	\$78,421.00	\$78,421.00	\$74,500.00	\$3,921.00	\$0.00
Office Support-Grant Mgr	1	100.0000	\$74,184.00	\$74,184.00	\$70,474.00	\$3,710.00	\$0.00
Program Support Unit Mgr	1	100.0000	\$96,452.00	\$96,452.00	\$91,629.40	\$4,822.60	\$0.00
CMV Data Analyst	1	100.0000	\$61,600.00	\$61,600.00	\$58,520.00	\$3,080.00	\$0.00
Subtotal: Salary				\$3,589,166.70	\$3,409,707.72	\$179,458.98	\$0.00
Overtime Project Costs							
MCSAP Compliance Officers	36	100.0000	\$8,919.00	\$321,084.00	\$305,029.80	\$16,054.20	\$0.00
MCSAP Office Support Staff	3	100.0000	\$3,600.00	\$10,800.00	\$10,260.00	\$540.00	\$0.00
Subtotal: Overtime				\$331,884.00	\$315,289.80	\$16,594.20	\$0.00
TOTAL: Personnel				\$3,921,050.70	\$3,724,997.52	\$196,053.18	\$0.00
Accounting Method:	Accrual						

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

36 IDOT Compliance Officers are budgeted to 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. This number includes the filling of Officer vacancies this year. Furthermore, currently, 8 office staff are budgeted to work (5 at 100%, 1 at 50%, and 2 at 10%) of their time on MCSAP-eligible activity including processing of civil penalty cases, monitoring and reporting performance progress, maintaining and answering requests for data review, assisting with preparing cases and documentation for audit completions. 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 a percentage of time worked on grants 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 beginning in FY23. 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 compliance investigations, inspection details, passenger carrier strike force, safety audits, group safety audits, and 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 include 3 projected salary expenditures for the new staff. Illinois anticipates hiring during the year because the hiring process has not yet begun. Activities were not amended to reflect the proposed additional increase in managers to be hired since training may not 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.

FY24 Updates: Each line item increased by 10% due to anticipated contract negotiations. A new position "CMV Data Analyst" was added this year to support the Federal Guidance as a MCSAP-eligible expense. IDOT has budgeted for 36 Officers (which includes Managers) and 8 Administrative/Support Staff, who participate in MCSAP operations..

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
MCSAP Officers	40.6000	100.0000	\$3,168,000.00	\$1,286,208.00	\$1,221,897.60	\$64,310.40	\$0.00
Office Support-Data Coordinator Specialist	40.6000	10.0000	\$63,796.00	\$2,590.11	\$2,460.61	\$129.50	\$0.00
Office Support-Accountant	40.6000	50.0000	\$73,489.00	\$14,918.26	\$14,172.35	\$745.91	\$0.00
Office Support-Compliance Tech	40.6000	100.0000	\$78,421.00	\$31,838.92	\$30,237.47	\$1,601.45	\$0.00
Office Coordinator-Crash Admin	40.6000	100.0000	\$56,456.00	\$22,921.13	\$21,775.08	\$1,146.05	\$0.00
Office Support-Grant Administrator	40.6000	100.0000	\$74,184.00	\$30,118.70	\$28,612.76	\$1,505.94	\$0.00
Program Support Unit Mgr	40.6000	100.0000	\$96,452.00	\$39,159.51	\$37,201.54	\$1,957.97	\$0.00
Office Support-Computer Tech	40.6000	10.0000	\$109,296.00	\$4,437.41	\$4,215.54	\$221.87	\$0.00
MOE of FRINGE COST	100.0000	0.0000	\$442,719.00	\$0.00	\$0.00	\$0.00	\$442,719.00
CMV Data Analyst	40.6000	100.0000	\$61,600.00	\$25,009.60	\$23,760.00	\$1,249.60	\$0.00
TOTAL: Fringe Benefits				\$1,457,201.64	\$1,384,332.95	\$72,868.69	\$442,719.00

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

The Department is projecting a Fringe rate cost of 40.6% (when the MOE portion is added it will equal the 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 on average salary projections from actual expenditures from the past year. Fringe expenditures for those office support staff who work less than 100% of their time on this grant will be 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 office support based on the percentage of time worked on the 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 calculated 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 on 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 on the entire salary amount. Please note that even though the Department indicates the "fringe benefit" expenditures were based on 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 is 69.02% (see attached Bulletin from Illinois Department of Transportation)

*Please note in the past Illinois had identified the rates based on the Employee % and not the Employer % and therefore this newly calculated Fringe Rate drastically increases the Fringe Line Item.

