

INDIANA

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2018

Date of Approval: Sep 18, 2018

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a single year, or a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

2 - Mission/Goal Statement

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: *Please do not include information on any other FMCSA grant activities or expenses in the CVSP.*

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

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: *Please do not include activities or expenses associated with any other FMCSA grant program.*

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

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

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

Currently, police personnel consist of one major, captain, lieutenant, first sergeant, 12 sergeants, and 55 troopers. Two (2) of the Sergeants and Five (5) of the Troopers are funded by MCSAP 85% due to the fact that they are involved in Compliance Review and New Entrant Safety Audits. Indiana also funds one (1) Sergeant at 85% for training and grant management. The remainder of the Sergeants are funded at 50% and Troopers are either funded at 50% or a small group funded at 15% because their primary responsibility is with the State's School Bus inspection program.

MCI staffing consists of one (1) administrator, one (1) assistant administrator, five (5) district coordinators, and thirty five (35) motor carrier inspectors. One (1) of the area coordinators is responsible for all technology support as well as the States data quality management and is funded at 85%. Six (6) of the motor carrier inspectors are dedicated 85% of their time to New Entrant Carriers and their salaries and fringe benefits will be billed towards the grant at 85%. The remaining MCI's are funded at 50%, their responsibilities also include operation of the State's inspection facilities conducting size and weight enforcement.

All police and MCI personnel complete a daily activity report on SHIELD that allows for the coding of various activities. There are a number of MCSAP codes that will report hours of eligible activities. The amount of hours of eligible activities that exceed the funded percentage is used as Maintenance Of Effort (MOE).

Indiana has one hundred and seventy seven (177) 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 inspections generated by these officers are used for MOE since their salaries, vehicles, and equipment are not grant funded.

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

4 - MCSAP Structure**Instructions:**

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	INDIANA STATE POLICE
Enter total number of personnel participating in MCSAP activities	299
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	299
Traffic Enforcement Activities	299
Investigations*	14
Public Education and Awareness	88
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

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2015	09/30/2016	102	105	3
10/01/2014	09/30/2015	125	115	10
10/01/2013	09/30/2014	139	87	52
10/01/2012	09/30/2013	118	120	2
10/01/2011	09/30/2012	146	126	20

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			
10/01/2015	09/30/2016	6	4	2
10/01/2014	09/30/2015	6	5	1
10/01/2013	09/30/2014	7	4	3
10/01/2012	09/30/2013	5	2	3
10/01/2011	09/30/2012	4	2	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			
10/01/2015	09/30/2016	7	0	7
10/01/2014	09/30/2015	3	0	3
10/01/2013	09/30/2014	2	0	2
10/01/2012	09/30/2013	4	0	4
10/01/2011	09/30/2012	7	0	7

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

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/26/2017, except for crashes involving HM release/spill. Crashes involving HS release/spill information was obtained from ARIES crash report system on 6/23/2017.

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) carrying hazardous material and releasing/spilling hazardous materials from FY2012 through FY2016 shows that there has been a total of thirty (30) crashes, resulting in thirty two (32) fatalities. Of these thirty two (32) crashes, twelve (12) of the crashes had a driver issue, determined as the primary contributing circumstance. One (1) of the crashes, an animal or object was in the roadway. Nineteen (19) of these crashes involved a non-CMV and the non-CMV driver was listed on the crash report as being the primary contributing factor in the crash.

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

FY2016, Indiana had conducted 1,757 inspections involving a CMV carrying hazardous materials. Of the 1,757 inspections that were conducted, 449 hazardous materials violations were located. Indiana will continue to inspect CMV's carrying hazardous materials and enforce all the hazmat regulations, in an attempt to reduce the number of hazardous materials crashes.

It is Indiana's goal to add more certified cargo tank and hazmat inspectors. Nineteen (19) inspectors were certified for cargo tank inspection during FY2017.

