



INDIANA

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.

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

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

Part 1 Section 3 - MCSAP Structure Explanation

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

- ☒ Yes, the information in this section must be updated. 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 checked="" type="radio"/>	<input 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)?

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

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

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

Staffing levels within CVED are currently down due to retirements and resignations. This is a department wide/national trend Indiana is trying to combat with a robust recruitment effort as well as looking at retention options.

Currently, police personnel consist of one (1) Major, (1) Captain, (1) First Sergeant, and one (1) Lieutenant who are all funded by the MCSAP grant at 85%. Indiana also has spots for thirteen (13) Sergeants, and fifty-six (56) Troopers. Indiana currently has ten (10) Sergeant spots and forty-eight (48) Trooper spots filled (by the end of August 2022).

Two (2) of the Sergeants are funded by the MCSAP grant at 85% since their primary job function is supervising the Compliance Review and New Entrant Safety Audit squads. Indiana also funds two (2) Sergeants slotted at 85%; one as the training administrator and the other as the grant administrator/Title VI officer. Currently there is one (1) Sergeant conducting both roles.

One (1) Sergeant is funded at 50% as the school bus administrator. The remaining eight (8) slotted Sergeants are funded at 50% by the MCSAP grant. There are currently only six (6) Sergeants in these roles.

Four (4) Troopers are slotted to conduct compliance reviews and are funded by the MCSAP grant at 85% (currently only three (3)). CVED has slotted Thirty-six (36) Troopers to be funded at 60% and twenty (20) Troopers to be funded at 15%, because their primary responsibility is with the State's School Bus inspection program. Currently CVED has twenty-eight (28) CVEOs and twenty (20) school bus Troopers.

MCI staffing consists of the following slotted positions: one (1) Administrator who is funded at 85%, one (1) Zone Coordinator who is funded at 85% (currently not filled), four (4) District Coordinators (only three (3) filled), and thirty (30) Motor Carrier Inspectors who are funded at 50% (currently only twenty (20) filled). One (1) additional District Coordinator is responsible for all technology support as well as the States data quality management and is funded at 85%. Five (5) of the Motor Carrier Inspectors dedicate their time to New Entrant Safety Audits and their salaries along with their fringe benefits will be billed towards the grant at 85% (currently only four (4) filled).

The MCI's who are funded at 60%, have the responsibility of operating the State's inspection facilities and conducting size/weight enforcement along with completing DOT inspections. The MCI's do not conduct size and weight enforcement without also completing a Driver/Vehicle Examination Report (DOT Inspection).

Indiana has one (1) secretary for our office who is funded at 85%.

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

Indiana has one hundred forty-four (144) non-funded officers certified as Level I, II or III inspectors. This group of officers consists of Troopers that are assigned general road patrol and/or administrative duties. The hours spent and miles driven while conducting inspections generated by these officers are used for MOE since their salaries, vehicles, and equipment are not grant funded.

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

MCIs are authorized under Indiana Code (IC) to enforce Federal Motor Carrier Safety and Hazardous Materials Regulations, conduct size and weight enforcement, and enforce state laws pertaining to credentialing and licensing of commercial motor carriers and drivers. Statutorily, MCIs are considered law enforcement officers capable of conducting limited non-moving traffic enforcement. If an MCI comes across illegal activity during an inspection (e.g., illegal drug use, possession of illegal drugs, impaired driver, illegal firearms, human trafficking, etc.) they will call an Indiana State Trooper to come assist by affecting the arrest. The MCI will still list the qualified violations on the inspection and if need be, place the driver or vehicle out of service (OOS).

IC 10-11-2-26 states the following: The superintendent may assign qualified persons who are not state police officers to supervise or operate permanent or portable weigh stations. A person assigned under this section may stop, inspect, and issue citations to operators of trucks and trailers having a declared gross weight of at least ten thousand one (10,001) pounds and buses at a permanent or portable weigh station or while operating a clearly marked Indiana state police vehicle for violations of the following: (1) IC 6-1.1-7-10., (2) IC 6-6-1.1-1202., (3) IC 6-6-2.5., (4) IC 6-6-4.1-12., (5) IC 8-2.1., (6) IC 9-18 (before its expiration) or IC 9-18.1., (7) IC 9-19., (8) IC 9-20., (9) IC 9-21-7-2 through IC 9-21-7-11., (10) IC 9-21-8-41 pertaining to the duty to obey an official traffic control device for a weigh station., (11) IC 9-21-8-45 through IC 9-21-8-48., (12) IC 9-21-9., (13) IC 9-21-15., (14) IC 9-24-1-1., (15) IC 9-24-1-7., (16) IC 9-24-3-4.5., (17) IC 9-24-4., (18) IC 9-24-5 (before its expiration), (19) Except as provided in subsection (c), IC 9-24-6.1., (20) IC 9-24-8.5., (21) IC 9-24-11-4., (22) IC 9-24-13-3., (23) IC 9-24-18-1., (24) IC 9-25-4-3., (25) IC 9-28-4., (26) IC 9-28-5., (27) IC 10-14-8., (28) IC 13-17-5-1, IC 13-17-5-3, or IC 13-17-5-4., (29) IC 13-30-2-1., (b) For the purpose of enforcing this section, a person assigned under this section may detain a person in the same manner as a law enforcement officer under IC 34-28-5-3., (c) A person assigned under this section may not enforce IC 9-24-6.1-7 and IC 9-24-6.1-8.

The Human Trafficking and Work Zone Safety initiatives are detailed under the Nation Emphasis section of the eCVSP.

The Drug Interdiction initiative does not have a definitive plan at this time due to focusing on the other increased requirements within the planning memo. With that being said, all Indiana inspectors are trained to observed for signs of narcotics use and narcotics trafficking. The Indiana State Police has a specially trained section called the Drug Enforcement Section that focuses of interdiction of narcotics, money, illegal weapons, etc. Indiana inspectors utilize every inspection as a means to look for signs of illegal trafficking (drugs, money, illegal guns, etc.) This is also true for our MCI's at the scale facilities.

The National Roadway Safety Strategy (NRSS) was utilized as a tool when developing this eCVSP. Specifically, Indiana utilized the objectives listed in the NRSS such as Safer Speeds by targeting construction work zones with enforcement. This also aligns with Indiana's plan to remove itself from the top ten CMV fatality list.

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:	INDIANA STATE POLICE
Enter total number of personnel participating in MCSAP activities	245
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	244
Traffic Enforcement Activities	244
Investigations*	15
Public Education and Awareness	94
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 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 # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2020	09/30/2021	159	111	48
10/01/2019	09/30/2020	180	115	65
10/01/2018	09/30/2019	125	129	4
10/01/2017	09/30/2018	137	80	57
10/01/2016	09/30/2017	133	80	53

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2020	09/30/2021	6	4	2
10/01/2019	09/30/2020	10	4	6
10/01/2018	09/30/2019	6	4	2
10/01/2017	09/30/2018	3	4	1
10/01/2016	09/30/2017	6	4	2

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2020	09/30/2021	2	0	2
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0
10/01/2017	09/30/2018	0	0	0
10/01/2016	09/30/2017	1	0	1

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

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 07/29/2022, including crash records through 03/31/2022. MCMIS data are considered preliminary for 22 months to allow for changes.

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

An analysis of the fatal crashes involving a commercial motor vehicle (CMV) transporting hazardous material and releasing/spilling hazardous materials from FFY 2017 through FFY 2021 shows that there has been a total of fifteen (15) crashes resulting in fatalities. Of the fifteen (15) fatality crashes involving HM, none were due to releasing/spilling of the cargo being transported.

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

FFY 2021, Indiana conducted 2,473 inspections involving CMV's transporting hazardous materials. Of the 2,473 inspections that were conducted, Indiana had an OOS rate for the driver of 2.07% and an OOS rate of 8.62% for the vehicle. Indiana will continue to inspect CMV's transporting hazardous materials and enforce the hazardous materials regulations, to reduce the number of hazardous materials crashes.

Indiana's goal to make all NAS Part B (level I) division inspectors hazardous material and cargo tank certified in attempt to inspect more CMV's transporting hazardous materials.

Narrative Overview for FY 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.

Indiana is geographically located in the crossroads of interstate commerce of the United States and the state of Indiana has been nicknamed the Crossroads of America. There are four (4) major east/west interstates that account for a vast majority of all east/west or west/east commerce in the United States. There are also two (2) major north/south interstates that accommodate traffic leading to/from the large cities of Chicago, IL, Louisville, KY, and Detroit, MI, which are within very close proximity to the State of Indiana. St Louis, MO, Columbus, OH and Cincinnati, OH are three (3) large cities that are within a few hours from the State of Indiana, which also have major interstates running through all three (3) cities.

Information provided by the U.S Department of Transportation shows 3,276,482,000,000 vehicle miles were traveled in the state of Indiana in 2019. According to U.S Department of Transportation, 274,069 truck tractors were registered in the state of Indiana for 2019, which is an increase of 2,515 registrations compared to 2017. Indiana was ranked third in the nation in 2019 for the number of truck tractor registrations. The number of the truck tractors registered in Indiana is slightly lower than truck tractors registered in the states of California (313,600) and Texas (275,490). Illinois was ranked fourth in the nation with 174,572 truck tractors registered for 2019. This is a difference of 99,497 truck tractor registrations. According to the U.S Department of Transportation there are approximately 96,962 miles of Interstate, US routes, State Routes, local city roads, and county roads that are utilized by both interstate and intrastate CMV traffic on a daily basis.

An analysis of Indiana's crash records on Commercial Motor Vehicles was conducted, using the Automated Reporting Information Exchange System (ARIES), which is the Indiana State Police Crash Records system. A query of all crashes involving a commercial vehicle and at least one injury or more was made for the years 2017 through 2021. While looking for where the CMV crashes were occurring, it was determined that the crashes are spread throughout the entire State. There is a slightly higher concentration identified near the more populated cities, which are our high crash corridors. These counties where these more populated cities are located in are Marion, Lake, Allen, Tippecanoe, Bartholomew, Clark, Vanderburgh, and Jasper. Also, the Indiana Toll Road has started to become a high crash corridor in the following counties: Lake, Porter, LaPorte, St. Joseph, and Elkhart. These five (5) counties are in close proximity to Chicago, IL.

One element that was most significant was the breakdown of the Roadway Classification (see figure #1). This breakdown indicates that although the interstate accounts for a slightly higher percentage each year as a stand-alone category, it is in no way an amount that would justify only a concentration on those roadways. In fact, the combination of US Route, State Road, County Roads, and City/Local Road account for 62% of the CMV injury crashes in 2021. Furthermore, the crash data indicates that the Rural vs. Urban areas are nearly equal with a slight majority of these crashes occurring in Urban areas (see figure #2).

When mapping out these crashes, there are very few specific areas showing a high concentration of crashes that stood out from any other area (see appendix A, appendix B, and appendix C). For the counties that have a higher number of crash totals, there is nothing in the data that supports that the higher frequency rate is caused by something specific to that area besides having more vehicular traffic.

Information provided by the FMCSA, indicates that for FFY 2021, 49.6% of the fatal and non-fatal crashes that involving a CMV in the state of Indiana, occurred from an out of state driver's license holder. Also, information listed on A&I shows that Indiana has an Out of State license holder, involved in large truck and bus crashes on average 45.5% more than the National average (MCMIS data source, A&I CVSP Toolkit, *Large Truck and Buses involved in Crashes*, data snapshot, (run date 3/17/2022)).

The analysis of Indiana's CMV crashes and the "Primary Factors" listed for these crashes indicates that over the past five years an average of 70% of all crashes could be attributed to five (5) driver related factors. Those factors include following too closely, disregarding a regulatory sign, failure to yield, speeding, and failure to stay within a lane (combined: left of center, ran off road to the right, and unsafe lane movement). Figure #6 shows the history and number of occurrences. Over the past two fiscal years (2021 and 2020) crashes involving a CMV where at least one fatality occurred was caused by the actions of the non-CMV an average of 69% of the time.

These "Primary Factors" are what is causing the majority of our CMV crashes. Although distracted driving is also a factor it is not one that is often listed on the crash report as a Primary Factor. This is due mostly to the fact that it is often difficult to prove and is normally only documented as the primary factor when a statement is made by the driver indicating they were distracted, which rarely occurs. Regarding the list of violations on Figure #3, nearly all of them could be caused by a distracted driver.

Another explanation as to why a driver would not be able to maintain their lane of travel, and not easily determined by crash investigators, is driver fatigue. CMV crashes where the driver goes left of center, off to the right, or is traveling in and out of their lane are often accompanied by a post-crash inspection that shows the driver is in violation of an hours-of-service regulation, driver is ill or fatigued, or some type of alcohol and/or drug violation.

As part of this application a query of Indiana's post-crash inspection activities was conducted for the time period between October 1, 2020, and September 30, 2021. According to information acquired through SAFETYNET, Indiana conducted 617 post-crash inspections, 482 of those resulted in the identification of at least one violation. Of all the post-crash violations listed, 26% involved driver qualifications, hours of service, driving while ill/fatigued, or operating under the influence of or in possession of alcohol/drugs violation(s).

Figure #1
CMV Injury Crashes
Total and Percentage by Roadway Classification

Year	Interstate	US Route	State Road	City/Local Road	County Road
2017 2,080 total*	634 30%	408 19%	365 17%	531 25%	107 5%
2018 2129 total*	659 30%	403 18%	361 16%	535 25%	129 6%
2019 2134 total*	691 32%	385 18%	369 17%	523 24%	126 5%
2020 1870 total*	619 33%	342 18%	299 16%	476 25%	95 5%
2021 2147 total*	721 34%	349 16%	350 16%	541 25%	117 5%

**The total reflects those that were roadway type unknown or does not fit in the other categories.
 These crashes are not a part of this table*

Source: Indiana State Police ARIES Crash Records Report (run date 7/22/2022)

Figure #2
CMV injury crashes Rural vs. Urban

Year	Rural	Urban
2017	45%	54%
2018	46%	53%
2019	47%	52%
2020	46%	53%
2021	47%	52%

Source: Indiana State Police ARIES Crash Records (run date 7/22/2022)

Figure #3
Primary Injury crash Factors
CMV Injury Crashes Primary Contributing Factor

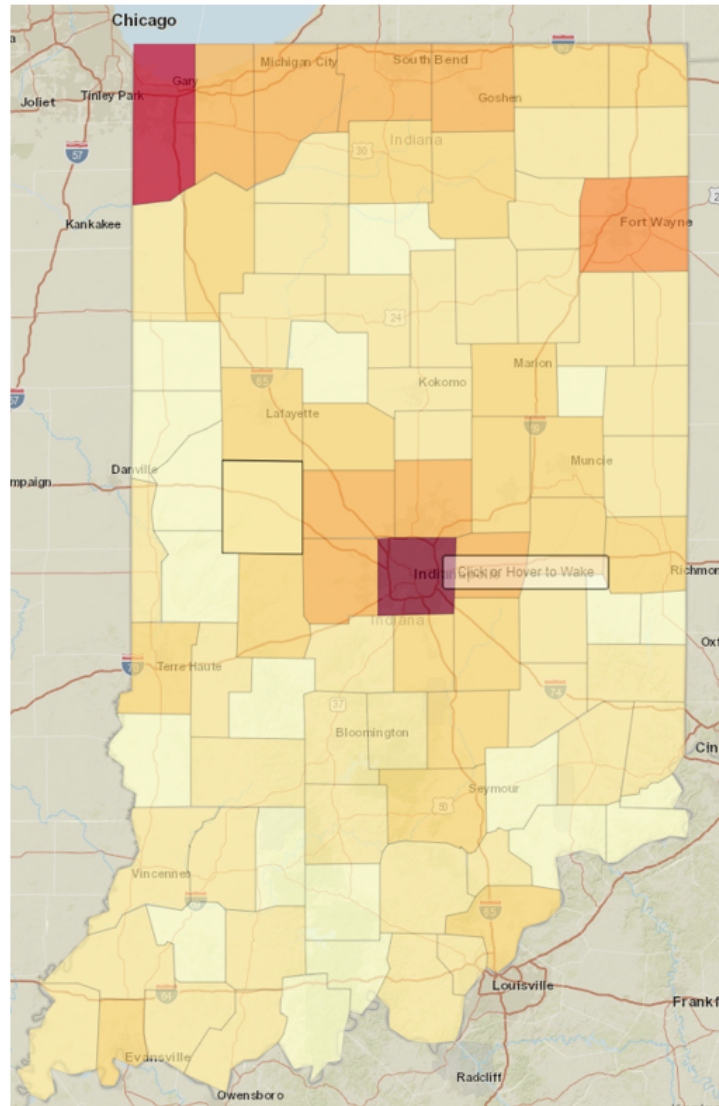
FFY	Left of Center/Off road right/unsafe lane movement	Fail to Yield	Speed/Unsafe Speed for conditions	Disregard Signal/ Sign	Follow too Close
2017 Totals	474 22%	330 15%	215 10%	154 7%	385 18%
2018 Totals	510 23%	338 15%	215 9%	131 5%	381 17%
2019 Totals	476 23%	351 17%	233 11%	148 7%	365 17%
2020 Totals	439 22%	303 15%	186 9%	141 7%	348 17%
2021 Totals	463 20%	352 15%	219 10%	150 7%	347 15%

Source: Indiana State Police ARIES Crash Records (report run date 7/22/2022)
(The percentage of the total CMV PI crashes is in red)

Figure #4
Legend for Figure #5

# Large Trucks & Buses Crash Involvements	<input checked="" type="checkbox"/>
0 - 13	
14 - 54	
55 - 122	
123 - 217	
218 - 339	
340 - 489	
490 - 666	
667 - 869	
870 - 1,100	

Figure #5
Number of Large Trucks & Buses Involved in All Crashes (MCMIS) (Fiscal Year 2021)



Enter the data source and capture date:

FMCSA Motor Carrier Management Information System (MCMIS) as of 08/05/2022. The data presented above are accurate as of this date, but are subject to update as new or additional information may be reported to MCMIS following this date.