Total Projected Fringe

MCSAP Salary(FY23):	\$2,967,960.60 * 69.02% = \$2,048,486.40
Reduced by MOE:	\$442,719

FY24 updates: The Fringe Rate is currently 40.6%; the new numbers project this annual update; the IDOT Fringe Rate Bulletin is attached.

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 §200.475](#).

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	8	3	100.0000	\$27,200.00	\$25,840.00	\$1,360.00	\$0.00
Roadcheck Detail	36	5	100.0000	\$27,000.00	\$25,650.00	\$1,350.00	\$0.00
Onsite Safety Audits	33	1	100.0000	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
Other MCSAP Related Travel	31	5	100.0000	\$22,444.00	\$21,324.00	\$1,120.00	\$0.00
TOTAL: Travel				\$96,644.00	\$91,814.00	\$4,830.00	\$0.00

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

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

Compliance Review Travel: 8 Officers completing 40 compliance reviews (Illinois anticipates approximately 1/2 of the projected 66 on-site will require overnight stays) at an estimated cost of \$425.00/CR (per diem and lodging) for a projected total of \$27,200.00 The average state rate of \$151.80/night at a hotel. Please note the 20 offsite CRs that were projected would not require travel and therefore are not included in this calculation.

Roadcheck Detail: 36 Officers participating at an average cost of \$750.00/officer (per diem and lodging) for a projected total of \$27,000.00.

Safety Audits: 33 Officers completing 100 onsite safety audits at an estimated cost of \$200.00/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 \$20,000. Average of \$151.80/night at hotel.

Other MCSAP Travel: All other estimated travel costs including passenger carrier strike force (19 officers @ \$700 totaling \$13,300), hazmat details (30 officers @ \$214.80/each totaling \$6,444.00), and CVSA Data Management, Quality and FMCSA Training in Indianapolis, IN (2 staff registration fees @ \$2,100/person for registration, lodging and per diem). Administrative MCSAP meetings/training 30 officers participating (locations to be determined) so Illinois is not able to estimate cost so IL budgeted \$1,500 for these meetings/training 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, lodging, and travel expense) (includes any conferences/presentations conducted by the Illinois DOT Officer that was asked to be part of PTAG).

Potential Conferences for FY2024:

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 training, 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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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
Vehicle power invertors	8	\$225.00	100	\$1,800.00	\$1,710.00	\$90.00	\$0.00
Ram Mounts for vehicles (Computer stands)	5	\$275.00	100	\$1,375.00	\$1,308.00	\$67.00	\$0.00
MCSAP Vehicles	5	\$25,000.00	100	\$125,000.00	\$118,750.00	\$6,250.00	\$0.00
Tire Anomalies Sensor	6	\$90,000.00	100	\$540,000.00	\$513,000.00	\$27,000.00	\$0.00
TOTAL: Equipment				\$668,175.00	\$634,768.00	\$33,407.00	\$0.00
Equipment threshold is \$100							

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

Due to ongoing maintenance issues as a result of vehicle age, excessive miles, and vehicles being deemed mechanically unsafe for operation on the roadway by the Illinois Department of Central Management Services, Illinois will have to supplement these vehicles until all are replaced to ensure staff can complete the required MCSAP related functions in the field. Illinois currently has budgeted 39 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 the newly negotiated contract amount.