Narrative Overview for FY 2018***Instructions:***

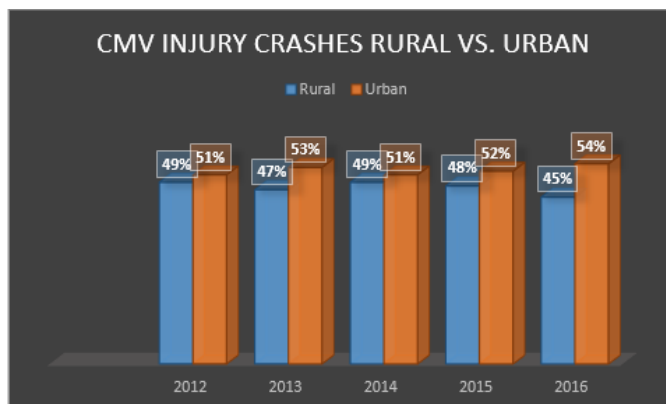
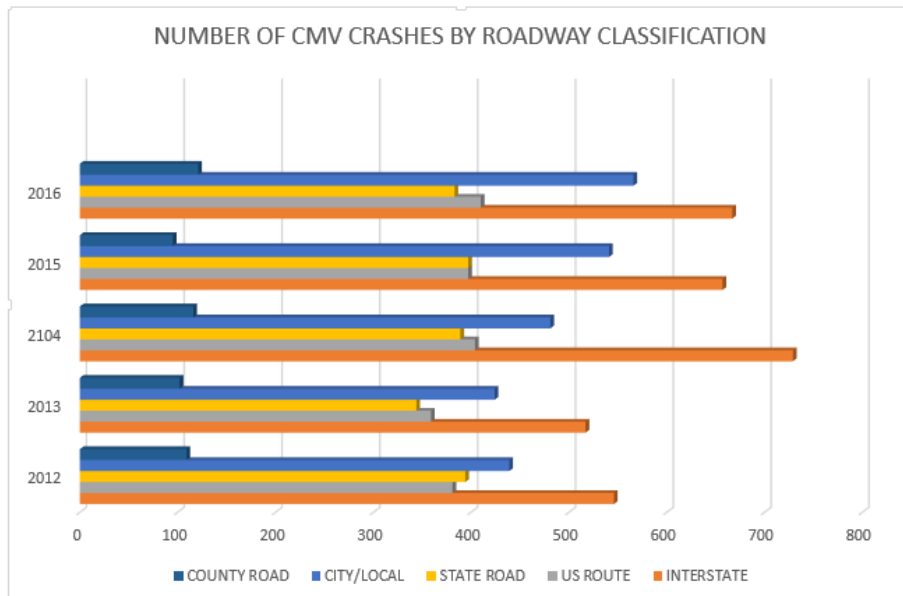
The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number 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. There are four (4) major east/west interstates that account for a vast majority of all east and west coast commerce in the United States. These major highways lead to St. Louis, MO, Columbus, OH and Cincinnati, OH which are very close to the border with Indiana. There are also two (2) major north/south interstates that accommodate traffic leading to/from the large cities of Chicago, IL, Detroit, MI and Louisville, KY which are also located within close proximity to the State of Indiana. There are literally thousands of miles of Interstates, US Routes, State Roads along with local city roads that are utilized by both interstate and intrastate commercial motor vehicle traffic every day. This is why the state of Indiana has been given the nickname the Crossroads of America. Information provided by the United States Department of Transportation shows, that 79,203,000 vehicle miles were traveled in the state of Indiana in 2014.

The State of Indiana has averaged eight in the nation with the highest Commercial Motor Vehicle (CMV) fatalities. An analysis of Indiana's crash records on Commercial vehicles was conducted, using the Indiana State Police Crash Records system (named ARIES). A query of all crashes involving a commercial motor vehicle (CMV) and at least one injury or more was made for years 2012 through 2016. While looking for where the CMV crashes were occurring, it was determined that the crashes are spread throughout the entire state of Indiana, but there also has been a few corridors that have been identified. One element that was most significant was the breakdown of the Roadway Classification (see graph below labeled Number of CMV Crashes by Roadway Classification). This breakdown indicates that although the interstate accounts for a slightly higher percentage, each year as a stand-alone category, it is no

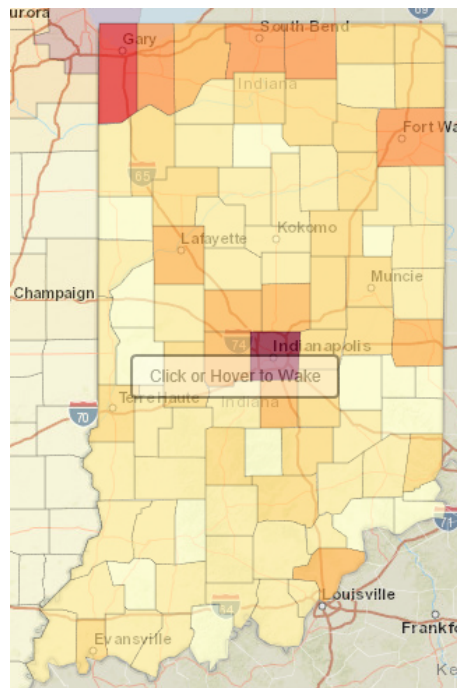
way an amount that would justify only a concentration on those roadways. In fact the combination of US Routes, State Roads and City/Local Roads account for the majority of the CMV crashes. Furthermore, the crash data indicates that the Rural vs. Urban areas are nearly equal with a slight majority of these crashes occurring in the Urban areas (see graph below labeled CMV Injury Crashes Rural vs. Urban).