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	135
2024	129
2025	124

Indiana's fatal crash goal for Federal Fiscal Year (FFY) 2021 was to have only 111 fatalities involving CMV crashes. Unfortunately, Indiana continues to see an increase in CMV crashes resulting in fatalities starting FFY 2019 into FFY 2020. During this time frame Indiana was shut down for four months and eleven days due to COVID-19. This can also be contributed to other factors. First, Indiana is experiencing staffing problems, as is most of the country. Second, there have been multiple crashes which injured or killed numerous individuals in one incident (chain reaction crashes, passenger vehicle crashes, school bus crashes, etc.) Indiana will continue to find new ways to staff our division as well as target hot spots where the crashes are occurring and regularly patrol construction zones to prevent crashes from occurring. Due to having an increased number of fatalities, Indiana needs to start fresh with a goal that is achievable. FFY 2023 Indiana will attempt to limit the number of fatal crashes to 135. After FFY 2023, FFY 2024 (129) and 2025 (124), Indiana will attempt to reduce the number of fatalities by approximately 4% for each year. Indiana will also attempt to limit the number of injury crashes to 2,100 for FFY 2023. After FFY 2023, Indiana will continue to reduce the number of injuries by approximately 4%, FFY 2024 (2,016) and FFY 2025 (1,935). An injury is recorded on a crash report for as little as a complaint of pain. Currently there is not a way to check if the injury was a complaint of pain or something more serious without downloading and reviewing every crash report in the state.

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.

Indiana has thirty-six (36) (29 actual) Commercial Vehicle Enforcement Officers (CVEO's) that are funded at 60% of the MCSAP grant. Each of these CVEO's are trained to conduct North American Standard inspections and have full state traffic law enforcement authority. None of these officers are dedicating 100% of their time on traffic enforcement but will concentrate 47,736 hours of their effort towards CMV related activities. Twenty (20) more CVEO's conduct inspections to maintain certification and spend most of their time conducting the Indiana State school bus inspection program. These CVEO's are only funded by the MCSAP grant at 15% and will generate approximately 6,630 hours towards CMV related activities.

Indiana also has one hundred fifty (150) additional officers (non-division) that are not funded by the MCSAP grant, these inspectors are at a minimum NAS Part A, level III certified to conduct roadside inspections. Most of these officers are assigned road patrol duties in the different agency districts/divisions and conduct traffic enforcement inspections as a part of Indiana's maintenance of effort (MOE). These non-division troopers will generate at a minimum approximately 4,800 hours per year towards CMV enforcement/inspections.

Indiana has thirty (30) Motor Carrier Inspectors (MCI's) (21 actual) that do not have full traffic enforcement authority but do however contribute to Indiana's traffic enforcement efforts by focusing on seat belt usage, cellular phone usage and possession of a RADAR detector. The MCI's do not have the authority to enforce any state law pertaining to moving violations. These MCI's will conduct approximately 35,100 hours towards CMV inspections.

Factoring in paid time off (sick time, personal days, holidays, and vacation time) each year Indiana inspectors will be off work for approximately 21,930 hours. Altogether, Indiana plans on spending approximately 72,936 hours during the federal fiscal year towards CMV related activities utilizing the total number of inspectors.

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

Indiana uses our State's crash record system (ARIES) to help identify the "Primary contributing factors" trends in commercial motor vehicle (CMV) related injury and fatal crashes. The most common factors are then reported to Troopers in the field as the emphasis for their enforcement efforts, to reduce/eliminate those common crash factors. Each inspector is trained and understands that the emphasis is to discover one of these violations that are the contributing factors in most of our crashes and to conduct at a minimum North American Standard Part A (Level III) inspection in conjunction with the traffic stop.

Utilizing this data, Indiana's CVEO's will be able to target those high crash causation factors and corridors on Indiana's roadways and spend approximately 2,500 hours a month targeting the crash causation factors listed in Figure #3.

Indiana will also offer CVEO's, MCI's, and non-division officers the opportunity to work the overtime project (High Priority), Voluntary Inspection Program (VIP), to assist with traffic enforcement to help reduce the number of crashes involving CMV's and non-CMV vehicles. The officers who participate in the VIP program could possibly work on average of 40-50 hours per month targeting these crash causation factors with an inspection and enforcement action and there is a high emphasis to conduct those inspections in our high crash corridors. Indiana will separate all data from the Basic and HP quarterly and final reports. Indiana's traffic enforcement totals are shown on the table below labeled (Figure #6).

Figure # 6

Indiana Traffic Enforcement Activity Summary												
Activity Summary	FY 2018			FY 2019			FY 2020			FY 2021		
	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total
Total Number of Traffic Enforcement Inspections	0	38,648	38,648	2	35,142	35,144	0	22,763	22,763	1	32,308	32,309
Number of Traffic Enforcement Inspections (Driver observed)	0	34,972	34,972	2	31,649	31,651	0	20,673	20,673	1	29,650	29,651
With Moving Violations	0	34,854	34,854	2	31,557	31,559	0	20,576	20,576	0	29,500	29,500
With Drug & Alcohol Violations	0	181	181	0	148	148	0	129	129	0	147	147
With Railroad Crossing Violations	0	18	18	0	8	8	0	11	11	0	16	16
Number of Traffic Enforcement Inspections (Vehicle observed)	0	3,676	3,676	0	3,493	3,493	0	2,090	2,090	0	2,658	2,658
Total Number of Traffic Enforcement Violations	0	45,245	45,245	2	41,341	41,343	0	26,967	26,967	1	37,915	37,916
Number of Traffic Enforcement Violations (Driver observed)	0	38,690	38,690	2	35,385	35,387	0	23,267	23,267	1	33,192	33,193
Moving Violations	0	38,438	38,438	2	35,182	35,184	0	23,078	23,078	0	32,872	32,872
Drug & Alcohol Violations	0	234	234	0	195	195	0	164	164	0	193	193
Railroad Crossing Violations	0	18	18	0	8	8	0	11	11	0	16	16
Number of Traffic Enforcement Violations (Vehicle observed)	0	6,555	6,555	0	5,956	5,956	0	3,700	3,700	0	4,723	4,723

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

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

Indiana will obtain data from their State Crash Report System, ARIES, to report the number of commercial motor vehicle (CMV) related injury/fatal crashes and the number of those crashes listing, one of the primary contributing factors listed in the "Crash Causation" (Figure #3). Each quarter, the Grant Administrator will query the crash records and analyze for any increases/decreases in these factors or any other primary contributing factors that might become apparent. Any adjustments to the types of factors that are being focused upon will be changed accordingly.

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

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

Part 2 Section 3 - Roadside Inspections

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

- ☐ Yes, the information in this section must be updated. 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	6145	5950	7245	5021	7050
Level 2: Walk-Around	13398	15156	21565	14549	17559
Level 3: Driver-Only	38748	47882	40181	27203	35312
Level 4: Special Inspections	230	323	426	147	211
Level 5: Vehicle-Only	165	89	82	124	51
Level 6: Radioactive Materials	0	0	0	0	0
Total	58686	69400	69499	47044	60183

Narrative Overview for FY 2023 - 2025

Overview:

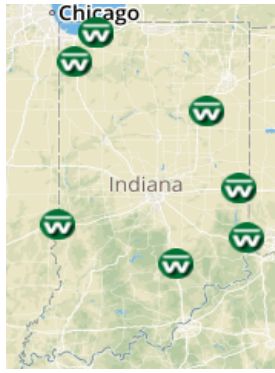
Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

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

Update FFY 2024: Indiana will be transitioning to SAFESPECT starting in September 2023 with administrators and one group of MCI's as a soft open. From there the rest of the MCI's and Division personnel will switch over. Finally, before the end of the calendar year the non-division inspectors will switch over. Indiana currently uses the Aspen inspection software. Currently Indiana has eight (8) fixed inspection facilities where a majority of the MCI's report to daily to conduct inspections. Indiana has broken up the CVEO and School Bus inspectors into five (5) areas which mirror ISP's areas. More inspectors are allocated to the high crash corridors than other locations.

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

Indiana has eight (8) fixed fully operating inspection facilities. All but one (1) of these facilities have inspection barns with walk under pits for conducting truck inspections. By the end of FFY 2023 all but one (1) location will have performance based brake testers (PBBT's). These fixed inspection facilities are also equipped with weigh-in-motion and platform scales. Below is a map of where in the State our inspection facilities are located. Also, Interstate 94 has two (2) inspection facilities, one (1) eastbound and one (1) westbound, to accommodate CMV traffic coming and going from Chicago, IL.



Indiana staffs these inspection facilities with our Motor Carrier Inspectors (MCI's) who are responsible for achieving a goal of keeping these facilities open up to twelve (12) hours a day for five (5) days a week. The MCI's will take enforcement action on overweight commercial motor vehicles (CMVs) and conduct at least a Level III North American Standard inspection in conjunction with the weight enforcement. MCI's will also pull in CMV's for random inspections that have a high safety rating or due to some visual defect that was observed.

Commercial Vehicle Enforcement Officers (Troopers), also frequent these fixed inspection facilities to conduct NAS inspections. Indiana will conduct at least one drug interdiction, human trafficking, hot food truck and hazardous materials blitz at one of these inspection facilities each year. There are thirty six (36) Commercial Vehicle Enforcement Officers (CVEO) that are assigned road patrol for CMV enforcement. These CVEO's are funded at 60% and spend more than half of their activities conducting inspections either roadside or at inspection fatalities. The CVEO's focus on traffic enforcement but also observe for any visual violations of equipment, markings, registration or weight. CVEO's are spread throughout the entire state of Indiana and there are multiple CVEO's assigned within the more populated regions which contain more CMV traffic.

Indiana believes that we might experience a decrease in inspections conducted from FFY 2023 through FFY 2025. The reason for the decrease is due to inspectors getting promoted out of the Commercial Vehicle Enforcement Division along with attrition, inspectors that have reached the ability to retire. Currently Indiana is having issues in locating people interested in becoming Motor Carrier Inspectors. We will continue to recruit rigorously to fill the vacancies that are left and are currently open.

Additional Information Reference Comment 24672:

Per the planning memo the additional federal initiatives that need to be highlighted in our eCVSP when applicable are the following: Equitable Enforcement Practices, Climate and Sustainability, and Rural Transportation Networks. Our measures to provide equitable enforcement has been completed and approved in the creation of ISP's SOP CVE-011 (Commercial Motor Vehicle Inspection Selection & Unbiased Traffic Enforcement). This policy was approved by the FMCSA's Title VI office and went into effect on December 7, 2021. This SOP was submitted with the 2022 MCSAP Basic eCVSP. Indiana has always and will continue to base its enforcement activities on crash data in order to help achieve the FMCSA's mission to reduce crashes, injuries and fatalities involving large trucks and buses.

Reference Climate Change and Sustainability Indiana is not yet capable to switch to electric vehicles reference the lack of technology and infrastructure that would be needed to be effective in our jobs as Indiana State Troopers. As an example, if an Indiana State Trooper was working truck enforcement and going to multiple calls for service, they may drive hundreds of miles in a day with very little time in between calls. If near the end of their shift the vehicle battery was low and an emergency call was dispatched (active shooter, fatal crash, vehicle fire, etc.) the officer may not be able make it there in a timely manner. The officer would have to find a charging station and sit there while the critical incident unfolded. One way we are addressing Climate and Sustainability is by allowing the drivers to turn their vehicle off during the inspection. This is not always an option due to the extreme cold and heat Indiana sees during different seasons of the year. Another challenge Indiana faces with this is there is no legal requirement for the driver to turn the vehicle off. Indiana will continue to offer this as an option to the drivers during the inspection.

Reference the Rural Transportation Networks discussing USDOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative the ISP-CVED looks at crash data to assess crashes involved on Urban vs. Rural roads. Per crash data the number of injury crashes between the two categories is nearly identical over the past five FFY's, with a slight increase in Urban over Rural. For FFY 2021 Rural areas had approximately 47% of the injury crashes and Urban had approximately 52% of the injury crashes. Indiana continues to monitor the Rural vs. Urban crash category to make sure there is not an uptick in either one. Indiana conducts enforcement and public outreach in both rural and urban to make sure there is a complete coverage on both areas.

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: INDIANA STATE POLICE

Enter the total number of certified personnel in the Lead agency: 244

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3500	250	50	3800	5.95%
Level 2: Walk-Around	24500	500	30	25030	39.20%
Level 3: Driver-Only	34500	0	50	34550	54.10%
Level 4: Special Inspections	250	0	0	250	0.39%
Level 5: Vehicle-Only	100		130	230	0.36%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	62850	750	260	63860	

MCSAP subrecipient agency

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

Subrecipient is: NONE

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

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2024:	0

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: INDIANA STATE POLICE					
# certified personnel: 244					
Subrecipient Agencies: NONE					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3500	250	50	3800	5.95%
Level 2: Walk-Around	24500	500	30	25030	39.20%
Level 3: Driver-Only	34500	0	50	34550	54.10%
Level 4: Special Inspections	250	0	0	250	0.39%
Level 5: Vehicle-Only	100		130	230	0.36%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	62850	750	260	63860	

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

FY 2021 Update: Indiana currently has one hundred sixty seven (167) non-division inspectors. In order for these non-division inspectors to keep their certification, they must conduct a minimum of thirty two (32) inspections. The number of inspections conducted to keep their certification is 5,344. With the amount of non-division inspectors exceeding the number of MCI's and CVEO's, it is very difficult to attain the 25% goal of conducting Level I inspections as a total. CVEO's and MCI's are both strongly encouraged to conduct at least 25% of NAS Level I inspections and 33% of NAS Level III inspections. FFY 2021 Update: 57,590 inspections are estimated to be conducted during this Federal Fiscal Year. These inspections can be done with using MCSAP funds, from only the Basic Grant. Also, these inspections can be conducted by not using any grant funds, which Indiana uses towards MOE.

Note: 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	64000	0	0	64000
Enter total number of certified personnel	275	0	0	275
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	64500	0	0	64500
Enter total number of certified personnel	290	0	0	290

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	59	46	89	73	81
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	2	0	0	0
CSA Off-Site	0	0	1	53	33
CSA On-Site Focused/Focused CR	0	44	26	20	23
CSA On-Site Comprehensive	10	22	25	11	3
Total Investigations	69	114	141	157	140
Total Security Contact Reviews	2	3	0	0	0
Total Terminal Investigations	0	3	4	22	31

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations	0	0	0	0	19
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	5	13
CSA On-Site Focused/Focused CR	0	6	2	0	6
CSA On-Site Comprehensive	0	0	1	0	0
Total Investigations	0	6	3	5	38
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	2	3	6	17

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	80	0	83	0	86	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	30	0	33	0	36	0
CSA On-Site Focused/Focused CR	20	0	22	0	24	0
CSA On-Site Comprehensive	7	0	9	0	12	0
Total Investigations	137	0	147	0	158	0
Total Security Contact Reviews	4	0	4	0	4	0
Total Terminal Investigations	0	0	0	0	0	0

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

Updated for FFY 2024: ISP-CVED has a compliance review squad which is comprised of a Sergeant and three (3) full time Trooper Safety Investigators. CVED has been able to add a total net of one CVEO to the division in the past year. This is due to the number of overall individuals joining the department being down. This causes the department to be short staffed at the district level, therefore we are unable to get positions open within our division, let alone the CR squad. This is the reason we will be unable to increase our investigations of interstate carriers by 20% per the NOFO. This is an unattainable goal for Indiana at this time. If Indiana was to say we would increase our investigations, then we would only be hurting ourselves on the quarterly reports. To increase by 20% in this category with increases in other categories is simple not feasible with only gaining a net of one CVEO in the past year. Indiana does have money set aside to send an additional person through the CR training if the position becomes available. ISP-CVED has a compliance review squad which is comprised of a Sergeant and three(3) full time Trooper Safety Investigators. The Trooper Safety Investigators currently conduct CSA interventions that consist of onsite and offsite CSA comprehensive investigations, CSA onsite focused investigations and security contact reviews. As of June 15, 2020 Indiana initiated an intrastate civil process that will allow the Indiana Department of Revenue to process notice of claims and notice of violations for intrastate investigations. The creation of this program will allow Indiana to investigate intrastate motor carriers after non-frivolous complaints are received, conducts non-rated reviews, and enforces violations of the regulations to the extent that FMCSA also has authority to do so under CFR Parts 382, 383, 387 and hazardous materials. The Indiana State Police Commercial Vehicle Enforcement Division Trooper Safety Investigators are sworn law enforcement officers who are expected to maintain all required police training certifications, respond to emergency calls, and work various police assignments as required by their commanders. Trooper Safety Investigators are expected to maintain all certifications to conduct CSA interventions and or investigations. The Indiana State Police Commercial Vehicle Enforcement Division's objective is to reduce the number of CMV involved crashes resulting in injuries and fatalities. We will utilize the CSA initiative to select motor carriers for interventions. Indiana is also fully compliant with the PRISM process and will continue to confiscate/revoke all registrations, license plates, and cab cards issued by Indiana when out of service orders are issued by the United States Department of Transportation or Federal Highway Administration (IC #8-2.1-24-28). The Indiana State Police Commercial Vehicle Enforcement Division proposes each calendar year to perform a certain number of compliance review types as a projected goal to attain under optimal conditions. Many factors (unpredictable and predictable) can and do come into play that will not allow our police agency to reach that quantitative goal. Over the years some of the factors that have had a detrimental effect on attaining the stated goals has revolved around manning issues involving retirements, promotions, health issues, training demands including the need to provide general police duties and responsibilities for the citizens of Indiana. It is also known that it takes a significant amount of time and training to bring a Trooper Investigator into the fold as a fully qualified and effective compliance review investigator. Our Trooper compliance review investigators are also required to certify and maintain all of

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

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

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

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

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

Part 2 Section 5 - Traffic Enforcement

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

- ☐ Yes, the information in this section must be updated. 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	32308	10771
10/01/2019	09/30/2020	22763	8705
10/01/2018	09/30/2019	35142	14109
10/01/2017	09/30/2018	38648	15223
10/01/2016	09/30/2017	28077	12561

☒ 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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2020	09/30/2021	2464	3300
10/01/2019	09/30/2020	3159	4457
10/01/2018	09/30/2019	5310	7464
10/01/2017	09/30/2018	6224	8937
10/01/2016	09/30/2017	6742	9597

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

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/29/2022, including current year-to-date information for FY 2022. The data presented above are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date. Data Source: Indiana Court Information Technology Extranet (INCITE) ECWS Central Repository as of 8/12/2022.

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](#).

Indiana has thirty-six (36) Commercial Vehicle Enforcement Officers (CVEO's) that are funded at 60% of the MCSAP grant. Each of these CVEO's are trained to conduct North American Standard inspections and have full state traffic law enforcement authority. None of these officers are dedicating 100% of their time on traffic enforcement. Twenty (20) of the CVEO's conduct inspections to maintain certification and spend most of their time conducting the Indiana State school bus inspection program. These CVEO's are only funded by the MCSAP grant at 15%.