The Tire Anomalies will be placed on specific areas including four existing scales and the other two will be placed in a pilot program location to be determined. **The Tire Anomaly Sensors are not connected to CVIEW and are not singled out in the PP-TLD as they have been determined to be MCSAP basic eligible.**

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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	400 1	\$50.00	100.0000	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
FMCSR-Regulatory Reference	56 1	\$50.00	100.0000	\$2,800.00	\$2,660.00	\$140.00	\$0.00
CVSA Out of Service Guides	36 1	\$20.00	100.0000	\$720.00	\$684.00	\$36.00	\$0.00
Clothing(shirts, pants, etc. for MCSAP work)	36 1	\$800.00	100.0000	\$28,800.00	\$27,360.00	\$1,440.00	\$0.00
Misc. Office Supplies (non-core supplies)	1 1	\$10,000.00	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Misc. Tools for Roadside Inspections	31 1	\$120.00	100.0000	\$3,720.00	\$3,534.00	\$186.00	\$0.00
Hazmat Regulation- Regulatory Reference	32 1	\$60.00	100.0000	\$1,920.00	\$1,824.00	\$96.00	\$0.00
TOTAL: Supplies				\$67,960.00	\$64,562.00	\$3,398.00	\$0.00

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

Printer ink for the 31 officers who on average use 12 cartridges/year for portable printers at an average cost of **\$50.00**/cartridge.

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

Clothing (tops, pants, coats, etc.) to be worn at the office and in the field for MCSAP work. The cost was using an estimation of **\$800**/officer @ 5 uniforms/clothing for the 5 newly certified MCSAP Compliance Officers. All clothing items will fall within the commodities line item because 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. An additional \$300 has been budgeted per officer to cover new items. No clothing/uniforms have been purchased since 2018 for all MCSAP officers.

Non-Core Office supplies simply refer 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 broken out individually. The costs for the OOS guide books are 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.

Miscellaneous Tools will include creepers, tire tread-depth gauges, chamber mates, measuring devices, and flashlights.

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 §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) 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 §200.1 Definitions](#) and [2 CFR §200.331](#)).

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 §200.1 Definitions](#)).

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.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Illinois State Police	806810164	Subrecipient	100.0000	\$11,434,300.00	\$10,862,585.00	\$571,715.00	\$0.00
Description of Services: Commercial Motor Vehicle Enforcement							
Subject Expert-Public Education & Outreach	99999	Contract	100.0000	\$1,904.00	\$1,808.80	\$95.20	\$0.00
Description of Services: Conduct Education & Outreach to identified motor carrier industry.							
CMV In-Cab Notification System	999999	Contract	100.0000	\$250,000.00	\$237,501.00	\$12,499.00	\$0.00
Description of Services: CMV notifications in construction zones							
Electronic Screening System Enhancement	99999	Contract	100.0000	\$71,122.66	\$67,566.53	\$3,556.13	\$0.00
Description of Services: Maintain a thermal imaging camera for brake inspection, Automated License Plate Reader and tire anomaly detection.							
TOTAL: Contractual and Subaward				\$11,757,326.66	\$11,169,461.33	\$587,865.33	\$0.00

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

Illinois has included a stipend for a subject expert (including projected travel costs and per diem) to conduct public education and outreach in Illinois to the motor carrier industry for a specific group identified through a 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 the cost of a Media Campaign for CMV safety. This cost was estimated. Illinois will only pay actual expenditure costs incurred.

Ongoing collaboration with the IDOT Bureau of Public Information and the Illinois Bureau of Operations to finalize plans to work in concert with current educational emphasis around construction zones to initiate a multi-faceted campaign. Items being discussed include a direct link to motorists around construction sites, the use of media focused on travel public around construction zones,

Also note, that the EIN/DUNS number is unknown for both at this time so Illinois included "99999.." as a placeholder.

IDOT will be implementing an In-Cab notification system (see State Specific Objective #7) and plans to maintain a CMV electronic screening system for the new Litchfield weigh station and Brake Inspection Building.

The Illinois State Police is the subrecipient of \$11,434,300 ; \$10,862,585 is the Federal Share and 571,715 is the State share. The ISP has submitted a Uniform Grant Budget as part of the Intergovernmental Agreement (IGA) to support the expenses and follows all laws, policies, procedures and rules.