Information obtained from ARIES 7/11/2017

When mapping these crashes out, there were two corridors, which were Marion and Lake Counties. These two corridors have a higher concentration of crashes that stood out from any other areas. For counties that have a higher number of crash totals, there is nothing in the data that supports that higher frequency rate is caused by something specific to that area or by those CMV's that only travel in those areas. In fact there is data on the CVSP toolkit that indicates that Indiana has an Out-of State license holder, involved in large trucks and bus crashes on average of 51.4% more then the national average (MCMIS data source, A&I CVP Toolkit, Large Truck and Buses involved in Crashes 2013-2016).

Below is a map that pin points our high crash corridors, which are in red. The information below was obtained from A&I, Indiana: Number of Large Trucks & Buses Involved in All Crashes (MCMIS & FARS) (Calendar Year 2015).



The analysis of Indiana's CMV crash and the "Primary Factors" listed for these crashes indicates that over 76% of all fatal crashes could be contributed into five (5) different categories that are all driver related. Those factors are Following too close, Disregarding a regulatory sign, Failure to yield and lane violations (combined left of center, ran off road to the right and unsafe lane movement). The table below labeled "Crash Causations" shows the history and the number and type of occurrences from 2012-2016.

CRASH CAUSATION

Year	Left of center/off road/unsafe lane movement	Failure to Yield	Speed/Unsafe Speed for Conditions	Disregarding Signal or Sign	Following too Closely
2012	362 20%	297 16.7%	200 11%	127 7%	265 15%
2013	383 21%	272 15%	219 12%	176 10%	266 14.7%
2014	319 19.7%	246 15%	262 16%	101 6%	266 16.4%
2015	493 16%	325 10%	280 9%	82 6%	325 10%
2016	504 22%	371 16%	246 11%	166 7%	389 17%

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

These "Primary factors" are what is causing the majority of our CMV fatal/injury crashes. Although, distracted driving is also a factor, it is not one that is often listed on the crash reports as a Primary Factor. This is due mostly to the fact that it is often difficult to prove and is normally only documented as the primary factor when a statement is made by

the driver indicated as such. Of the list of violations on "Crash Causation" attachment, nearly all of them would be a symptom or caused by a distracted driver.

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

A query of Indiana's inspection activities from January 1, 2012- December 31 2016 and specifically those inspections that were conducted as a part of a post-crash investigation were conducted. According to this information, 5,080 post- crash inspections were conducted during the time frame located above. Approximately 20% of those post-crash investigation inspections have listed at least a violation of driver qualifications, hours of service, driving while ill/fatigued or under the influence or possession of alcohol/drugs. Currently for FY2017, till June 30,2017, we have conducted 373 post-crash inspections. Approximately 21% of those post-crash inspections have listed at least a violation for driver qualification, hours of service, driving while ill/fatigued or under the influence or possession of alcohol/drugs.

Enter the data source and capture date:

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/26/2017, including crash records through 01/31/2017

Projected Goal for FY 2018

Enter Crash Reduction Goal:

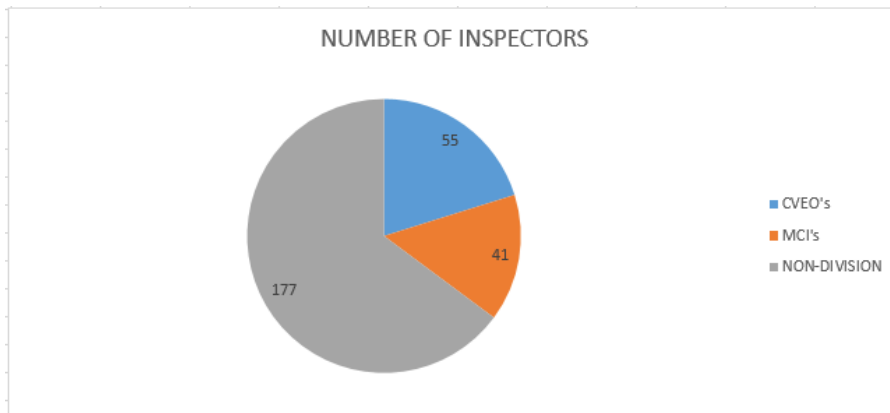
Indiana's fatal crash goal for FY2017 was to try and have only 80 fatal crashes. For FY2018, we are going to continue to try and maintain the number of fatal crashes just to 80.