Indiana also has one hundred fifty (150) additional officers (non-division) that are not funded by the MCSAP grant, these inspectors are at a minimum NAS Part A, level III certified to conduct roadside inspections. Most of these officers are assigned road patrol duties in the different agency districts/divisions and conduct traffic enforcement inspections as a part of Indiana's maintenance of effort (MOE).

Indiana has thirty (30) motor carrier inspectors (MCI's) that do not have full traffic enforcement authority but do however contribute to Indiana's traffic enforcement efforts by focusing on seat belt usage, cellular phone usage possession of a RADAR detector and possession of illegal drugs/alcohol. The MCI's do not have the authority to enforce any state law pertaining to moving violations.

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

Indiana does not make the division units (CVEO's and MCI's) working, work specific corridors unless there seems to be a continual issue with CMV crashes in particular areas or corridors. Indiana has inspectors that conduct inspections in the rural areas of the state. Indiana has more inspectors allocated in the areas/corridors with a higher amount of CMV traffic, to reduce the number of CMV fatalities. Indiana will also have an enforcement presence in and around work zones, to help deter crashes along with keeping workers safe.

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

The CVEO's and MCI's do not conduct traffic stops on CMVs without doing an inspection, we strongly encourage traffic enforcement on non-CMV's which drive recklessly in close proximity to CMV's. Indiana's main goal is to reduce the amount of CMV fatalities. While our main goal is to inspect as many CMV's as possible to reduce the number of fatalities. There are instances where the driving behavior of non-CMV's might be so reckless that enforcement action needs to be taken on that non-CMV driver. Indiana will provide data on the number of traffic contacts for violations on non-CMV's impacting CMV safety and the number of citations on non-CMV's impacting CMV safety. Indiana will also give data on the number of other calls for service grant funded personnel respond to. This includes, but not limited to the following: crashes (PD, PI, fatal, and commission), assist motorist, and slide-offs. Indiana State Troopers are also required to work two special details a year or the Indiana State Fair. Each quarter Indiana will detail what special events occurred during each reporting period. Indiana will capture this data utilizing our electronic ticket writing program and our online records management program.

Indiana possibly sees a decrease in inspections conducted in FFY 2023-2025. The reason for this decrease is due to inspectors getting promoted out of the CVED. Along with inspectors being promoted, many of our MCI's, Sergeants, and CVEOs are eligible for retirement, and there is the constant battle of retaining new inspectors that might leave for a higher paying jobs.

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	63860	64500	66000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1600	1700	1800
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	4	4	4

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this CVSP from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2024 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2024 Activities	Average 2014/15 Activities
63860	147	1176	65183	63394

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.

Each quarter the grant administrator will report the total activities compiled from these activity reports. The grant administrator will do an analysis of these activity reports to identify any problems or issues that might affect the programs effectiveness. The grant

administrator will, each month, pull a report listing of each number of inspections conducted and any action take. The information will be documented on a quarterly report.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels 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	Yes
PRISM	Full 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.

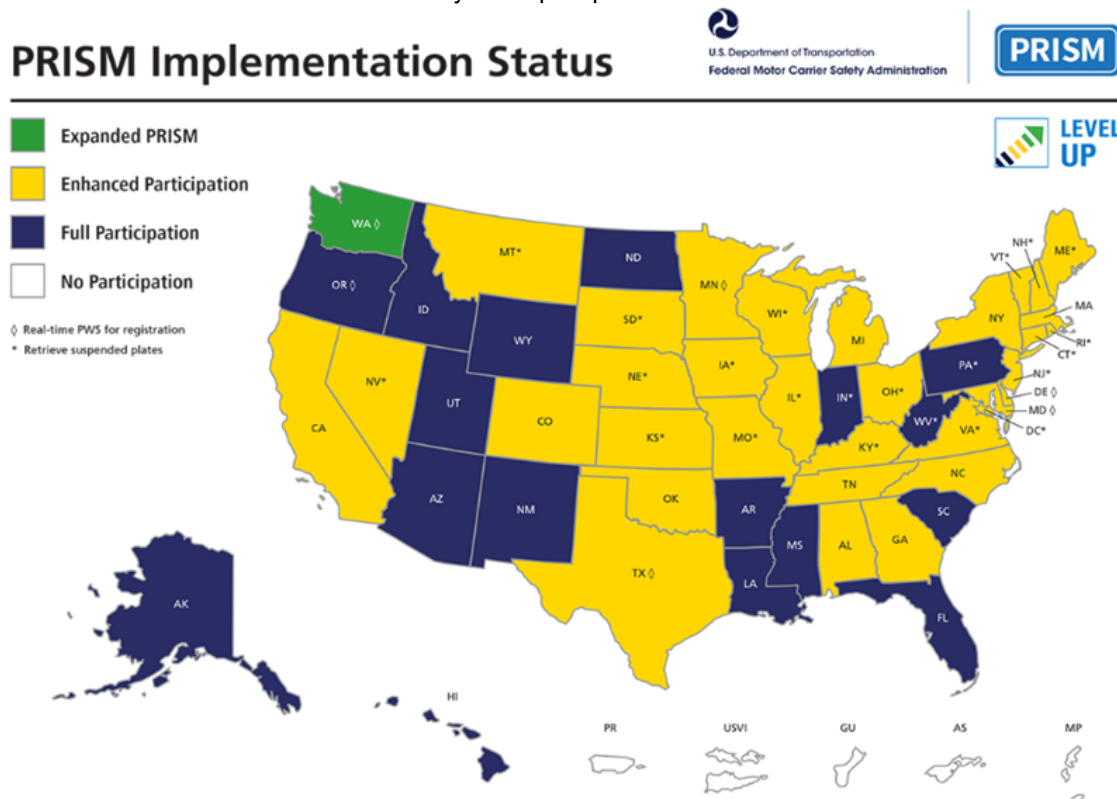
Enter the agency name responsible for ITD in the State: Indiana Department of Transportation

Enter the agency name responsible for PRISM in the State: Indiana Department of Revenue

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.).

Indiana is currently in full participation with PRISM.



Source: FMCSA January, 2022

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.

Update for FFY 2024:

Indiana is currently in the process of leveling up to the Enhanced Participation for PRISM. Also, Indiana will no longer be applying for the ITD Grant from the FMCSA therefore, we will be allocating \$75,000.00 annually for operations and maintenance costs to keep the systems we currently have operational until we are able to reapply for the ITD grant.

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).

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

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

Indiana will submit quarterly PRISM reports.

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	785	1268	841	707	555
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	2	2	12	12	12
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	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.

Indiana State Police (ISP) Commercial Vehicle Enforcement Division (CVED), along with the non-division inspectors, will utilize every effort possible to conduct public education and awareness presentations either roadside or at carrier facilities to achieve a goal of seven hundred fifty (750) hours spent on outreach programs for FFY 2023. ISP-CVED will also conduct presentations at county/state fairs, carrier terminals, or conduct on site programs along with assisting the Indiana Motor Truck Association (IMTA) outreach programs throughout the entire state of Indiana.

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

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

Indiana will document in the quarterly report the number of individuals who gave and attended the training/events. Indiana will also participate in the Truckers Against Trafficking (TAT) awareness details and enforcement details with the six state trooper project.

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

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	750	900	1200
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	12	12	12
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events			
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events			
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

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

Every inspector conducting a public information program will document that information on their daily, through the SHEILD using duty code 2292. The inspectors will record the amount of time that activity took place. During these events, whether it be carrier safety talks, CMV safety belt education/outreach, or conducting roadside education on Truckers Against Trafficking inspectors will cover a variety of topics. The carrier safety talks will include talks about seat belt safety, human trafficking, impaired driving, HOS regulations, etc., so all activity in these two categories will be documented in the same category. Indiana works closely with the Indiana Motor Truck Association (IMTA). IMTA attempts to meet at our facility once a month and they are invited to come to truck inspection details and observe how we conduct truck inspections. This allows an open dialogue between enforcement and industry professionals on safety and regulations.

Every fiscal quarter, the grant manager will report how many hours of Public Education and Outreach we have conducted. Indiana will document the number of carrier safety talks conducted each quarter.

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: Indiana State Police - Commercial Vehicle Enforcement Division

Enter the agency or agencies name responsible for DataQs: Indiana State Police - Commercial Vehicle Enforcement Division

Enter the agency name responsible for the Crash Data Repository: Indiana State Police - Lexis Nexis

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	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

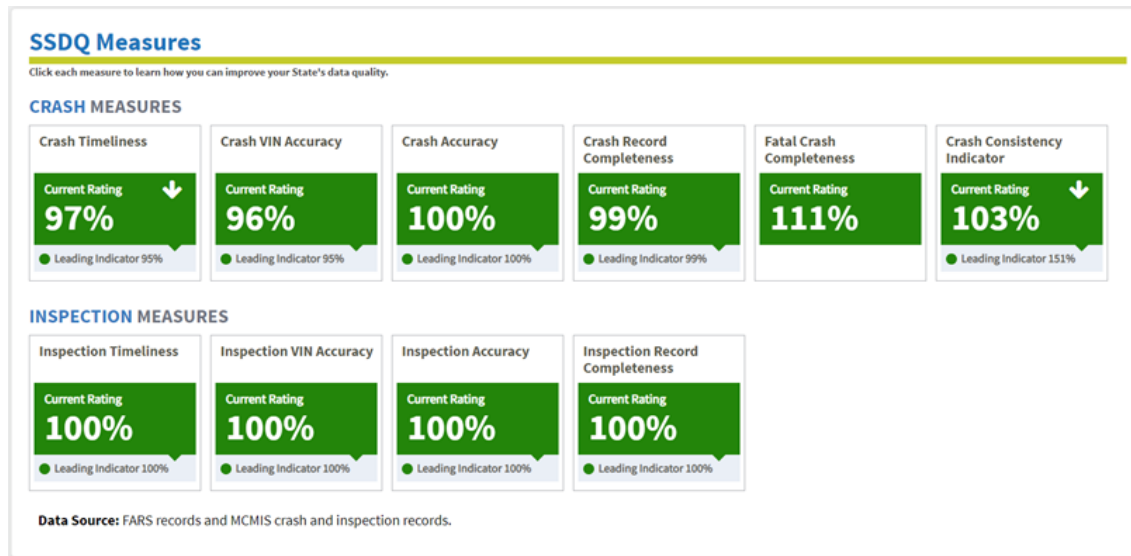
Data Source: FARS records and MCMIS crash and inspection records.

Narrative Overview for FY 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.).

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



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.

ISP-CVED currently has one DC/IT MCI who oversees all SSDQ related activity. Indiana plans to hire three (3) part time staff members through a contract with Knowledge Services to streamline the process and keep up with the time frame requirement. CVED does not have currently have the staffing available to have an individual assigned to only handle DataQ's. Therefore, administrative personnel within the CVED office handle the DataQ's as a secondary function. Most of our DataQ's involve utilizing the inspectors body worn camera (BWC) system which can only be accessed by a sworn officer with the rank of First Sergeant or above per department policy at this time. CVED will continue to monitor the number of DataQ's received and look for any negative trends in inspection quality or training which need to be addressed.

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.

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

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

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. 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	865	698	769	705	849
Intrastate					
Total Audits	865	698	769	705	849

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:

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	07/31/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	2713
Current Number of Past Dues	344

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)	20	0	25	0	30	0
# of Safety Audits (Offsite)	1000	0	1150	0	1300	0
# Group Audits	1	0	1	0	1	0
TOTAL Safety Audits	1021	0	1176	0	1331	0
# of Non-Audit Resolutions	325	0	335	0	345	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.

Updated for FFY 2024: ISP-CVED has a new entrant safety audit squad which is comprised of a Sergeant and three (3) full time MCI auditors. Indiana currently supplements the full-time auditors with part-time auditors. There are currently ten part time auditors which are paid overtime from the basic grant to conduct audits either before or after their normal shifts. Indiana also has three part-time temporary staff employees (all former auditors) who gather the information on the front end from the carriers. This allows the Sergeant to issue out the audit when it is ready, so the auditor is not waiting on the necessary paperwork from the carrier. Indiana intends to train four more part time auditor within the next two FFYs. As stated previously regarding the lack of staffing, Indiana was able to hire two new MCI's who are currently in the academy phase of training. We intend to host another hiring process starting in November 2023. Due to the lack of staffing we are unable to allocate additional personnel to be full time auditors. Therefore, Indiana will not be able to increase the number of safety audits by 15% per the NOFO. However, Indiana is constantly reworking and tweaking how we utilize our part-time auditors. This will assist Indiana to remove all high-risk companies, effectively and efficiently, from operation and to reduce the number of past-due audits.

Strategies utilized to meet Program Goals:

Starting with the FFY 2023, three year grant, Indiana will follow these strategies to meet the New Entrant Program Goals.

- On a weekly basis Indiana's New Entrant Safety Audit Supervisor will monitor the carrier's in NEWS and MCMIS to anticipate any trends and facilitate scheduling.
- Motorcoach and Passenger Carriers will be identified early because they have a tighter window for their safety audit.
- Carriers will be prioritized by their "Past Due Date". Expedited action carriers will be scheduled first then onsite audits followed by offsite audits.
- Onsite audits will be matched up to the closest Indiana auditor.

- e. The oldest offsite audits will be randomly assigned as auditor's workloads lighten up.
- f. On a monthly basis, if carrier's wait time exceeds six months, 24 offsite audits will be transferred to the Western Service Center's New Entrant Program Manager Danny Perez.
- g. The follow carriers will be removed from the Safety Audit process through a non-audit resolution.
 - I. Intrastate carriers will be processed by the Indiana Department of Revenue.
 - II. Non-CMV carriers and brokers will be processed by FMCSA staff after they are identified by auditors.
 - III. Covered Farm Vehicle carriers will be processed by the NESAs supervisor after auditors obtains a signed documentation of CFV operation.
- h. For accuracy and consistency both on and offsite audits will be reviewed by a second auditor before being uploaded.

Challenges

- a. Fluctuating number of new carriers, dramatic increase since May 2020.
- b. Indiana State Police staffing issues.
- c. Indiana manages the New Entrant Safety Audit Program with one supervisor, four Motor Carrier Inspectors, one trooper conducting audits on an overtime basis, and six MCI part time auditors.
- d. The one CR unit and F/Sgt. who had been conducting SA's on an overtime basis have other demands on their after-hour's schedules.
- e. All auditors spend approximately two weeks conducting the required number of inspections to maintain their North American Standard Inspection certifications.
- f. All auditors spend an additional week or more, cumulatively, on department training.
- g. Two auditors are nationally certified and instruct FMCSR's, either Part B or NESAs. They also assist with training department members in FMCSR's.
- h. In 2016 Indiana's CR squad was trained to conduct SA's but they have had little to no time in their regular duty schedules to conduct them. The CR squad maintained their SA certification based on the number of CR's they conduct.
- i. In 2018 one full time auditor retired.
- j. In 2019 another full time auditor has expressed interest in retirement.
- k. At our current staffing level, carriers operate between 6 to 7 months before their audit.
- l. Property carriers have a 12-month window to be audited while passenger carriers have only nine mo. and Motorcoach's three mo.
- m. Non-audit resolutions, as many as 374, take away from time spent on audits.
- n. Historically Indiana's northwest corner has had a large number of New Entrant Carriers. This created a need to conduct a highly intensive group audit in a hotel meeting room setting. Indiana has requested funds to cover up to a five-day Group Audit detail if needed. If the number of and or graduation dates of the onsite audits in this area remain spread out, a Group Audit will not be conduct.
- o. In 2021 a full-time auditor retired.

SOLUTIONS

- a. Indiana recently sent 6 MCIs through a NES course and they have completed their training audits.
- c. Overtime has been authorized for these audits to be conducted, this will allow the MCIs to complete their normally assigned duties.
- d. Indiana is capped at 16 hours of premium overtime (federal 171 rule/28 day pay period) per week. If each audit were to take 8 hours, these part-time inspectors would be able to complete 624 audits in a year.
- e. Overtime is not mandatory, and this number may fluctuate depending on the proficiency of each auditor and if they are willing to work 16 hours each week.
- f. Indiana has hired two previously retired inspectors at temporary (temp) employees. Their duties will be to contact the carriers in NEWS and make sure all required documents are uploaded. Once this is complete the NES supervisor will assign the carrier for an audit. Indiana intends to hire two more additional temp employees to this position.
- g. Utilizing these temp employees will allow the auditors to focus on completing the audits. The auditors will not have to be waiting on the carriers to upload the required documents.
- h. These temp employees are capped at 20 hours per week.
- i. Indiana will monitor the progress of this program by listing the number of audits completed by the part-time auditors, the number of hours worked towards those audits, the number of hours worked by the temp employees, and the number of carriers each temp employee reached out to.
 - j. After monitoring the effectiveness of this plan Indiana will reevaluate if we need more part-time auditors.

Additional Information Reference Comment 24942:

Indiana is currently in the process of adding four more part time auditors either by them challenging the exam (occurring today) or attending the two-week course (February 2023). Once these inspectors obtain their certification and complete their required twenty-four training

audits, they will be able to work on audits on their own for overtime. Currently ISP SOP's covering overtime prohibit splitting a shift for overtime and working more than sixteen hours of premium overtime per week; sixty-four hours per twenty-eight-day work period (FLSA). How Indiana is working around this is by hiring part-time NESAs assistants who are all retired NESAs staff. Indiana has previously hired two of these assistants with the intent to hire two more. Their duties are to contact the carriers in NEWS and make sure all required documents are uploaded. Once this is completed the NESAs supervisor will assign the carrier for an audit. Utilizing these temp employees will allow the auditors to focus on completing the audits. The auditors will not have to be waiting on the carriers to upload the required documents. Other challenges Indiana is currently facing and will continue to face are staffing levels, like most of the country. Indiana has held two separate hiring processes over the past year and to date there is still only one viable candidate we intend to hire for the MCI position. Another challenge Indiana is facing is the NESAs program is a voluntary program for all MCIs. Looking at the numbers, if every part-time auditor can complete two inspections per week multiplied by fifty-two weeks in the year multiplied by ten part-time auditors, that will come out to 1,040 safety audits per year. This is a low estimate for the new part-time auditors and the goal would be to increase the number of audits performed in the same amount of time as they gain experience.