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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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
Operation of Automotive/Equip	12 Months	\$2,600.00	100.0000	\$31,200.00	\$29,640.00	\$1,560.00	\$0.00
Room rental for training	12 days total	\$400.00	100.0000	\$4,800.00	\$4,560.00	\$240.00	\$0.00
Telecommunications (cell phones/air cards/desk phones)	12 Monthly	\$3,000.00	100.0000	\$36,000.00	\$34,200.00	\$1,800.00	\$0.00
Other- Commercial Vehicle Safety Alliance Dues	1 12 months	\$19,900.00	100.0000	\$19,900.00	\$18,905.00	\$995.00	\$0.00
TOTAL: Other Costs				\$91,900.00	\$87,305.00	\$4,595.00	\$0.00

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

Room rental for MCSAP Training- based on 1 training per quarter, 3 days each at an average rate of \$400/day for room rental.

Operation of Automotive expenditures includes 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.

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 the prior year. This amount was updated to reflect the cost of desk phones that are being utilized by MCSAP officers.

The CVS dues under "other" reflect an annual payment of dues.

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$17,157,244.00	\$903,013.00	\$18,060,257.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,709,039.00
MOE Baseline:	\$442,719.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Office Support-Accountant	\$34,907.00	\$1,837.50	\$36,744.50	\$0.00
Office Support-Data Coordinator Specialist	\$6,060.62	\$318.98	\$6,379.60	\$0.00
Office Support-Computer Tech	\$10,383.12	\$546.48	\$10,929.60	\$0.00
Office Coordinator-Crash Data Entry and Admin	\$53,633.58	\$2,822.42	\$56,456.00	\$0.00
MCSAP Compliance Officers	\$3,009,600.00	\$158,400.00	\$3,168,000.00	\$0.00
Office Support-Compliance Tech	\$74,500.00	\$3,921.00	\$78,421.00	\$0.00
Office Support-Grant Mgr	\$70,474.00	\$3,710.00	\$74,184.00	\$0.00
Program Support Unit Mgr	\$91,629.40	\$4,822.60	\$96,452.00	\$0.00
CMV Data Analyst	\$58,520.00	\$3,080.00	\$61,600.00	\$0.00
Salary Subtotal	\$3,409,707.72	\$179,458.98	\$3,589,166.70	\$0.00
MCSAP Compliance Officers	\$305,029.80	\$16,054.20	\$321,084.00	\$0.00
MCSAP Office Support Staff	\$10,260.00	\$540.00	\$10,800.00	\$0.00
Overtime subtotal	\$315,289.80	\$16,594.20	\$331,884.00	\$0.00
Personnel total	\$3,724,997.52	\$196,053.18	\$3,921,050.70	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MSCAP Officers	\$1,221,897.60	\$64,310.40	\$1,286,208.00	\$0.00
Office Support-Data Coordinator Specialist	\$2,460.61	\$129.50	\$2,590.11	\$0.00
Office Support-Accountant	\$14,172.35	\$745.91	\$14,918.26	\$0.00
Office Support-Compliance Tech	\$30,237.47	\$1,601.45	\$31,838.92	\$0.00
Office Coordinator-Crash Admin	\$21,775.08	\$1,146.05	\$22,921.13	\$0.00
Office Support-Grant Administrator	\$28,612.76	\$1,505.94	\$30,118.70	\$0.00
Program Support Unit Mgr	\$37,201.54	\$1,957.97	\$39,159.51	\$0.00
Office Support-Computer Tech	\$4,215.54	\$221.87	\$4,437.41	\$0.00
MOE of FRINGE COST	\$0.00	\$0.00	\$0.00	\$442,719.00
CMV Data Analyst	\$23,760.00	\$1,249.60	\$25,009.60	\$0.00
Fringe Benefits total	\$1,384,332.95	\$72,868.69	\$1,457,201.64	\$442,719.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Compliance Reviews	\$25,840.00	\$1,360.00	\$27,200.00	\$0.00
Roadcheck Detail	\$25,650.00	\$1,350.00	\$27,000.00	\$0.00