Additional Information Reference Comment 24515:

All MCSAP recipients are currently required to have a robust interstate new entrant safety audit program, in order to receive MCSAP funds. In the past two years Indiana has seen an increase in inventory of approximately 220%, but we have not seen an increase in available staff to handle that increase. Most of these new entrants are either owner operators or smaller companies. In order to keep up with current inventory and the overdue inventory Indiana has hire part-time NESAs assistants and their job duties are stated above. Indiana has also been training part-time auditors to alleviate the workload from the full-time auditors. The goal would be to train as many part-time auditors as possible (voluntary program) which would allow the full-time auditors to complete more onsite audits, but this process takes time and cannot happen overnight. The other problem Indiana has with on-site audits is the time it takes and scheduling aspects. Our NESAs squad must coordinate where they will be, where they will stay the night prior to the audit(s), and which companies will be audited the following day. Since all our auditors are from different parts of the state it becomes highly difficult to schedule everything with the auditors, schedule with the carriers, and get the approval from our Fiscal Division reference in-state travel SOP's. Indiana intends to increase the number of on-site audits as the years goes on, but the infrastructure must first be put in place to make this a reality. Indiana normally sends two auditors to one location, and this is for the safety of our auditors. Our auditors are not permitted to carry firearms and their safety is at the utmost importance. Indiana is trying to set obtainable goals we can meet, and if we exceed them then we be able to set another obtainable goal for the following FFY. On the opposite side, if Indiana sets its goals too high and does not meet them then we will be required to give a detailed explanation as to why we fell short. Indiana will increase the goal numbers for the on-sites and asses our effectiveness based on the new numbers. Indiana will also continue to find new ways to staff our division.

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.

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

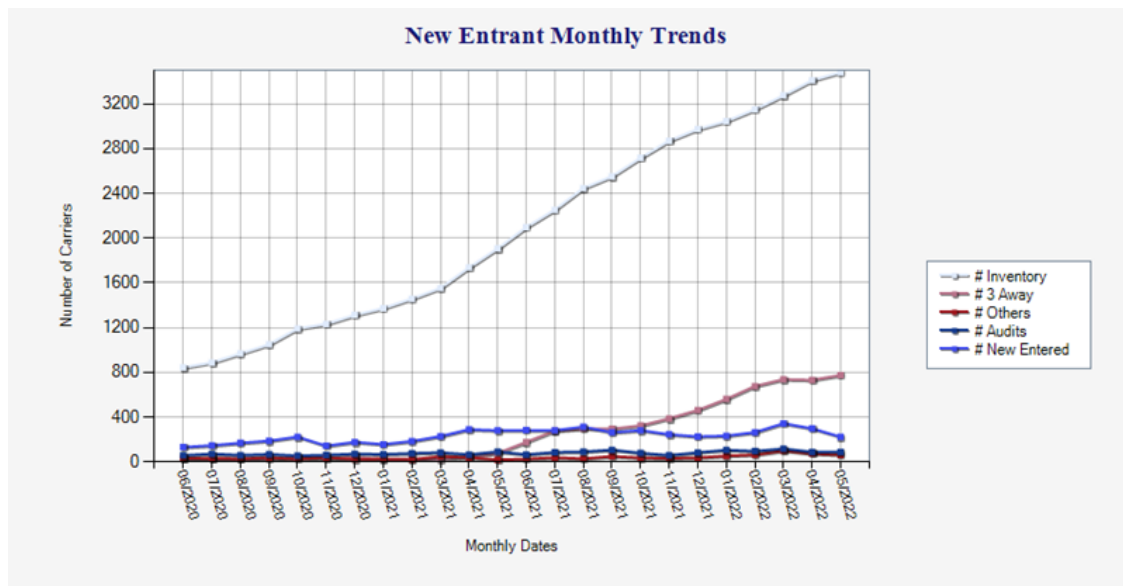
The New Entrant supervisor will assign carriers to (SI's) and the SI's will schedule and conduct audits in a timely manner. SI's will investigate and prepare worksheets on suspected chameleon carriers and investigate carriers who do not fit within the scope of a SA. Carriers that do not fit the scope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

December 1, 2020, Indiana started internally vetting all carriers, 30 days prior to assignment. Due to COVID-19 restrictions, starting August 6, 2020, all Onsite Safety Audits were converted to Offsite. Indiana hosted a New Entrant Safety Audit Course in June with six of our Motor Carrier Inspectors (MCIs) passing the course. They have since completed their training audits and are conducting audits on their own as an overtime function. This will assist Indiana in flattening the number of new entrants in its inventory substantially, which has increased by approximately 350% since June 2020. Indiana has added adding two part-time employees to assist with the first portion of the safety audits. They will be tasked with contacting the companies to make sure all their paperwork is uploaded properly. Once this is complete, the supervisor will disperse the audit for completion to one of the certified personnel. Indiana intends to train more part time auditors to combat the increasing number of new entrants and the decreasing number of full-time auditors due to retirements. Indiana intends to certify 6-8 personnel during this grant reporting period.

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

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

Indiana will also monitor the New Entrant monthly trends. This one is dated 06/30/2022.



Indiana will also monitor the Unassigned Carrier list. This one is dated 06/30/2022:

Unassigned Carriers	
Audit Type	
Onsite	175
Expedited Action	30
High Risk	0
Past Due	14
Past Due within 30 days	18
Offsite	2470
Interstate	2470
Intrastate Hazmat	0
Intrastate Non-Hazmat	0
High Risk	0
Past Due	255
Past Due within 30 days	221

Indiana Staffing

NESA IN supervisor = 1

NESA IN auditors = 3

NESA IN part time auditors = 10

NESA IN part time auditors in training = 0

NESA IN administrative assistants = 3

NESA FMCSA auditors = FMCSA took on 100 audits starting in July 2021

Each full time auditor has an expectation of completing 100 audits per year on regular duty, 300. A conservative estimate would be approximately 100 audits per quarter. Overtime has been made available to each Safety Auditor to conduct additional audits throughout the year. Indiana will monitor the progress of this program by listing the number of audits completed by the part-time auditors, the number of hours worked towards those audits, the number of hours worked by the temp employees, and the number of carriers each temp employee reached out to. After monitoring the effectiveness of this plan Indiana will reevaluate if we need more part-time auditors.

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: 50.00%

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.

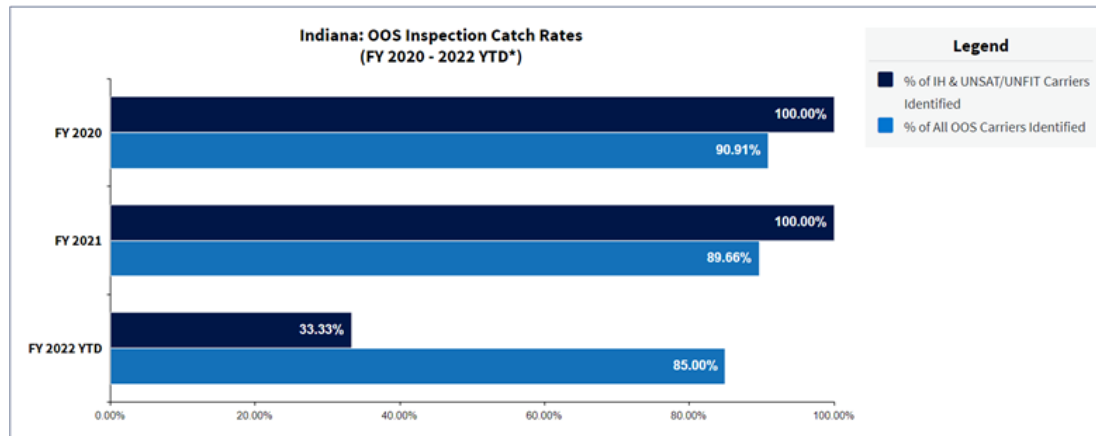
Projected Goals for FY 2023 - 2025: Enter a description of the State's performance goals.

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

Update for FFY 2024: Indiana's currently OOS catch rate is 92% overall and 100% in the Federal IH or UNSAT/UNFIT category.

Indiana is currently showing a 33.33% OOS catch rate on all Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will establish a specific reduction goal for FFY 2022. All the carriers on this list were placed OOS for one or more reasons. The reason Indiana is showing they were not reported, is due to the inspector utilizing the incorrect violation for operating authority. The Sergeant of Indiana's CR squad has reached out to each individual inspector when this happens

conducts a one-on-one training with them to ensure they are accurately recording the information. Indiana's goal moving forward is to be 85% effective in this category. Per the planning memo Indiana was at 100% accuracy in this category.



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.

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

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

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

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

Part 3 Section 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.

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

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

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

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

Listed below are the stats from the FMCSA National Passenger Strike Force Detail FFY 2022 to date. Details were conducted throughout the state at carrier terminals and destination locations. Also, working alongside with our counterparts at FMCSA. INSPECTIONS = 113 OOS VEHICLES = 8 DRIVERS OOS = 1 VIOLATIONS = 67 Seven (7) total details were conducted from October 1, 2018 - June 30, 2019.

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

Currently, Indiana has twelve (12) certified motor coach inspectors and plans to add more certified inspectors. Indiana has purchased six sets of PVI ramps and trailers to put the ramps inside. The only issue that we face enforcing the regulations of motor coaches, is if they are carrying passengers, unless there is an obvious out of service violation that motor coach should not be stopped and inspected.

Activity #2

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

Performance Based Brake Testing (PBBT)

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

Indiana has the goal to increase the number of vehicles tested by 20% for FFY 2023 and improve the percentage of vehicles that have compliant brake performance. We have a goal for carriers to become compliant to the point that less than 25% of the vehicles tested will be placed out of service.

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

For FFY 2022 Indiana's goal is to to complete 540 PBBT inspections. Indiana has currently completed 435 PBBT inspections.

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

Indiana is attempting to increase the number of PBBT inspections to meet or exceed our goal. Currently, we have three (3) portable PBBT's that have been working without any issues. By the end of FFY Indiana will have a PBBT at every weigh station in the state, except for one. Indiana does not see any issues with achieving this goal. Indiana has learned that preventative maintenance and having a warranty with VIS for maintenance on the machines has been beneficial to the increased success of this activity.

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.

Performance Based Break Testers

Narrative Overview for FY 2023 - 2025

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

By the end of FFY 2023 Indiana will have seven (7) permanent and three (3) portable Performance Based Brake Testers (PBBT). Indiana intends to conduct at a minimum of 16 portable PBBT details a year. Indiana has seen some success in the past with the use of this technology and hope will can continue to build off that success using our new strategy.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

It is the goal for Indiana to conduct five hundred (540) inspections during FY 2022 using the PBBT's. Indiana will attempt to increase the amount of PBBT inspections by 4% for FY 2023 (561), FY 2024 (584), and FY 2024 (607).

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

Indiana intends to conduct at a minimum of 16 portable PBBT details a year.

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

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

State Objective #2

Enter the title of your State-Identified Objective.

Human Trafficking

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

According to the Indiana Attorney General's Office: Human trafficking is the fastest-growing and second-largest criminal industry in the world, generating roughly \$150.2 billion worldwide. According to the Trafficking in Persons Report produced by the State Department, approximately 24.9 million people are victims of some form of human trafficking. Human trafficking occurs when people are recruited to work or provide services through the use of force, fraud, or coercion and it includes labor and sex trafficking. In 2020, Indiana had state mandated training for all employees put on by the Indiana Attorney General's Office on human trafficking. Inspectors are trained to detect signs of human trafficking what do to when they observe them. Any additional human trafficking training, other than state mandated to police/inspector powers, will be pro-rated based on the amount of time each officer is dedicated to MCSAP activities.

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

Indiana will conduct a month long public outreach during Human Trafficking Awareness month (January) and conduct two (2) interdiction details prior to major events held in Indiana.

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

January is human trafficking awareness month. Indiana works in close association with Truckers Against Trafficking. During this month Indiana works on community outreach and public information. Indiana hands out pamphlets during truck inspections, posts flyers at weight stations and rest parks, and hand out flyers/pamphlets at major truck stops throughout Indiana. Indiana plans to conduct two (2) interdiction periods leading up to major, special events during the year. Some of these special events that Indiana may target for these human trafficking interdiction details would be the following: Indy 500 events, Brickyard 400, Indiana State Fair, March Madness events, IBE summer celebration, etc. Inspections will be conducted on all CMVs stopped during these details.

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

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

State Objective #3**Enter the title of your State-Identified Objective.**

Drug and Alcohol Clearing House (DACH)

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

FMCSA statistics indicate that a significant number of drivers with DACH violations (prohibited status) are not being identified during CMV enforcement activities, however the catch rate has increase within the past FFY. C

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

Indiana's goal is to always be 100% compliant with catching those listed on the DACH's prohibited list. This is not always realistic due to computer programs/websites not always working. Indiana's actual goal during this reporting period is 95% effective.

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

Indiana will continue to use education and the primary resource to stay compliant with this regulation. CVED will stress the importance of running the driver/co-driver through CDLIS

and to not just go off of the Aspen pre-screen report. During CRs or DataQs, if Indiana identifies drivers/co-drivers on the prohibited list and they were not identified during an inspection, the inspector is contacted and educated on a one-on-one basis. If this issue continues to persist then the inspector will go through remedial training. Indiana will use state specific data when available to determine how extensive this issue has become each quarter. After being provided state specific data, Indiana will be able to come up with a more extensive plan.

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

Information for this will be obtained every federal fiscal quarter and reported in a quarterly report. If the grant manager sees that there is an issues with meeting our goals, he will relay the information into the field to attempt to achieve what we have set. Once there is state specific data available, Indiana will use those numbers to gauge our efforts.

State Objective #4

Enter the title of your State-Identified Objective.

Fatal CMV Crash Reduction - Top 10 List

Narrative Overview for FY 2023 - 2025

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

Per the FMCSA planning memo for the 2023 Basic grant Indiana was listed as one of the states in the top ten for fatal crashes. Indiana is listed at having an increase in fatal crashes involving large trucks between 2016-2020 of 4.8%. Indiana's fatal crash goal for Federal Fiscal Year (FFY) 2021 was to have only 111 fatalities involving CMV crashes. Unfortunately, Indiana continues to see an increase in CMV crashes resulting in fatalities starting FFY 2019 into FFY 2020. During this time frame Indiana was shut down for four months and eleven days due to COVID-19. This can also be contributed to other factors. First, Indiana is experiencing staffing problems, as is most of the country. Second, there have been multiple crashes which injured or killed numerous individuals in one incident (chain reaction crashes, passenger vehicle crashes, school bus crashes, etc.)

Projected Goals for FY 2023 - 2025:

Enter performance goal.

Indiana's goal is to start fresh with a new obtainable goal of 135 fatalities in FFY 2023, 129 fatalities in FFY 2024, and 124 fatalities in FFY 2025. Indiana will attempt to reduce the number of fatalities by approximately 4% for each year.

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

Indiana will continue to find new ways to staff our division as well as target hot spots where the crashes are occurring and regularly patrol construction zones to prevent crashes from occurring. Indiana will use our State's crash record system (ARIES) to help identify the "Primary contributing factors" trends in commercial motor vehicle (CMV) related fatal crashes. The most common factors are then reported to Troopers in the field as the emphasis for their enforcement efforts, to reduce/eliminate those common crash factors. Each inspector is trained and understands that the emphasis is to discover one of these violations that are the contributing factors in most of our crashes and to conduct at a minimum North American Standard Part A (Level III) inspection in conjunction with the traffic stop. Utilizing this data, Indiana's CVEO's will be able to target those high crash causation factors and corridors on Indiana's roadways and spend approximately 2,500 hours a month targeting the crash causation factors listed in Figure #3 in the Crash Reduction section. Indiana will also offer CVEO's, MCI's, and non-division officers the opportunity to work the overtime project (High Priority), Voluntary Inspection Program (VIP), to assist with traffic enforcement to help reduce the number of crashes involving CMV's and non-CMV vehicles. The officers who participate in the VIP program could possibly work on average of 40-50 hours per month targeting these crash causation

factors with an inspection and enforcement action and there is a high emphasis to conduct those inspections in our high crash corridors.

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

Information for this will be obtained every federal fiscal quarter and reported in a quarterly report. If the grant manager sees that there is an issues with meeting our goals, he will relay the information into the field to attempt to achieve what we have set. Once there is state specific data available, Indiana will use those numbers to gauge our efforts.

State Objective #5

Enter the title of your State-Identified Objective.

Construction Zones/Work Zones Initiative

Narrative Overview for FY 2023 - 2025

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

For FY 2023, FMCSA challenges State lead agencies to reduce the number serious CMV crashes, especially those in and around work zones, by 15 percent.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

Per our crash reporting system there were 872 collisions resulted in at least one injury for FFY 2022 in construction zones. An injury can be classified as a complaint of pain, even if the occupant is not transported. Per this data Indiana will need to challenge itself to decrease the number of injury crashes in construction zones to 741.

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

Indiana continues to monitor construction zones and the Fatal and Injury crashes that occur in or near them. One way Indiana is working to combat this issue is by utilizing multiple Acusensus Heads Up Real Time instruments. These instruments include a CMV model and a passenger vehicle model. Indiana will only lease the CMV model to make it 100% eligible. These devices would be set up on the side of the roadway capturing data to include photos of the driver and the vehicles speed. The inspector would be stationed down the road, logged into the system. The system would flag potential violations for the driver not wearing a seat belt and/or using a handheld device. The inspector would be able to see the photo taken by the camera system to determine if the possible hit is accurate. The officer would be able to stop the vehicle and use the photo as evidence of the violation in addition to any other violations observed. The officer could also use the speed captured as a guide, but they would need to verify the speed with their own certified instrument (radar, vascar, lidar, pace). The data not used for prosecuting an offense would be deleted in real time. <https://www.acusensus.com/solutions/heads-up-real-time/>. Indiana intends to place these devices in high crash corridors (Indianapolis and Lowell) and we will utilize crash data to determine where the devices should placed each quarter. Indiana will also work on a PIO outreach campaign to bring attention to these new devices. Indiana will also utilize crash data to locate any new or increasing high-crash corridors and utilize enforcement details in those areas to decrease the number of crashes.

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

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

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives and 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	\$10,884,570.00	\$572,872.00	\$11,457,442.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,718,616.00
MOE Baseline:	\$153,579.84

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):	\$1,718,616.00
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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
Major	1	60.0000	\$130,000.00	\$78,000.00	\$74,100.00	\$3,900.00	\$0.00
Captain	1	60.0000	\$127,000.00	\$76,200.00	\$72,390.00	\$3,810.00	\$0.00
Lieutenant - Field and DataQ	1	60.0000	\$124,000.00	\$74,400.00	\$70,680.00	\$3,720.00	\$0.00
First Sergeant	1	60.0000	\$121,000.00	\$72,600.00	\$68,970.00	\$3,630.00	\$0.00
Sergeant - Grant/Training Admin	2	60.0000	\$118,000.00	\$141,600.00	\$134,520.00	\$7,080.00	\$0.00
Sergeant - CR	1	60.0000	\$118,000.00	\$70,800.00	\$67,260.00	\$3,540.00	\$0.00
Sergeant - New Entrant	1	60.0000	\$118,000.00	\$70,800.00	\$67,260.00	\$3,540.00	\$0.00
Sergeant - School Bus	1	50.0000	\$118,000.00	\$59,000.00	\$56,050.00	\$2,950.00	\$0.00
Sergeant - Field Supervisors	7	50.0000	\$118,000.00	\$413,000.00	\$392,350.00	\$20,650.00	\$0.00
Trooper CR	4	60.0000	\$112,000.00	\$268,800.00	\$255,360.00	\$13,440.00	\$0.00
Trooper -CVEO	36	60.0000	\$112,000.00	\$2,419,200.00	\$2,298,240.00	\$120,960.00	\$0.00
Trooper - School Bus	20	15.0000	\$112,000.00	\$336,000.00	\$319,200.00	\$16,800.00	\$0.00
MCI Administrator	1	60.0000	\$85,000.00	\$51,000.00	\$48,450.00	\$2,550.00	\$0.00
MCI - Zone Coordinator	1	60.0000	\$80,000.00	\$48,000.00	\$45,600.00	\$2,400.00	\$0.00
MCI - District Coordinator	5	60.0000	\$73,000.00	\$219,000.00	\$208,050.00	\$10,950.00	\$0.00
MCI - New Entrant	4	60.0000	\$70,000.00	\$168,000.00	\$159,600.00	\$8,400.00	\$0.00
MCI	30	60.0000	\$70,000.00	\$1,260,000.00	\$1,197,000.00	\$63,000.00	\$0.00
CMV DATA ANALYST	1	85.0000	\$80,000.00	\$68,000.00	\$64,600.00	\$3,400.00	\$0.00
ADMIN. ASSISTANT V	1	85.0000	\$40,000.00	\$34,000.00	\$32,300.00	\$1,700.00	\$0.00
CLERICAL ASSISTANT	1	85.0000	\$30,000.00	\$25,500.00	\$24,225.00	\$1,275.00	\$0.00
Non-Division Troopers	156	0.0000	\$204,672.00	\$0.00	\$0.00	\$0.00	\$204,672.00
Subtotal: Salary				\$5,953,900.00	\$5,656,205.00	\$297,695.00	\$204,672.00
Overtime Project Costs							
Overtime	1	100.0000	\$1,556,425.58	\$1,556,425.58	\$1,478,604.30	\$77,821.28	\$0.00
Subtotal: Overtime				\$1,556,425.58	\$1,478,604.30	\$77,821.28	\$0.00
TOTAL: Personnel				\$7,510,325.58	\$7,134,809.30	\$375,516.28	\$204,672.00
Accounting Method:	Accrual						

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

FFY 2024 Update:

Salary and OT

Pay Raise

The Indiana State Police (sworn and MCI) have new pay matrices which took effect July 1, 2023. This monumental pay raise was anywhere between 25-30%, depending upon the position. Attached are the new matrices. The Indiana State Police (Sworn and Civilian) has an established matrix that establishes their annual salary based on their years of service and rank. ISP-CVED has budgeted for a percentage of these salaries depending on their percentage of dedication toward this program. Troopers (CVEO's) and Motor Carrier Inspectors (MCI's) do not work the average 40-hour work week.

Troopers - CVEO

Troopers work 8.5 hours per day. The total hours a Trooper works in one week is 42.5 hours, 42.5 hours a week times 52 weeks, equals 2210 hours per year. Multiply that by .60, because they are 60% funded by the grant and the total hours worked on CMV related activities is 1,326. Troopers get paid for their one-hour lunch break.

Troopers – School Bus

Twenty (20) of the CVEO's (school bus inspectors) are Troopers who are trained to conduct Indiana State school bus inspection program. These CVEO's are only funded by the MCSAP grant at 15% and will generate approximately 6,630 hours towards CMV related activities. These Troopers are also certified as Level 1 inspectors. Most of these school bus inspections occur during the 3rd and 4th federal fiscal quarters. Inspectors conduct spot inspections throughout the rest of the year and conduct CDL checks on the drivers through CDLIS. They check for their license status and to make sure they are not listed as prohibited on the DACH. These inspectors spend approximately 6 hours of their 8.5 hours shift conducting these school bus inspections during the 3rd and 4th quarter. The rest of the time they can stop and inspect CMVs as well as take calls for service from the districts involving CMV enforcement.

Motor Carrier Inspectors (MCI)

Motor Carrier inspectors report to duty for 8.0 hours per day. They do not get paid for their mandatory 30-minute lunch break, which results in them receiving compensation for 7.5 hours a day. The total hours an MCI works in one week is 37.5 hours, 37.5 hours times 52 weeks, equals 1950 hours, multiply that by .60, because they are 60% funded and 1,170 hours a year are worked by one (1) MCI. These inspectors are also available to assist other agencies across the state when they need a CMV to be inspected.

Maintenance Of Effort (MOE)

MOE was estimated by using the regular hourly rate of a one (1) year trooper, which is \$31.67 and adding that to the regular hourly rate of a fifteen (15) year trooper, which is \$50.67. Once both hourly rates are added up and divided by two (2) it comes to \$41.17. We encourage our non-division inspectors to conduct at a minimum thirty-two (32) regular duty inspections a year and overtime (VIP) inspections do not apply. If each inspector conducts thirty-two (32) regular duty inspections for the year, with 156 inspectors, there would be 4,992 inspections conducted. 4,992 inspections multiplied by \$41 comes to \$204,672 per year at a minimum towards Indiana's MOE. In addition to this, each non-division Trooper also claims any CMV training, initial or annual, as MOE.

Time and Labor/HCM

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

CMV Data Analyst

The Crash Causal Factors Program (CCFP) is a detailed crash data collection and analysis effort intended to: identify the key factors that contribute to crashes involving commercial motor vehicles (CMVs), inform countermeasures to prevent these crashes, and establish a foundation for continued data collection, sharing, and analysis. The program is outlined on the FMCSA's website at the following address:

<https://www.fmcsa.dot.gov/CCFP#:~:text=The%20Crash%20Causal%20Factors%20Program,to%20prevent%20these%20crashes%2C%20and>

This is a multiple year study that is currently in the first part of Phase 1. Part of the plan is bridging the gap between what is collected in the Fatality Analysis Reporting System (FARS) data and adding additional data involving large trucks. This program is designed to not be a one-off study, but a continuous data gathering report like FARS. The first phase would end in 2029.

One of the eligible expenses reference this study is the ability to create and hire a new position. This new position would be a CMV Data Analyst to transfer or import the required data to the CCFP database. Per the FMCSA a CMV Data Analyst is a trained state employee responsible for gathering, translating, and transmitting their State's CMV crash data to FMCSA systems in a standard format. The FMCSA's CCFP team is developing a training plan to train the state CMV Data Analyst to understand the FARS data collection process. Additional training will focus on CMV data collection. This position would also be able to gather, interpret, and analyze the CMV crash data, specifically the crash causal factors data. This would enhance the effectiveness of Indiana's eCVSP, quarterly reports, final reports.

Administrative Assistant V and Clerical Assistant

Indiana's administrative assistant and Clerical Assistant share the role of the office secretary. Currently both individuals who fill these roles were formerly temporary employees (contractors) who oversaw the SafetyNet program. In addition to maintaining the SafetyNet program they also manage the receiving/filing of returned reports, answering general CMV related questions to carriers or drivers who call into the office, and coordinate with our Legal Office on the release of inspection reports and other pertinent documents in accordance with our state laws and department policies. Indiana decided to make these two positions full time employees and change the job description and duties to align with what they were already doing for the MCSAP program after that last secretary retired. After this switch was made the contractor positions were canceled.

OVERTIME

The overtime (OT) budget was derived from several areas, all tracked through our Time and Labor program, including the following: training, field supervision, compliance review safety, inspections, HAZMAT inspections, administrative duties, PIO/Outreach, New Entrant Safety Audit, New Entrant non-audit, DataQ's, and SafeSpect Inspection Approvals. Only OT amounts for MCSAP related activities will be billed. With less personnel on the department and in CVED, more is being put on each individual inspector and supervisor to fulfill the needs of the division and the department. Indiana's proposed overtime budget does not exceed 15% of the MCSAP Awarded Amount (\$1,718,616.00). The activities conducted while using these funds are 100% truck dedicated. If an inspector responds to a detail that is not truck dedicated the inspector will switch over to State overtime.

Currently Indiana is using overtime to enhance the efforts of our current staffing levels. Currently the Indiana State Police-CVED is short on average twenty-nine (29) inspectors from quarter to quarter.

The main categories where the funds are utilized are MCSAP Inspections, NESA program, and CR program. Indiana utilizes the inspection overtime funds for the division personnel who are not NESA or CR certified. Indiana implements the same rules outlined within our Volunteer Inspection Program (VIP) memo. The VIP memo was established in conjunction with the High Priority grant to target crash causation factors to meet the FMCSA's goals. The NESA and CR overtime funds are utilized by current auditors and investigators on an overtime basis to deal with the lack of personnel and increase number of Safety Audits and Investigations over the past four years. Utilizing these funds for overtime helps bridge the gap until the State of Indiana can hire more personnel to replace those who have retired.

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: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

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
Major	100.0000	100.0000	\$26,738.40	\$26,738.40	\$25,401.49	\$1,336.91	\$0.00
Capatain	100.0000	100.0000	\$26,121.36	\$26,121.36	\$24,815.32	\$1,306.04	\$0.00
Lieutenant	100.0000	100.0000	\$25,504.32	\$25,504.32	\$24,229.12	\$1,275.20	\$0.00
First Sergeant	100.0000	100.0000	\$24,887.28	\$24,887.28	\$23,642.96	\$1,244.32	\$0.00
Sergeant - Grant Admin	100.0000	100.0000	\$48,540.48	\$48,540.48	\$46,113.45	\$2,427.03	\$0.00
Sergeant - CR	100.0000	100.0000	\$24,270.24	\$24,270.24	\$23,056.71	\$1,213.53	\$0.00
Sergeant - SA	100.0000	100.0000	\$24,270.24	\$24,270.24	\$23,056.72	\$1,213.52	\$0.00
School Bus Sergeant	100.0000	100.0000	\$20,225.20	\$20,225.20	\$19,213.93	\$1,011.27	\$0.00
Field Sergeants	100.0000	100.0000	\$141,576.40	\$141,576.40	\$134,497.58	\$7,078.82	\$0.00
Trooper - CR	100.0000	100.0000	\$92,144.64	\$92,144.64	\$87,537.39	\$4,607.25	\$0.00
Trooper - CVEO	100.0000	100.0000	\$829,301.76	\$829,301.76	\$787,836.65	\$41,465.11	\$0.00
Trooper - School Bus	100.0000	100.0000	\$115,180.80	\$115,180.80	\$109,421.74	\$5,759.06	\$0.00
MCI - Admin	100.0000	100.0000	\$11,719.80	\$11,719.80	\$11,133.79	\$586.01	\$0.00
MCI - ZONE	100.0000	100.0000	\$11,030.40	\$11,030.40	\$10,478.86	\$551.54	\$0.00
MCI - DC	100.0000	100.0000	\$40,260.96	\$40,260.96	\$38,247.89	\$2,013.07	\$0.00
MCI - DC/IT	100.0000	100.0000	\$10,065.24	\$10,065.24	\$9,561.99	\$503.25	\$0.00
MCI - SA	100.0000	100.0000	\$38,606.40	\$38,606.40	\$36,676.10	\$1,930.30	\$0.00
MCI - Field	100.0000	100.0000	\$289,548.00	\$289,548.00	\$275,070.60	\$14,477.40	\$0.00
CMV DATA ANALYST	100.0000	100.0000	\$15,626.40	\$15,626.40	\$14,845.10	\$781.30	\$0.00
ADMIN. ASSISTANT V	100.0000	100.0000	\$7,813.20	\$7,813.20	\$7,422.56	\$390.64	\$0.00
ADMIN. ASSISTANT VI	100.0000	100.0000	\$5,859.90	\$5,859.90	\$5,566.90	\$293.00	\$0.00
TOTAL: Fringe Benefits				\$1,829,291.42	\$1,737,826.85	\$91,464.57	\$0.00

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

FFY 2024 Update:

FRINGE

The sworn officer fringe benefits are calculated as follows:

Health insurance \$767.34/pay x 26 pay periods

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

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

Life insurance, disability and police pension 34.28% of annual salary

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

MCI fringe benefits are calculated as follows:

Health insurance \$767.34/pay x 26 pay periods

EAP .35/pay x 26 pay periods

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

Life insurance, disability, social security, PERF 21.98% of annual salary.

Fringe benefits are paid out for the MCI auditors for overtime hours. These benefits are calculated at 22.98% of the overtime earned. This is the social security and PERF portion.

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

Part 4 Section 4 - Travel

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

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.475](#).

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
NAS PART A (non-division)	50	6	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
NESA Training	4	14	100.0000	\$21,000.00	\$19,950.00	\$1,050.00	\$0.00
CR Training	1	14	100.0000	\$5,500.00	\$5,225.00	\$275.00	\$0.00
CVSA Conference (Fall and Spring)	12	12	100.0000	\$43,568.00	\$41,389.60	\$2,178.40	\$0.00
CVSA BOD Meeting (Winter and Summer)	2	8	100.0000	\$7,032.00	\$6,680.40	\$351.60	\$0.00
Data Quality Training	2	5	100.0000	\$5,600.00	\$5,320.00	\$280.00	\$0.00
MCI Academy	10	50	100.0000	\$60,000.00	\$57,000.00	\$3,000.00	\$0.00
MCSAP Planning Conference	3	5	100.0000	\$7,530.00	\$7,153.50	\$376.50	\$0.00
Misc. CMV Training/Travel	20	40	100.0000	\$70,000.00	\$66,500.00	\$3,500.00	\$0.00
NAIC	2	5	100.0000	\$3,124.00	\$2,967.80	\$156.20	\$0.00
CVSA Training Week	10	5	100.0000	\$29,100.00	\$27,645.00	\$1,455.00	\$0.00
COHMED	3	5	100.0000	\$8,736.00	\$8,299.20	\$436.80	\$0.00
TOTAL: Travel				\$291,190.00	\$276,630.50	\$14,559.50	\$0.00

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

FFY 2024 Update:

TRAVEL

Indiana is unable to foresee how much travel costs will be in the future when this grant is being used. Indiana looked at the cost it has spent on similar travel over the past year and increased it due to not knowing how prices/inflation will increase in the future. Per the U.S. Department of Labor inflation has increased on average at the current amounts per year: 4.7% (2021), 8.0% (2022), 4.1 % (2023), and 3.4% (as of May 2024) Indiana must plan on inflation in order to properly budget travel in and out of the state.

The Indiana State Police are governed by the travel rules set forth by the Indiana Department of Administration in their Travel Policy. The State of Indiana's per diem rates have recently increased to \$41 per day for in-state travel and \$52 per day for out-of-state travel. In-State travel varies due to where the inspector might be staying and not all travelers qualify for lodging or per diem. The max amount allowed without written justification and approval from IDOA for lodging is \$128 per night.

Below is a breakdown of each line item and the breakdown of costs for each travel/training for the past year. These breakdowns include the following: number of attendees for the past year, flight quotes, rental vehicle quotes, lodging, and per diem expenses. Within the lodging quote is the added costs for luggage and ground transportation. Within the rental vehicle quote is the estimated gas cost.

NAS Part A (Non-Division)

North America Standard (NAS) Part A, Indiana is planning on adding more non-division inspectors to the program in anticipation for other inspectors who are looking at retiring. Indiana usually holds one non division Level III school each year, but there is a need to train and certify more inspectors. Indiana normally does not have more than twenty-five (25) students per class.

- I. Number of attendees (Three classes in one year)
 - a. 46
- II. Flights (flights, luggage, and ground transportation)
 - a. \$0
- III. Rental Vehicle
 - a. No (\$0)
- IV. Hotel
 - a. \$21,336.00
- V. Per Diem
 - a. \$7,995.00
- VI. Total: \$29,331 (Spring 2023-2024)

NESA Training

Indiana currently has one supervisor, two full-time auditors, and eleven part-time auditors. Currently all our full-time and most of our part-time auditors are able to retire. To keep up with the increasing inventory of the NESA program Indiana plans to train and certify four (4) more part time inspectors during this grant. Indiana would prefer to do this training in Indiana, but the other options if that is not available are normally Colorado or Texas. The breakdown below is a travel to Texas that would be similar in nature to the travel for NESA training.

- I. Number of attendees
 - a. 1
- II. Flights (flights, luggage, and ground transportation)
 - a. \$385.96
- III. Rental Vehicle
 - a. Yes, \$936.62
- IV. Hotel
 - a. \$2,909.79
- V. Per Diem
 - a. \$728.00
- VI. Total: \$4,960.37 (Spring 2024)

ISA (CR) Training

Indiana currently has one supervisor, three full-time investigators and two part-time investigators. Indiana recently sent one of our personnel to Texas to complete the ISA course. In order to keep up with the demand of lengthy and in-depth investigations. Indiana plans to train and certify one (1) personnel during the course of this grant.

- I. Number of attendees
 - a. 1
- II. Flights (flights, luggage, and ground transportation)
 - a. \$385.96
- III. Rental Vehicle
 - a. Yes, \$936.62
- IV. Hotel
 - a. \$2,909.79
- V. Per Diem
 - a. \$728.00
- VI. Total: \$4,960.37 (Spring 2024)

CVSA Conference (Spring and Fall)

The Commercial Vehicle Safety Alliance (CVSA) Spring and Fall conferences are a priority to Indiana. The CVSA conferences are designed to help government officials, enforcement, and industry professionals continue to advance commercial motor vehicle safety. This is their chance to collaborate with colleagues from across North America to affect meaningful changes to the overall culture of transportation safety. When those who attend do not have meetings associated with their specific committee, they will be attending other committee meetings. This travel is necessary to complete their job duties.

When sending personnel to the conferences, Indiana normally does not send more than five attendees at a time. We only send a sixth attendee, when the conference is within driving distance and is cost-effective. The sixth attendee is an inspector whose normal duties are working the road and inspecting CMV's. We believe it is beneficial for those inspectors to attend a conference to see the process of how OOS violations are established along with networking with other agencies. This is why there are twelve (12) attendees on the eCVSP, which is the possible number of total attendees for both conferences.