Onsite Safety Audits	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
Other MCSAP Related Travel	\$21,324.00	\$1,120.00	\$22,444.00	\$0.00
Travel total	\$91,814.00	\$4,830.00	\$96,644.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicle power invertors	\$1,710.00	\$90.00	\$1,800.00	\$0.00
Ram Mounts for vehicles (Computer stands)	\$1,308.00	\$67.00	\$1,375.00	\$0.00
MCSAP Vehicles	\$118,750.00	\$6,250.00	\$125,000.00	\$0.00
Tire Anomalies Sensor	\$513,000.00	\$27,000.00	\$540,000.00	\$0.00
Equipment total	\$634,768.00	\$33,407.00	\$668,175.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Printer Ink	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
FMCSR-Regulatory Reference	\$2,660.00	\$140.00	\$2,800.00	\$0.00
CVSA Out of Service Guides	\$684.00	\$36.00	\$720.00	\$0.00
Clothing(shirts, pants, etc. for MCSAP work)	\$27,360.00	\$1,440.00	\$28,800.00	\$0.00
Misc. Office Supplies (non-core supplies)	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Misc. Tools for Roadside Inspections	\$3,534.00	\$186.00	\$3,720.00	\$0.00
Hazmat Regulation-Regulatory Reference	\$1,824.00	\$96.00	\$1,920.00	\$0.00
Supplies total	\$64,562.00	\$3,398.00	\$67,960.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Illinois State Police	\$10,862,585.00	\$571,715.00	\$11,434,300.00	\$0.00
Subject Expert-Public Education & Outreach	\$1,808.80	\$95.20	\$1,904.00	\$0.00
CMV In-Cab Notification System	\$237,501.00	\$12,499.00	\$250,000.00	\$0.00
Electronic Screening System Enhancement	\$67,566.53	\$3,556.13	\$71,122.66	\$0.00
Contractual and Subaward total	\$11,169,461.33	\$587,865.33	\$11,757,326.66	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Operation of Automotive/Equip	\$29,640.00	\$1,560.00	\$31,200.00	\$0.00
Room rental for training	\$4,560.00	\$240.00	\$4,800.00	\$0.00
Telecommunications (cell phones/air cards/desk phones)	\$34,200.00	\$1,800.00	\$36,000.00	\$0.00
Other- Commercial Vehicle Safety Alliance Dues	\$18,905.00	\$995.00	\$19,900.00	\$0.00
Other Costs total	\$87,305.00	\$4,595.00	\$91,900.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$17,157,240.80	\$903,017.20	\$18,060,258.00	\$442,719.00
Total Costs Budgeted	\$17,157,240.80	\$903,017.20	\$18,060,258.00	\$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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$17,157,244.00	\$903,013.00	\$18,060,257.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,709,039.00
MOE Baseline:	\$442,719.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$3,409,707.72	\$179,458.98	\$3,589,166.70	\$0.00
;;;Overtime Subtotal	\$315,289.80	\$16,594.20	\$331,884.00	\$0.00
Personnel Total	\$3,724,997.52	\$196,053.18	\$3,921,050.70	\$0.00
Fringe Benefits Total	\$1,384,332.95	\$72,868.69	\$1,457,201.64	\$442,719.00
Travel Total	\$91,814.00	\$4,830.00	\$96,644.00	\$0.00
Equipment Total	\$634,768.00	\$33,407.00	\$668,175.00	\$0.00
Supplies Total	\$64,562.00	\$3,398.00	\$67,960.00	\$0.00
Contractual and Subaward Total	\$11,169,461.33	\$587,865.33	\$11,757,326.66	\$0.00
Other Costs Total	\$87,305.00	\$4,595.00	\$91,900.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$17,157,240.80	\$903,017.20	\$18,060,258.00	\$442,719.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$17,157,240.80	\$903,017.20	\$18,060,258.00	\$442,719.00

Part 5 - Certifications and Documents
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Part 5 Section 1 - Overview