When the normal attendees are not available to participate, we will send either CVEO's or MCIs instead. This will help educate them in the various committee meetings and help educate personnel out in the field how certain regulations and OOSC are established during these very important

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

- I. Number of attendees
 - a. 12
- II. Flights (flights, luggage, and ground transportation)
 - a. \$6,500
- III. Rental Vehicle
 - a. No (\$0)
- IV. Hotel
 - a. \$25,200
- V. Per Diem
 - a. \$4,368
- VI. Registration
 - a. \$7,500
- VII. Total: \$43,568.00

CVSA Board of Directors Meetings

The purpose of this travel is to participate in the Commercial Vehicle Safety Alliance's (CVSA) summer and winter board of directors meeting. In the past Indiana has had two members on the CVSA BOD and currently the Captain holds a leadership role on the BOD and is a voting member. The Captain currently serves as chairperson of the Driver-Traffic Enforcement Committee. This role requires the Captain to work closely with the FMCSA, CVSA, and partner agencies across the country, to develop safety strategies and regulations that make the continent's roadways safer. This travel also provides the Captain the opportunity to discuss techniques and best practices used by other member jurisdictions across the continent provides invaluable information that can lead to improved efficiency and effectiveness in the manner which commercial vehicle safety is managed, regulated, and enforced in Indiana. Indiana will budget for two members; in case another member of our agency joins the BOD.

- I. Number of attendees
 - a. 2
- I. Flights (flights, luggage, and ground transportation)
 - a. \$3,000
- II. Rental Vehicle
 - a. No (\$0)
- III. Hotel
 - a. \$3,200
- IV. Per Diem
 - a. \$832
- V. Total: \$7,032.00 (Winter 2023 and Summer 2024)

Data Quality Training

CVSA/FMCSA Data Quality and Systems Training is designed for state partners who report inspection and crash records to support FMCSA, and state safety programs. This training will reinforce the federal and state commitment to reporting quality data. Inspection and crash reporting efforts directly correlate to successful State commercial motor vehicle (CMV) safety improvements and FMCSA's data-driven safety programs, which prioritize resources for the greatest impact on large truck and bus safety. This training will also provide States with methods to use FMCSA's systems effectively to report accurate and complete crash and inspection data. These systems include, but are not limited to: SAFETYNET, DataQs, A&I Online, Motor Carrier Management Information System (MCMIS), and the Portal. The training will also demonstrate how understanding available systems and reporting quality crash and inspection data directly influences FMCSA's mission of improving large truck and bus safety on the Nation's roads. In 2024 the Data Quality training was held in conjunction with the CVSA's Instructor In-Service in Boston. Indiana will budget to send two personnel to this training every year. When this training was in Boston, those not in training meetings for CVSA attended the Data Quality training to enhance their knowledge.

- I. Number of attendees
 - a. 2
- II. Flights (flights, luggage, and ground transportation)
 - a. \$1,080
- III. Rental Vehicle
 - a. No (\$0)
- IV. Hotel
 - a. \$2,500
- V. Per Diem

- a. \$520
- VI. Registration
 - a. 1,500
- VII. Total: \$5,600 (2024)

MCI Academy

Indiana will hold an MCI Academy to fill the voids of MCI who have resigned or retired. The costs associated with this academy include lodging and per diem. Indiana utilizes hotels close to our office for the recruits to stay at during the week they are present for the training. The hotels are capped on how much they can charge, and Indiana works closely with these hotels to book rooms at a group rate to be good financial stewards of the grant. Rooms are also booked for instructors that may come from all over the state to teach multiple days throughout the week.

Indiana has modified its academy to be a hybrid – classroom/field academy. Indiana normally hosts their academy at the Indiana Law Enforcement Academy (ILEA) in Plainfield, IN. Due to construction at ILEA and a backlog of classes (3 classes/16-week academy) needed for other law enforcement officers across and the Indiana State Police Trooper academy, there are no rooms (overnight/training) available for our MCI academy. Therefore, all classroom training is conducted at CVED. This academy includes the NAS Part A and NAS Part B courses.

- I. Number of attendees
 - a. 10 Students max, plus instructors
- II. Flights (flights, luggage, and ground transportation)
 - a. No
- III. Rental Vehicle
 - a. No
- IV. Hotel
 - a. \$128/night max
- V. Per Diem
 - a. \$41/day
- VI. Total: Unknown
 - a. **\$28,126.50 (2024 Academy – 5 students and instructors)**

MCSAP Planning Meeting

The purpose of the travel is to attend the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Assistance Program (MCSAP) annual planning meeting. This meeting is designed to foster cross-program communication, enhance access to program updates/best practices, and allow attendees to utilize travel resources more effectively. This meeting will focus on ways to continue leveraging the significant and unprecedented increase in funding made possible by the Bipartisan Infrastructure Law (BIL), to grow existing programs, and develop new ones aimed at reducing CMV-related crashes and fatalities across the Nation. Indiana intends to send three individuals each year to this meeting. Those attending will be the CVED Grants Coordinator, another member of the CVED administrative staff, and the ISP Fiscal Division grant manager.

- I. Number of attendees
 - a. 3
- II. Flights (flights, luggage, and ground transportation)
 - a. \$3,000
- III. Rental Vehicle
 - a. No (\$0)
- IV. Hotel
 - a. \$3,750
- V. Per Diem
 - a. \$780
- VI. Total: \$7,530.00 (2023/2024)

NAIC

The Commercial Vehicle Safety Alliance's (CVSA) North American Inspectors Championship (NAIC) is the only event that tests, recognizes and awards commercial motor vehicle inspector excellence. Each jurisdiction is invited to send its best inspector to compete against other top inspectors from jurisdictions across North America. NAIC competitors also receive training on the latest commercial motor vehicle safety trends, technologies, standards, and inspection procedures while sharing insights, ideas, techniques and experiences with other inspectors. Indiana will send one competitor and one coach to this event.

- I. Number of attendees
 - a. 2
- II. Flights (flights, luggage, and ground transportation)
 - a. \$0
- III. Rental Vehicle
 - a. No (\$0)
- IV. Hotel

- a. \$2,500
- V. Per Diem
 - a. \$624
- VI. Total: \$3,124 (Summer 2023)

CVSA Training Week

The CVSA Instructor In-Service is a new training event and will cover inspector in-service training materials for current certified state and federal instructors and all changes to the certification training courses. The instructors will also recertify by attending courses and taking exams in their specific disciplines. This will also cover all the new out-of-service criteria updates for each level of inspection. When the instructors are not attending their specific discipline(s) classes they will either sit in on other courses they are interested in instructing. The CVSA/FMCSA Data Quality and Systems Training is designed for state partners who report inspection and crash records to support FMCSA, and state safety programs. This training will reinforce the federal and state commitment to reporting quality data. Inspection and crash reporting efforts directly correlate to successful State commercial motor vehicle (CMV) safety improvements and FMCSA's data-driven safety programs, which prioritize resources for the greatest impact on large truck and bus safety.

- I. Number of attendees
 - a. 10
- II. Flights (flights, luggage, and ground transportation)
 - a. \$7,000
- III. Rental Vehicle
 - a. No (\$0)
- IV. Hotel
 - a. \$12,000
- V. Per Diem
 - a. \$2,600
- VI. Registration
 - a. \$7,500
- VII. Total: \$29,100.00 (Spring 2024)

COHMED

The purpose of this travel is to attend the annual Cooperative Hazardous Materials Enforcement Development (COHMED) Program. This partnership works to foster coordination, cooperation and communication between federal, state, and local agencies that have regulatory and enforcement responsibility for the safe transportation of hazardous materials and the industry that they regulate.

By attending this focused, one-of-a-kind conference, attendees will meet face-to-face with representatives from federal and state agencies—as well as hazardous materials specialists, instructors, enforcement personnel, emergency planning managers, responders, academic institutions, interest groups and private industry—from across North America. It's an unparalleled opportunity to network, build better working relationships, and provide input into future changes and regulations.

During the past two conferences a CVSA Level VI Inspection Program has been offered during the conference. A Level VI Inspection is an inspection for select radiological shipments, which includes inspection procedures, enhancements to the North American Standard Level I Inspection, radiological requirements, and the North American Standard Out-of-Service Criteria for transuranic waste and highway route-controlled quantities (HRCQ) of radioactive material.

This refresher course is for CVSA-certified Level VI inspectors only and its completion meets CVSA's maintenance of certification requirement for Level VI certified inspectors as outlined in the CVSA Operations Manual.

- I. Number of attendees
 - a. 3
- II. Flights (flights, luggage, and ground transportation)
 - a. \$1,800
- III. Rental Vehicle
 - a. No (\$0)
- IV. Hotel
 - a. \$3,750
- V. Per Diem
 - a. \$936
- VI. Registration
 - a. \$2,250
- VII. Total: \$8,736.00 (Winter 2024)

Miscellaneous CMV Travel and Training

Miscellaneous travel or training is anything that is commercial vehicle enforcement related and does not fall into one of the purposes above.

Examples: miscellaneous training could be a Level I post-crash reconstruction course, ITD conference/training, human trafficking training, interdiction training, cargo-theft training, truck reconstruction training, training on equipment utilized in truck enforcement and post-crash inspections/reconstructions, heavy vehicle event data recorders (block box) training, the NESA and CR squads to conduct investigations or special details within the State, the PCVI inspectors conducting special enforcement details, any related CMV training NOT given by the CVSA/FMCSA, and any CVSA/FMCSA course in order to certify inspectors in L1, L6, GHM, PCVI, OBP, etc. Indiana will also be utilizing this category for members of our division to participate in the courses as a refresher. This will assist those attending to build on the basic knowledge and take a deeper dive into the material. Those attending will also have the option to attend the courses in preparation to become an instructor for FMCSA/CVSA course they attend. Indiana will need to increase the number of inspectors as employees start to retire. Indiana attempts to host as many CVSA/FMCSA trainings at our location as possible (L1, L3, GHM, PCVI, OBP, NESA, etc.).

- I. Number of attendees
 - b. Post Crash level I (25), GHM (16), NAS Part B (4), PCVI (10), etc.
- II. Flights (flights, luggage, and ground transportation)
 - a. No
- III. Rental Vehicle
 - a. No
- IV. Hotel
 - a. \$128/night max
- V. Per Diem
 - a. \$41/day
- VI. Total: Unknown

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
Tire Sensory Systems	3	\$104,900.00	100	\$314,700.00	\$298,965.00	\$15,735.00	\$0.00
Trucks for Portable PBBTs	2	\$75,000.00	100	\$150,000.00	\$142,500.00	\$7,500.00	\$0.00
TOTAL: Equipment				\$464,700.00	\$441,465.00	\$23,235.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

FFY 2024 Update:**Tire Sensory Systems**

These tire sensory systems will be utilized to detect tire anomalies/deficiencies which may result in a violation or issue on the roadways such as a blowout. By utilizing this equipment inspectors will be able to take unsafe vehicles off the roadway prior to an incident occurring. INDOT currently has one of these systems operational at our West Harrison scale facility and they are currently working on the Fort Wayne weigh station. Indiana will utilize these funds to add three more of these tire sensory systems. this will ensure every weigh station in the State of Indiana is equipped with one of these devices.

Below is the current bid for the final three weigh stations to install the tire sensory systems:

Chesterton EB I-94: \$105,700

Terre Haute I-70 EB: \$104,500

Richmond I-70 WB: \$104,500

Total: \$314,700

Trucks for Portable PBBTs

Indiana currently has three portable PBBT's which are used for inspections details throughout the State of Indiana. Due to the size and weight (5,500 lbs.) of the PBBT's, a ¾ ton truck is required to transport them safely and effectively across the state. The trucks will be a single use vehicle for the PBBT's or other inspection dedicated trailers. The PBBT's are assigned to personnel who also have a PCVI trailer which holds the bus ramps for inspections on motor coaches or other similar vehicles. Due to inflation from 2021 until now the cost for these vehicles and their required accessories has drastically increased. Below is a breakdown of the cost in 2021 and the current (2024) cost for the items, which factors inflation into the total since these trucks may not be purchased for 1-2 years after the grant is approved. Indiana will continue to purchase these vehicles periodically to cycle out

older vehicles that have reached their mileage capacity per the IDOA policy. By continuously switching these vehicles out there will not be a lapse in available vehicles to haul the PBBTs.

I. Cost in 2021

- a. 2021 Ram 2500 Automatic 4WD Crew Cab \$28,055.50
- b. Running boards \$414.00
- c. Radio Box Console \$378.00
- d. Uplifter switches (use with radio box) \$117.00
- e. Camper top \$1,530.00
- f. **TOTAL: \$30,494.50**

II. Current Costs plus inflation estimate.

- a. 2024 Ram 2500 Automatic 4WD Crew Cab with 6-foot bed \$60,000
- b. Running boards \$800
- c. Radio Box Console \$600
- d. Uplifter switches (use with radio box) \$300
- e. Light Package \$1,400
- f. Power Inverter \$900
- g. Cargo Glide for truck bed \$4,000
- h. Camper top \$6,000
- i. Cradle points for data transfer \$1,000
- j. **TOTAL: \$75,000 per truck**

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
FMCSR Books	75 Each	\$33.34	100.0000	\$2,500.50	\$2,375.47	\$125.03	\$0.00
GHM Books	50 Each	\$90.00	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
CVSA OOS Books	285 Each	\$56.14	100.0000	\$15,999.90	\$15,199.91	\$799.99	\$0.00
CVSA Decals	360 Sheets	\$6.11	100.0000	\$2,199.60	\$2,089.62	\$109.98	\$0.00
HazMat Inspection Software	35 Units	\$575.00	100.0000	\$20,125.00	\$19,118.75	\$1,006.25	\$0.00
Inspection Supplies	300 Each	\$225.00	100.0000	\$67,500.00	\$64,125.00	\$3,375.00	\$0.00
Uniforms - PDU's	250 Sets	\$200.00	100.0000	\$50,000.00	\$47,500.00	\$2,500.00	\$0.00
TOTAL: Supplies				\$162,825.00	\$154,683.75	\$8,141.25	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.
FFY 2024 Update:

Supplies**FMCSR Books**

Indiana will only be purchasing enough FMCSR books for the office staff, NESA staff, CR staff, weigh stations, and personnel attending NAS Part A course for the first time (approximately 50-75 books). Indiana will budget for 75 books due to not knowing the actual class sizes for the NAS Part A courses in the years to come. All other inspectors will be required to use Guard eFOTM. The following was a cost for the 2024 FMCSR books: 50 books x \$17.90/book + shipping handling charges of \$200.00 = \$1,095.00 Total. Indiana will budget the books to increase by \$10 per book by the time this grant is utilized. Indiana will also increase the cost for shipping and handling to make a more realistic budget. Indiana will budget a total of \$2,500.50 for this line item.

GHM Books

All CVED personnel becoming certified in General hazardous Materials (GHM) are given a GHM regulation book. This book is also provided to our GHM instructors and those who conduct GHM inspections on a regular basis. Indiana intends to purchase 50 GHM books. Currently, the cost per book is \$75.99 with an estimated shipping cost of \$250.00 for 50 books. Indiana will budget a total of \$4,500.00 for this line item in case the cost for each book and S/H increases.

CVSA OOSC Books

While conducting inspections on Commercial Motor Vehicles (CMV's), inspectors discover violations that could place the CMV driver or vehicle out of service. The Commercial Vehicle Safety Alliance (CVSA) annually publishes a handbook with updated information to clarify violations that are considered out of service. This document will be used by all ISP personnel trained to conduct FMCSA inspections to ensure compliance with the Federal Motor Carrier Safety Regulations (FMCSR's). Indiana will be purchasing enough OOSC books from the CVSA for every certified inspector, one per weigh station, and one for everyone attending the NAS Part A course for the first time. The following was a cost for the 2024 OOSC books: 285

books x \$40.00/book = \$11,200.00 + shipping handling charges of \$1,044.87 = \$12,444.87 Total. Indiana will budget the books to increase by \$10 per book by the time this grant is utilized. Indiana will also increase the cost for shipping and handling to make a more realistic budget. Indiana will budget a total of \$15,999.90 for this line item.

CVSA Decals

Each commercial motor vehicle (motorcoach, school bus, other bus, truck, truck tractor, semi-trailer, trailer, etc.) used singularly or in combination may qualify for a CVSA decal, if it passes inspection. The North American Standard Level I and Level V are the only inspections eligible for issuance of a CVSA decal. Level VI Inspections may also result in issuance of a special Level VI CVSA decal. Indiana intends to purchase a total of 4,320 CVSA decals in one year, this breaks down to 90 decal sheets per quarter, and each sheet has 12 decals. The following was a cost for the FFY 2024 CVSA decals: 360 sheets x \$5.00/sheet + 71.84 shipping and handling = \$1,871.84 Total. Indiana will budget each sheet to increase to \$5.75/sheet by the time this grant is utilized. Indiana will also increase the cost for shipping and handling to make a more realistic budget. Indiana will budget a total of \$2,199.60 for this line item.

Hazmat Inspection Software

Indiana plans to spend \$20,125.00 to renew 35 licenses for hazardous materials inspection software. This software renewal is through REGSCAN and only given to the inspectors who have requested it to help with their hazardous materials inspections.

Inspection Supplies and Uniforms

The inspection supplies and uniforms Indiana intends to purchase during this grant period will be used for truck inspections/details only, making them 100% truck dedicated. From year to year, it is impossible to determine how many of each item we may go through due to wear and tear, replacing outdated supplies/uniforms, etc. To determine the budgeted amount for inspection supplies and uniforms, Indiana looked back at previously submitted Statements of Justification (SOJs), which are utilized by our agency to make purchases (**past expenditures**). In recent years these costs have become even more unpredictable due to inflation and availability from the same vendor each year. This is why quotes from vendors or completing a cost analysis for the inspection supplies and uniform line items was not utilized. Indiana is required to obtain a minimum of three bids per purchase unless the vendor is on the state's Quantity Purchase Agreement (QPA). The vendors and prices on the QPAs vary from year to year making it even more unpredictable to obtain pricing for items we may purchase in the future.

The inspection supplies include, but are not limited to chamber mates, creepers, soap stones and holders, chock blocks, safety glasses, window tint meters, and other necessary inspection and training tools.

Indiana State Police Commercial Vehicle Enforcement Division, Commercial Vehicle Enforcement Officers (CVEO's) and Motor Carrier Inspectors (MCI's) have specialized uniforms and equipment that is conducive to conducting truck inspections. This would include shirts, pants, utility belts with accessories and proper footwear (hazmat boots).

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
Toshiba	L6Z8L4PTBJK5	Contract	100.0000	\$18,200.00	\$17,290.00	\$910.00	\$0.00
Description of Services: Printers and Copiers							
CAI	TH4JEF855433	Contract	100.0000	\$312,000.00	\$296,400.00	\$15,600.00	\$0.00
Description of Services: NESA Support Staff							
CAI	TH4JEF855433	Contract	100.0000	\$117,000.00	\$111,150.00	\$5,850.00	\$0.00
Description of Services: Compliance Review Support Staff							
Vehicle Inspection Systems, Inc.	JYLCN29VVM7	Contract	100.0000	\$50,000.00	\$47,500.00	\$2,500.00	\$0.00
Description of Services: Extended Warranties							
TOTAL: Contractual and Subaward				\$497,200.00	\$472,340.00	\$24,860.00	\$0.00

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

FFY 2024 Update:**Contractual and Subaward**

ISP-CVED is not in control who the State of Indiana utilizes as the state's staffing agency. If the staffing agency changes before or during the time these funds are being utilized ISP-CVED will notify the FMCSA of the change.

Indiana will utilize a temporary staffing agency, CAI, to hire support staff for a number of CMV safety related programs. These staff members will be part time contractors who will be responsible for assisting with the New Entrant Safety Audit (NESA) program and Investigative Safety Analysis (CR) program. More members of our agency are retiring or plan to retire within the next few years. Instead of losing these assets permanently Indiana plans to hire them back as civilian contractors through CAI. They will be able to aid in the various programs as well as train other new temporary staff on how to do the job before they fully retire.

We anticipate needing the NESA staff for 20 hours per week on average and the CR staff for 30 hours per week on average. The total cost per employee per hour is \$75.00 per hour. The CAI fee is approximately \$17.31/hour, and the employee will receive approximately \$57.69/hour. This comes to a total of \$429,000 per year for all contractors.

NESA Staff - 4 Contractors

On a weekly basis Indiana's New Entrant Safety Audit Supervisor monitored the carriers in NEWS and MCMIS to anticipate trends and facilitate scheduling. Carriers are prioritized based on their "Past Due Date". Indiana has implemented several strategies to get the number of past due audits down to zero. To correct this issue Indiana has implemented a variety of changes to how we conduct our New Entrant Safety Audit Program. The job responsibilities associated with the NESA positions will be to manage the new entrants. These contractors are tasked with contacting the companies to make sure all their paperwork is uploaded properly. Once this is complete, the supervisor will disperse the audit for completion to one of the certified personnel. Three of the four part-timers have also remained certified under CVSA's Ops Policy 4 (updated) to conduct off-site safety audits.

CR Staff - 1 Contractor

The job responsibilities associated with the CR position will be to manage those carriers under investigation on the front end by making sure all necessary documents are uploaded into the proper systems. Once this is completed the CR squad sergeants will assign the investigation to one of the members in the squad or those certified to conduct these investigations.

Toshiba Printer Contracts

Indiana State Police (ISP) Commercial Vehicle Enforcement Division (CVED) has a fixed copier/printer at each inspection facility that is used for inspections, making copies for documentation, printing training materials, and compliance review materials. ISP CVED utilizes a maintenance contract that includes the leasing of the equipment. Even though personnel working at the inspection facilities are only being charged 50% to the grant, the copies made by these machines are only used for MCSAP related purposes. There are two (2) copy machines at the CVED office. One copier is used for the receiving of faxes from carriers of inspections showing that they have received and made corrective action on violations that were documented. The other copier is used for the daily activities of the office support staff (scanning, faxing, coping etc.). There are ten (10) other copiers at the other inspection facilities used for printing off inspections for drivers and officers. They are also used for printing off tickets and warnings that are to be issued to drivers. They are used for the daily activities of the MCI's who are assigned to the inspection facilities. With a total of twelve (12) copiers with a lease amount of \$120.00 per machine, per month X 12 months= \$1,280.00 per year to lease. It will cost Indiana 0.0055 cents per copy. It is estimated that there will be approximately 7,000 copies made by the ten (10) copiers at scale facilities each year. This would make the total number of copies each year equal to 84,000. With 84,000 copies being made each year at 0.005 cents per copy, it will cost \$420.000 a year for copies. There are two (2) copiers, at CVED and one at the Terre Haute inspection facility that we are charged 0.055 cents per copy in black/white and .04 cents for color copies. It is estimated that there will be 20,000 copies made using black/white ink each year and 10,000 copies made using color ink each year. The black/white ink breakdown is as follows: 20,000 copies x .005 cents per copy = \$100.00 per year. The color ink breakdown is as follows: 10,000 copies x .04 cents per copy = \$400.00 per year. The estimated cost for our contract with Toshiba is \$18,200.00.

Vehicle Inspection Systems Inc. (VIS)

Indiana has three (3) portable Performance Based Brake Testers and 7 permanent PBBT machines at the weigh stations. Indiana pays Vehicle Inspection Systems, Inc. (VIS) \$50,000 each year for an extended warranty for all of our machines.

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
CVSA Membership Dues	1 Yearly Dues	\$30,000.00	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
Fleet Cost Mileage	1000000 Miles	\$0.50	100.0000	\$500,000.00	\$475,000.00	\$25,000.00	\$0.00
Cellular connectivity/phones	12 Months	\$7,500.00	100.0000	\$90,000.00	\$85,500.00	\$4,500.00	\$0.00
PrePass Membership Dues	1 Annual Dues	\$7,500.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
360 SmartView (Operations and Maintenance)	1 Yearly Fee	\$74,410.00	100.0000	\$74,410.00	\$70,689.50	\$3,720.50	\$0.00
TOTAL: Other Costs				\$701,910.00	\$666,814.50	\$35,095.50	\$0.00

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

FFY 2024 Update:

Other Costs

CVSA Membership Dues

To continue to be a member in the Commercial Vehicle Safety Alliance, Indiana must pay yearly dues. The dues for FFY 2023 were \$14,800.00. Recently at the 2024 CVSA Spring Workshop it was voted to increase the annual dues to \$30,000 per year. This is being phased in over a three-year period. Since this grant will not be utilized for at least one more year Indiana is budgeting the full \$30,000.00 for this line item.

Fleet Mileage Cost

The portion of miles that is determined to be eligible for reimbursement under this grant is what is coded in ISP's Time and Labor payroll reporting system by the CVEO's and /MCI's. This equates to an estimated 1,000,000.00 miles that are funded by this grant. The State of Indiana reviews and adjusts the mileage reimbursement rate for each quarter. We use an estimated cost of \$.50 per mile. The miles driven per year varies from year to year and this is an estimate. The cost per mile also varies due to the State of Indiana's policy, so the \$.50 used for this estimate is on the high end.

PrePass

The Indiana State Police Commercial Vehicle Enforcement Division and INDOT are members of the PrePass Safety Alliance. The PrePass Safety Alliance is a not-for-profit corporation, comprised of government and industry members, that focus on safe and efficient commercial vehicle transportation across the United States. The Alliance pre-screens commercial motor vehicles and their operators for safety ratings and credentialing, and if the CMV carriers meet the criteria, the system affords them the opportunity to bypass Indiana's weigh stations. By pre-screening these vehicles, the PrePass Safety Alliance helps Indiana's 8 weigh stations operate more efficiently by affording the limited staff at each facility the ability to focus on carriers with poor safety ratings and credentialing issues. As INDOT is the owner and manager of Indiana's weigh stations, and the ISP CVED staffs the stations with inspectors to operate the weigh stations, both INDOT and CVED have member seats on the member board of directors. INDOT, through a Federal Motor Carrier Safety Administration High Priority Grant, pays membership dues to the PrePass Safety Alliance. These dues are used to cover the cost of pre-screening software and cover travel expenses for the member representatives to attend the Alliance's two annual board meetings. Currently the cost for Pre-pass is \$7,500.00 per year.

Cellular Connectivity/Phones

CVED communication charges per month are approximately \$7,500. This includes cellular phones and air cards, which are detailed below. Cell phones are required for the Compliance Review and New Entrant squads, so they can reach out to the carriers and conduct business for their audits and investigations. Air cards (cellular connectivity) are needed for officers in the division who conduct roadside inspections and carrier reviews. Officers need to have internet access in the absence of any Wi-Fi hotspot to check real time carrier and driver's status, complete the Federal reports, and upload inspections.

360 SmartView

360 SmartView is a comprehensive screening tool to help officers make real-time, accurate commercial vehicle inspection selection decisions. With advanced electronic image identification and safety/compliance verification, the 360 SmartView system can be tailored to screen for specific inspection selection criteria and other factors dependent on state requirements. Currently Indiana is utilizing 360 SmartView at five (5) scale facilities across the state. Those facilities are Terre Haute, EB Chesterton, WB Chesterton, Lowell, and Seymour. To maintain the program that is already in place at these

facilities Indiana will be utilizing funds to maintain and continue their operating life. This will be utilized as Operations and Maintenance. The following is a breakdown from the company to maintain what is already in place. Statewide license (pre-pass member discount) (\$15,000), annual storage, communications, support, and maintenance (\$45,107), and camera warranty at Lowell and EB Chesterton (\$10,760). Total: \$70,867. The company advised there is normally a 2-3% increase in cost each year. Final estimated total at time of implementation: \$74,410.00.

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	\$10,884,570.00	\$572,872.00	\$11,457,442.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,718,616.00
MOE Baseline:	\$153,579.84

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Major	\$74,100.00	\$3,900.00	\$78,000.00	\$0.00
Captain	\$72,390.00	\$3,810.00	\$76,200.00	\$0.00
Lieutenant - Field and DataQ	\$70,680.00	\$3,720.00	\$74,400.00	\$0.00
First Sergeant	\$68,970.00	\$3,630.00	\$72,600.00	\$0.00
Sergeant - Grant/Training Admin	\$134,520.00	\$7,080.00	\$141,600.00	\$0.00
Sergeant - CR	\$67,260.00	\$3,540.00	\$70,800.00	\$0.00
Sergeant - New Entrant	\$67,260.00	\$3,540.00	\$70,800.00	\$0.00
Sergeant - School Bus	\$56,050.00	\$2,950.00	\$59,000.00	\$0.00
Sergeant - Field Supervisors	\$392,350.00	\$20,650.00	\$413,000.00	\$0.00
Trooper CR	\$255,360.00	\$13,440.00	\$268,800.00	\$0.00
Trooper -CVEO	\$2,298,240.00	\$120,960.00	\$2,419,200.00	\$0.00
Trooper - School Bus	\$319,200.00	\$16,800.00	\$336,000.00	\$0.00
MCI Administrator	\$48,450.00	\$2,550.00	\$51,000.00	\$0.00
MCI - Zone Coordinator	\$45,600.00	\$2,400.00	\$48,000.00	\$0.00
MCI - District Coordinator	\$208,050.00	\$10,950.00	\$219,000.00	\$0.00
MCI - New Entrant	\$159,600.00	\$8,400.00	\$168,000.00	\$0.00
MCI	\$1,197,000.00	\$63,000.00	\$1,260,000.00	\$0.00
CMV DATA ANALYST	\$64,600.00	\$3,400.00	\$68,000.00	\$0.00
ADMIN. ASSISTANT V	\$32,300.00	\$1,700.00	\$34,000.00	\$0.00
CLERICAL ASSISTANT	\$24,225.00	\$1,275.00	\$25,500.00	\$0.00
Non-Division Troopers	\$0.00	\$0.00	\$0.00	\$204,672.00
Salary Subtotal	\$5,656,205.00	\$297,695.00	\$5,953,900.00	\$204,672.00
Overtime	\$1,478,604.30	\$77,821.28	\$1,556,425.58	\$0.00
Overtime subtotal	\$1,478,604.30	\$77,821.28	\$1,556,425.58	\$0.00
Personnel total	\$7,134,809.30	\$375,516.28	\$7,510,325.58	\$204,672.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Major	\$25,401.49	\$1,336.91	\$26,738.40	\$0.00
Capatain	\$24,815.32	\$1,306.04	\$26,121.36	\$0.00
Lieutenant	\$24,229.12	\$1,275.20	\$25,504.32	\$0.00
First Sergeant	\$23,642.96	\$1,244.32	\$24,887.28	\$0.00
Sergeant - Grant Admin	\$46,113.45	\$2,427.03	\$48,540.48	\$0.00
Sergeant - CR	\$23,056.71	\$1,213.53	\$24,270.24	\$0.00
Sergeant - SA	\$23,056.72	\$1,213.52	\$24,270.24	\$0.00
School Bus Sergeant	\$19,213.93	\$1,011.27	\$20,225.20	\$0.00
Field Sergeants	\$134,497.58	\$7,078.82	\$141,576.40	\$0.00
Trooper - CR	\$87,537.39	\$4,607.25	\$92,144.64	\$0.00
Trooper - CVEO	\$787,836.65	\$41,465.11	\$829,301.76	\$0.00
Trooper - School Bus	\$109,421.74	\$5,759.06	\$115,180.80	\$0.00
MCI - Admin	\$11,133.79	\$586.01	\$11,719.80	\$0.00
MCI - ZONE	\$10,478.86	\$551.54	\$11,030.40	\$0.00
MCI - DC	\$38,247.89	\$2,013.07	\$40,260.96	\$0.00
MCI - DC/IT	\$9,561.99	\$503.25	\$10,065.24	\$0.00
MCI - SA	\$36,676.10	\$1,930.30	\$38,606.40	\$0.00
MCI - Field	\$275,070.60	\$14,477.40	\$289,548.00	\$0.00
CMV DATA ANALYST	\$14,845.10	\$781.30	\$15,626.40	\$0.00
ADMIN. ASSISTANT V	\$7,422.56	\$390.64	\$7,813.20	\$0.00
ADMIN. ASSISTANT VI	\$5,566.90	\$293.00	\$5,859.90	\$0.00
Fringe Benefits total	\$1,737,826.85	\$91,464.57	\$1,829,291.42	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NAS PART A (non-division)	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
NESA Training	\$19,950.00	\$1,050.00	\$21,000.00	\$0.00
CR Training	\$5,225.00	\$275.00	\$5,500.00	\$0.00
CVSA Conference (Fall and Spring)	\$41,389.60	\$2,178.40	\$43,568.00	\$0.00
CVSA BOD Meeting (Winter and Summer)	\$6,680.40	\$351.60	\$7,032.00	\$0.00
Data Quality Training	\$5,320.00	\$280.00	\$5,600.00	\$0.00
MCI Academy	\$57,000.00	\$3,000.00	\$60,000.00	\$0.00
MCSAP Planning Conference	\$7,153.50	\$376.50	\$7,530.00	\$0.00
Misc. CMV Training/Travel	\$66,500.00	\$3,500.00	\$70,000.00	\$0.00
NAIC	\$2,967.80	\$156.20	\$3,124.00	\$0.00
CVSA Training Week	\$27,645.00	\$1,455.00	\$29,100.00	\$0.00
COHMED	\$8,299.20	\$436.80	\$8,736.00	\$0.00
Travel total	\$276,630.50	\$14,559.50	\$291,190.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Tire Sensory Systems	\$298,965.00	\$15,735.00	\$314,700.00	\$0.00
Trucks for Portable PBBTs	\$142,500.00	\$7,500.00	\$150,000.00	\$0.00
Equipment total	\$441,465.00	\$23,235.00	\$464,700.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
FMCSR Books	\$2,375.47	\$125.03	\$2,500.50	\$0.00
GHM Books	\$4,275.00	\$225.00	\$4,500.00	\$0.00
CVSA OOS Books	\$15,199.91	\$799.99	\$15,999.90	\$0.00
CVSA Decals	\$2,089.62	\$109.98	\$2,199.60	\$0.00
HazMat Inspection Software	\$19,118.75	\$1,006.25	\$20,125.00	\$0.00
Inspection Supplies	\$64,125.00	\$3,375.00	\$67,500.00	\$0.00
Uniforms - PDU's	\$47,500.00	\$2,500.00	\$50,000.00	\$0.00
Supplies total	\$154,683.75	\$8,141.25	\$162,825.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Toshiba	\$17,290.00	\$910.00	\$18,200.00	\$0.00
CAI	\$296,400.00	\$15,600.00	\$312,000.00	\$0.00
CAI	\$111,150.00	\$5,850.00	\$117,000.00	\$0.00
Vehicle Inspection Systems, Inc.	\$47,500.00	\$2,500.00	\$50,000.00	\$0.00
Contractual and Subaward total	\$472,340.00	\$24,860.00	\$497,200.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Membership Dues	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
Fleet Cost Mileage	\$475,000.00	\$25,000.00	\$500,000.00	\$0.00
Cellular connectivity/phones	\$85,500.00	\$4,500.00	\$90,000.00	\$0.00
PrePass Membership Dues	\$7,125.00	\$375.00	\$7,500.00	\$0.00
360 SmartView (Operations and Maintenance)	\$70,689.50	\$3,720.50	\$74,410.00	\$0.00
Other Costs total	\$666,814.50	\$35,095.50	\$701,910.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$10,884,569.90	\$572,872.10	\$11,457,442.00	\$204,672.00
Total Costs Budgeted	\$10,884,569.90	\$572,872.10	\$11,457,442.00	\$204,672.00

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	\$10,884,570.00	\$572,872.00	\$11,457,442.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,718,616.00
MOE Baseline:	\$153,579.84

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$5,656,205.00	\$297,695.00	\$5,953,900.00	\$204,672.00
;;;Overtime Subtotal	\$1,478,604.30	\$77,821.28	\$1,556,425.58	\$0.00
Personnel Total	\$7,134,809.30	\$375,516.28	\$7,510,325.58	\$204,672.00
Fringe Benefits Total	\$1,737,826.85	\$91,464.57	\$1,829,291.42	\$0.00
Travel Total	\$276,630.50	\$14,559.50	\$291,190.00	\$0.00
Equipment Total	\$441,465.00	\$23,235.00	\$464,700.00	\$0.00
Supplies Total	\$154,683.75	\$8,141.25	\$162,825.00	\$0.00
Contractual and Subaward Total	\$472,340.00	\$24,860.00	\$497,200.00	\$0.00
Other Costs Total	\$666,814.50	\$35,095.50	\$701,910.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$10,884,569.90	\$572,872.10	\$11,457,442.00	\$204,672.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$10,884,569.90	\$572,872.10	\$11,457,442.00	\$204,672.00

Part 5 - Certifications and Documents**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? Douglas G. Carter
2. What is this person's title? Superintendent
3. Who is your Governor's highway safety representative? Devon McDonald
4. What is this person's title? Director, Indiana Criminal Justice Institute