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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? Brian Karr
2. What is this person's title? Bureau Chief, Investigations and 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, Brian Karr, Bureau Chief, Investigations and 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 3 - 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? Brian Karr
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? 217-558-4440 2300 S Dirksen Parkway Springfield IL 62702

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

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

I, Brian Karr, certify that ILLINOIS 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 4 - 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

**Illinois Department of Transportation FY23 Fringe Rate
Labor Additive Rate Calculation (Based on Fiscal Year 2022 Costs)**

Labor and Medical

Labor Benefits:

Time off for Overtime	\$	531,093.13	
Vacation		6,100,904.33	
Sick Leave		2,201,576.57	
Holidays		4,815,744.48	
Jury Leave & Other Leave		2,340,821.75	
Military Leave		20,788.04	
Total Labor Benefits	\$		16,010,928.30

Medical Benefits:

Medical & Injury Compensation			3,960,787.71
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(1) **Total Labor & Medical Benefits** **\$ 19,971,716.01**

Contribution to S.E.R.S. (Employer Retirement Contribution)

(2) Rate of Contribution		55.080%	
(3) Base Salary and Overtime 6/16/21 through 6/30/21	\$	3,962,943.37	
			\$ 2,182,789.21
(4) Rate of Contribution		56.380%	
(5) Base Salary and Overtime 07/01/21-06/15/22	\$	95,637,687.32	
			53,920,528.11
(6) Total S.E.R.S. Contribution			56,103,317.32

Contribution to Social Security

(7) D.O.T. Contribution to Social Security for Salaried Employees Paid From Road Fund (including overtime)	\$	30,532,109.58	
(8) Gross Earnings of Employees above		402,678,649.30	
(9) Rate of Contribution (Line 7 divided by Line 8)		7.582%	
(10) Base Salary and Overtime 6/16/21 through 6/15/22	\$	99,600,630.69	
(11) Total Social Security Contribution (Line 9 X Line 10)			7,551,719.82

Group Insurance

(12) Rate of Contribution		41.923%	
(13) Base Salary and Overtime 6/16/21 through 6/30/21	\$	3,962,943.37	
			\$ 1,661,384.75
(14) Rate of Contribution		31.686%	
(15) Base Salary and Overtime 07/01/21-06/15/22	\$	95,637,687.32	
			30,303,757.60
(16) Total Group Insurance Contribution			31,965,142.35

Employment Security

(17) Rate of Contribution		0.000%	
(18) Base Salary and Overtime 6/16/21 through 6/30/21	\$	3,962,943.37	
			\$ 0.00
(19) Rate of Contribution		0.506%	
(20) Base Salary and Overtime 07/01/21-06/15/22	\$	95,637,687.32	
			483,926.70
(21) Total Unemployment Costs Contribution			483,926.70

(22) Total FY 2022 Benefits (Total of Lines 1, 6, 11, 16 and 21)	\$	116,075,822.20
(23) Plus: Benefits under (over) --Applied at June 30, 2021		7,882,126.71
(24) Total Accountable Benefits		123,957,948.91
(25) Less: Benefits Applied in FY 2022		132,636,094.81
(26) Total Benefits under(over) --Applied at June 30, 2022	\$	(8,678,145.90)

Calculation of Labor Additive Rate to be Applied in Fiscal Year 2022

(27) FY 2022 Benefits (Line 22)	\$	116,075,822.20
(28) Plus: Benefits Under(Over) -Applied at June 30, 2022 (Line 26)		(8,678,145.90)
(29) Total FY 2022 Benefits	\$	107,397,676.31
(30) Direct Salary	\$	76,385,600.13
(31) Labor Fringe Rate (Line 29 divided by Line 30)		140.60%



Illinois Department of Transportation

To: DIRECTORS, REGIONAL ENGINEERS & BUREAU CHIEFS
Attention: Administrative Managers

From: Emily Ferdina, Fiscal Operations Unit

Subject: IDOT Fringe Rate

Date: February 7, 2023

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 2023 and FY 2024 (until the new rate is calculated) is 140.60%.

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

Attachment