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

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

State Certification declaration:

I, Douglas G. Carter, Superintendent, on behalf of the State of INDIANA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

Part 5 Section 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? Douglas G. Carter
2. What is the title of your certifying State official? Superintendent
3. What are the phone # and email address of your State official? 317-232-8241 DCarter@isp.IN.gov

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

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

I, Douglas G. Carter, certify that INDIANA 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

Indiana State Police Matrix

proposed eff. 7/1/23

RANK	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Trooper Trainee Proposed Annual <i>Proposed Bi-weekly</i>	\$66,000 \$2,538.47															
Probationary Trooper Proposed Annual <i>Proposed Bi-weekly</i>	\$70,000 \$2,692.31															
Trooper Proposed Annual <i>Proposed Bi-weekly</i>		\$70,000 \$2,692.31	\$73,000 \$2,807.70	\$76,000 \$2,923.08	\$79,000 \$3,038.47	\$82,000 \$3,153.85	\$85,000 \$3,269.24	\$88,000 \$3,384.62	\$91,000 \$3,500.00	\$94,000 \$3,615.39	\$97,000 \$3,730.77	\$100,000 \$3,846.16	\$103,000 \$3,961.54	\$106,000 \$4,076.93	\$109,000 \$4,192.31	\$112,000 \$4,307.70
Corporal Proposed Annual <i>Proposed Bi-weekly</i>			\$76,000 \$2,923.08	\$79,000 \$3,038.47	\$82,000 \$3,153.85	\$85,000 \$3,269.24	\$88,000 \$3,384.62	\$91,000 \$3,500.00	\$94,000 \$3,615.39	\$97,000 \$3,730.77	\$100,000 \$3,846.16	\$103,000 \$3,961.54	\$106,000 \$4,076.93	\$109,000 \$4,192.31	\$112,000 \$4,307.70	\$115,000 \$4,423.08
Sergeant Proposed Annual <i>Proposed Bi-weekly</i>			\$79,000 \$3,038.47	\$82,000 \$3,153.85	\$85,000 \$3,269.24	\$88,000 \$3,384.62	\$91,000 \$3,500.00	\$94,000 \$3,615.39	\$97,000 \$3,730.77	\$100,000 \$3,846.16	\$103,000 \$3,961.54	\$106,000 \$4,076.93	\$109,000 \$4,192.31	\$112,000 \$4,307.70	\$115,000 \$4,423.08	\$118,000 \$4,538.47
First Sergeant Proposed Annual <i>Proposed Bi-weekly</i>			\$82,000 \$3,153.85	\$85,000 \$3,269.24	\$88,000 \$3,384.62	\$91,000 \$3,500.00	\$94,000 \$3,615.39	\$97,000 \$3,730.77	\$100,000 \$3,846.16	\$103,000 \$3,961.54	\$106,000 \$4,076.93	\$109,000 \$4,192.31	\$112,000 \$4,307.70	\$115,000 \$4,423.08	\$118,000 \$4,538.47	\$121,000 \$4,653.85
Lieutenant Proposed Annual <i>Proposed Bi-weekly</i>			\$85,000 \$3,269.24	\$88,000 \$3,384.62	\$91,000 \$3,500.00	\$94,000 \$3,615.39	\$97,000 \$3,730.77	\$100,000 \$3,846.16	\$103,000 \$3,961.54	\$106,000 \$4,076.93	\$109,000 \$4,192.31	\$112,000 \$4,307.70	\$115,000 \$4,423.08	\$118,000 \$4,538.47	\$121,000 \$4,653.85	\$124,000 \$4,769.24
Captain Proposed Annual <i>Proposed Bi-weekly</i>			\$88,000 \$3,384.62	\$91,000 \$3,500.00	\$94,000 \$3,615.39	\$97,000 \$3,730.77	\$100,000 \$3,846.16	\$103,000 \$3,961.54	\$106,000 \$4,076.93	\$109,000 \$4,192.31	\$112,000 \$4,307.70	\$115,000 \$4,423.08	\$118,000 \$4,538.47	\$121,000 \$4,653.85	\$124,000 \$4,769.24	\$127,000 \$4,884.62
Major Proposed Annual <i>Proposed Bi-weekly</i>			\$91,000 \$3,500.00	\$94,000 \$3,615.39	\$97,000 \$3,730.77	\$100,000 \$3,846.16	\$103,000 \$3,961.54	\$106,000 \$4,076.93	\$109,000 \$4,192.31	\$112,000 \$4,307.70	\$115,000 \$4,423.08	\$118,000 \$4,538.47	\$121,000 \$4,653.85	\$124,000 \$4,769.24	\$127,000 \$4,884.62	\$130,000 \$5,000.00
Lieutenant Colonel Proposed Annual <i>Proposed Bi-weekly</i>			\$94,000 \$3,615.39	\$97,000 \$3,730.77	\$100,000 \$3,846.16	\$103,000 \$3,961.54	\$106,000 \$4,076.93	\$109,000 \$4,192.31	\$112,000 \$4,307.70	\$115,000 \$4,423.08	\$118,000 \$4,538.47	\$121,000 \$4,653.85	\$124,000 \$4,769.24	\$127,000 \$4,884.62	\$130,000 \$5,000.00	\$133,000 \$5,115.39
Colonel Proposed Annual <i>Proposed Bi-weekly</i>			\$97,000 \$3,730.77	\$100,000 \$3,846.16	\$103,000 \$3,961.54	\$106,000 \$4,076.93	\$109,000 \$4,192.31	\$112,000 \$4,307.70	\$115,000 \$4,423.08	\$118,000 \$4,538.47	\$121,000 \$4,653.85	\$124,000 \$4,769.24	\$127,000 \$4,884.62	\$130,000 \$5,000.00	\$133,000 \$5,115.39	\$136,000 \$5,230.77

MCI Matrix

proposed 07-01-2023

RANK	0	1	2	3	4	5	6	7	8	9	10
MCI Trainee											
Current Annual (Bi-Weekly)	\$36,124										
Proposed Annual	\$1,389.38										
Proposed Bi-weekly	\$2,000.00										
MCI											
Current Annual (Current Bi-weekly)		\$37,202	\$40,385	\$43,387	\$46,365	\$49,524	\$50,243	\$50,910	\$51,167	\$51,807	\$54,528
Proposed Annual		\$1,430.84	\$1,553.28	\$1,668.73	\$1,783.27	\$1,904.76	\$1,932.41	\$1,958.08	\$1,967.95	\$1,992.58	\$2,097.24
Proposed Bi-weekly		\$54,000	\$55,778	\$57,556	\$59,334	\$61,111	\$62,889	\$64,667	\$66,445	\$68,222	\$70,000
		\$2,076.93	\$2,145.30	\$2,213.68	\$2,282.06	\$2,350.43	\$2,418.81	\$2,487.18	\$2,555.56	\$2,623.94	\$2,692.31
District Coordinator											
Current Annual (Current Bi-Weekly)			\$43,188	\$45,971	\$48,754	\$51,537	\$54,316	\$57,099	\$59,881	\$62,664	\$65,443
Proposed Annual			\$1,661.09	\$1,768.13	\$1,875.15	\$1,982.18	\$2,089.06	\$2,196.10	\$2,303.12	\$2,410.15	\$2,517.03
Proposed Bi-weekly			\$58,978	\$60,731	\$62,483	\$64,236	\$65,989	\$67,742	\$69,495	\$71,247	\$73,000
			\$2,268.38	\$2,335.80	\$2,403.21	\$2,470.62	\$2,538.04	\$2,605.45	\$2,672.87	\$2,740.28	\$2,807.70
Zone Coordinator											
Current Annual (Current Bi-weekly)			\$45,057	\$48,240	\$51,420	\$54,600	\$57,783	\$60,963	\$64,142	\$67,325	\$70,505
Proposed Annual			\$1,732.97	\$1,855.40	\$1,977.70	\$2,100.00	\$2,222.43	\$2,344.73	\$2,467.01	\$2,589.44	\$2,711.74
Proposed Bi-weekly			\$60,978	\$63,356	\$65,733	\$68,111	\$70,489	\$72,867	\$75,245	\$77,622	\$80,000
			\$2,345.30	\$2,436.76	\$2,528.21	\$2,619.66	\$2,711.12	\$2,802.57	\$2,894.02	\$2,985.48	\$3,076.93
MCI Administrator											
Current Annual (Current Bi-weekly)			\$48,285	\$51,694	\$55,103	\$58,516	\$61,924	\$65,334	\$68,746	\$72,155	\$75,564
Proposed Annual			\$1,857.11	\$1,988.23	\$2,119.35	\$2,250.60	\$2,381.71	\$2,512.83	\$2,644.07	\$2,775.20	\$2,906.32
Proposed Bi-weekly			\$64,178	\$66,781	\$69,383	\$71,986	\$74,589	\$77,192	\$79,795	\$82,397	\$85,000
			\$2,468.38	\$2,568.49	\$2,668.59	\$2,768.70	\$2,868.81	\$2,968.92	\$3,069.02	\$3,169.13	\$3,269.24

*NOTE: biweekly is accurate to \$0.01

Fiscal Year 23

The following are calculated as a percentage of salary

Civilian

Life Insurance	0.13%
FICA	7.65%
PERF – State Share	11.20%
PERF- Employee Share Paid by State	3.00%
Disability Insurance	1.00%
Total % of Payroll	22.98%

Full-Time Employees	22.98%
Part-Time Employees	21.85%
Intermittent Employees	7.35%

The following are calculated as a flat dollar amount per employee

Health, Dental, Vision – Single	\$7,795.24
Health, Dental, Vision – Family	\$22,009.81
Health, Dental, Vision – Blended	\$15,388.73

Deferred Comp State Match	\$344
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Police

Life Insurance	0.13%
FICA-Medicare	1.45%
Disability Insurance	1.00%
Pension	31.70%
Total % of Payroll	34.28%

INDIANA STATE POLICE HEALTH CARE PLAN

EMPLOYEE CONTRIBUTIONS

BLUE ACCESS PLAN

Effective January 1, 2022

BIWEEKLY RATES

TRADITIONAL PPO

Employee Only (Medical/Vision/Dental)	\$403.43
State Contribution.....	<u>-285.54</u>
Employee Contribution	\$117.89

Employee + One Dependent (Medical/Vision/Dental)	\$989.45
State Contribution.....	<u>-806.22</u>
Employee Contribution	\$183.23

Employee + Multiple Dependents (Medical/Vision/Dental)	\$1,053.41
State Contribution.....	<u>-806.22</u>
Employee Contribution	\$247.19

HIGH DEDUCTIBLE WITH HSA

Employee Only (Medical/Vision/Dental)	\$328.23
State Contribution.....	<u>-259.92</u>
Employee Contribution	\$68.31

Employee + One Dependent (High Deductible Medical/Vision/Dental with HSA)	\$920.29
State Contribution.....	<u>-749.70</u>
Employee Contribution	\$170.59

Employee + Multiple Dependents (High Deductible Medical/Vision/Dental with HSA)	\$981.59
State Contribution.....	<u>-749.70</u>
Employee Contribution	\$231.89

HSA Contribution:

Coverage	Initial Employer Contribution*	Biweekly Employer Contribution	Max Annual Employer Contribution
Employee	\$175.50	\$6.75	\$351.00
Employee + One Dependent	\$351.00	\$13.50	\$702.00
Employee + Multiple Dependents	\$351.00	\$13.50	\$702.00

*Initial contribution is for employees with the High Deductible plan effective between 1/1/22 through 6/1/22 and with an open HSA. High Deductible plans effective after 6/1/22 but before 12/1/22 and with an open HSA will receive ½ of the initial contribution.

Biweekly 401(h) contribution

\$ 20.00

Human Resources Division Telephone Numbers

317-232-8275

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

DEPARTMENT OF STATE POLICE OF INDIANA
PENSION TRUST AGREEMENT

Summary of Actuarial Valuation as of July 1, 2021

Introduction

This Valuation has been prepared as of July 1, 2021 for the Plan which was originally effective July 1, 1937. As of the valuation date there were 1,179 active participants, 29 DROP participants, 1,233 retirees, 338 beneficiaries, and 180 terminated or disabled participants entitled to future benefits (includes 19 due and unpaid).

This report has established the following contributions for the fiscal years beginning July 1, 2021 and July 1, 2022

	Fiscal Year Beginning 2021	Fiscal Year Beginning 2022
1. Recommended Minimum Contribution (Actuarially Determined Contribution ADC) Contribution as Percentage of Anticipated Payroll	\$ 25,255,081 28.49%	\$ 27,696,369 31.70%
2. Normal Cost plus Interest on Unfunded Liability Contribution Contribution as Percentage of Anticipated Payroll	\$ 22,473,681 25.35%	\$ 23,816,992 27.26%

This report reflects the plan provisions in effect as of July 1, 2021. Refer to the exhibit titled Summary of Major Plan Provisions for a brief description of benefits provided by this plan. The 1.00% Cost of Living Allowance (COLA) increase for plan participants receiving a benefit as of January 1, 2022 has been reflected in the July 1, 2021 calculations.

The Fiscal Year Beginning 2022 Recommended Minimum Contribution (ADC) is composed of normal cost of \$16,026,405, a net amortization payment of \$14,177,282, interest charges of \$2,831,596, and less \$5,338,914 in estimated member contributions. The contribution also includes one-half year's interest to reflect the fact that contributions are received monthly.

Under Indiana Code 10-12-2-2(i), if the department fails to make the minimum contribution for five successive years, the pension trust terminates and the trust fund is liquidated. The Minimum Contribution, for purposes of satisfying Indiana Code 10-12-2-2(i), is shown on page 7 as the "Normal Cost plus Interest on the Unfunded Liability." See pages 7, 8 and 9 for additional information.

pos #	Bi-weekly	Annual	Annual Bud All Positions	Percentage	Revised Salary MCSAP Elig	Fringe %	EAP,Def, Hlth	EAP,Def, Hlth	EAP,Def, Hlth	EAP,Def, Hlth	EAP,Def, Hlth
						34.28%	Police				
						22.98%	MCI/Civilian				
							20,349.94	% total		0.9500000000	0.0500000000
Major	1	105824	105,824.00	85%	89,950.40	30,835.00	20,349.94	17,297.45	48,132.45	45,725.82	2,406.62
Captain	1	100752	100,752.00	85%	85,639.20	29,357.12	20,349.94	17,297.45	46,654.57	44,321.84	2,332.73
Lt.	1	96856	96,856.00	85%	82,327.60	28,221.90	20,349.94	17,297.45	45,519.35	43,243.38	2,275.97
F/Sgt.	1	94468	94,468.00	85%	80,297.80	27,526.09	20,349.94	17,297.45	44,823.53	42,582.36	2,241.18
Sgt. Grnt Adm	2	76730	153,460.00	85%	130,441.00	44,715.17	40,699.88	34,594.90	79,310.07	75,344.57	3,965.50
Sgt. CR	1	81808	81,808.00	85%	69,536.80	23,837.22	20,349.94	17,297.45	41,134.66	39,077.93	2,056.73
Sgt. NE	1	88192	88,192.00	85%	74,963.20	25,697.38	20,349.94	17,297.45	42,994.83	40,845.09	2,149.74
Sgt. Bus	1	86886	86,886.00	50%	43,443.00	14,892.26	20,349.94	10,174.97	25,067.23	23,813.87	1,253.36
Sgt. Field Supv	8	88190	705,520.00	50%	352,760.00	120,926.13	162,799.52	81,399.76	202,325.89	192,209.59	10,116.29
Trps CR	4	76921	307,684.00	85%	261,531.40	89,652.96	81,399.76	69,189.80	158,842.76	150,900.62	7,942.14
Trps CVEOs	36	74856	2,694,816.00	60%	1,616,889.60	554,269.75	732,597.84	439,558.70	993,828.46	944,137.04	49,691.42
Trps Bus	20	74856	1,497,120.00	15%	224,568.00	76,981.91	406,998.80	61,049.82	138,031.73	131,130.14	6,901.59
MCI Admin	1	75564	75,564.00	85%	64,229.40	14,759.92	20,349.94	17,297.45	32,057.37	30,454.50	1,602.87
MCI Zone Coord	1	70508	70,508.00	85%	59,931.80	13,772.33	20,349.94	17,297.45	31,069.78	29,516.29	1,553.49
MCI DCs	4	65443	261,772.00	50%	130,886.00	30,077.60	81,399.76	40,699.88	70,777.48	67,238.61	3,538.87
MCI DC/IT	1	65444	65,444.00	85%	55,627.40	12,783.18	20,349.94	17,297.45	30,080.63	28,576.59	1,504.03
NE MCIs	5	54528	272,640.00	85%	231,744.00	53,254.77	101,749.70	86,487.25	139,742.02	132,754.92	6,987.10
MCIs	30	54528	1,635,840.00	60%	981,504.00	225,549.62	610,498.20	366,298.92	591,848.54	562,256.11	29,592.43
Sec IV	1	27000	27,000.00	85%	22,950.00	5,273.91	20,349.94	17,297.45	22,571.36	21,442.79	1,128.57
120					4,659,220.60	1,422,384.22		1,362,428.48	2,784,812.70	2,645,572.06	139,240.64
									2,784,812.70		

Detailed Explanation of Fringe Benefits costs:

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

The sworn officer fringe benefits are calculated as follows:

Part 1 - Life insurance, disability, social security and police pension is 34.28% of annual salary - highlighted green above. Formula in cell H2 is 33.28% applied to the MCSAP eligible percentage of annual salary column G.

Part 2 - EAP (employee assistance program) .35/pay x 26 pay periods + Deferred compensation (agency paid portion) \$15/pay x 26 pay periods + Health insurance \$767.34/pay x 26 pay periods = \$20,349.94 (calculation in cell I4) multiplied by the number of positions = results in column I for an annualized figure. Then column I is multiplied by the MCSAP eligible percentage column J.

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

MCI fringe benefits are calculated as follows:

Part 1 - Life insurance, disability, social security and PERF is 21.98% of annual salary - highlighted orange above. Formula in cell H3 is 21.98% applied to the MCSAP eligible percentage of annual salary column G.

Part 2 - EAP (employee assistance program) .35/pay x 26 pay periods + Deferred compensation (agency paid portion) \$15/pay x 26 pay periods + Health insurance \$767.34/pay x 26 pay periods = \$20,349.94 (calculation in cell I4) multiplied by the number of positions = results in column I for an annualized figure. Then column I is multiplied by the MCSAP eligible percentage column J.

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