Program Activities: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

Indiana has fifty five (55) Commercial Vehicle Enforcement Officers (CVEO's) that are funded by some percentage by the MCSAP grant. Each of these CVEO's are trained to conduct North American Standard inspections and have full state traffic law enforcement authority. None of these officers are dedicating 100% of their time on traffic enforcement, but will concentrate 60,775 hours of their effort towards CMV related activities. Twenty (20) of the CVEO's conduct inspections to maintain certification and spend the majority of their time conducting the Indiana State school bus inspection program. These CVEO's are only funded by the MCSAP grant at 15% and will generate 780 hours towards CMV related activities.

Indiana also has one hundred and seventy seven (177) additional officers (non-division) that are not funded by the MCSAP grant, these inspectors are at least level III certified to conduct roadside inspections. The majority of these officers are assigned road patrol duties in the different agency districts/divisions and conduct traffic enforcement inspections as a part of Indiana's maintenance of effort (MOE). These non-division troopers will conduct approximately 5,664 hours towards CMV inspections.

Indiana has forty one (41) motor carrier inspectors (MCI's) that do not have full traffic enforcement authority but do however contribute to Indiana's traffic enforcement efforts by focusing on seat belt usage, cellular phone usage and possession of a RADAR detector. The MCI's do not have the authority to enforce any state law pertaining to moving violations.



Indiana does assign level III non-division officers to patrol a specific "corridors" or assign officers to work specific time of day or days of the week. In the past, Indiana has been recognized several times for having one of the most effective programs in the nation. This has been largely due to the fact that we do not only have a high output of these types of inspections but because of the violations that we target. Indiana uses our State's crash record system to identify the "Primary contributing factors" trends in commercial motor vehicle (CMV) related crashes. The most common factors are then reported to officers in the field as the emphasis for their enforcement efforts. Each officer is trained and understands that the emphasis is to discover one of these violations that are the contributing factors in the majority of our crashes and to conduct at least a North American Standard Level III inspection in conjunction with a traffic stop.

ARIES data shows the most frequent crash causation factors for CMV's resulting in an injury are shown in the attached table. Utilizing this data, Indiana's CVEO's will be able to target those high crash causation factors and corridors on Indiana's roadways and to spend eight five (85) hours a month targeting the crash causation factors listed in the table below.

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

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

Indiana will also offer CVEO's, MCI's and non-division officers the opportunity to work an overtime project, Voluntary Inspection Program (VIP), to assist with traffic enforcement to help reduce the number of crashes involving CMV's and non-CMV vehicles. The officers who participate in the VIP program will work on average of 20 hours per month targeting these crash causation factors with an inspection and enforcement action. Indiana's traffic enforcement total are shown on the table below labeled "Traffic Enforcement (TE)".

Traffic Enforcement (TE)									
	FY 2015			FY 2016			FY 2017		
	IN	National	% of Nat	IN	National	% of Nat	IN	National	% of Nat
Number of Traffic Enf. Inspections	23,747	377,638	6.29%	23,206	372,416	6.23%	19,712	267,124	7.38%
With Moving Violations	20,690	210,715	9.82%	20,498	221,316	9.26%	17,901	160,171	11.18%
With Drug & Alcohol Violations	37	869	4.26%	53	882	6.01%	39	704	5.54%
With Railroad Crossing Violations	23	287	8.01%	4	212	1.89%	10	167	5.99%
With Non-specified State Law/Miscellaneous Violations	3,672	177,571	2.07%	3,328	162,122	2.05%	2,250	114,605	1.96%
Number of Traffic Enf. Violations	25,635	424,112	6.04%	24,843	413,023	6.01%	21,028	295,837	7.11%
Moving Violations	21,651	217,704	9.95%	21,249	227,484	9.34%	18,596	164,786	11.28%
Drug & Alcohol Violations	38	1,015	3.74%	54	1,000	5.40%	42	809	5.19%
Railroad Crossing Violations	23	288	7.99%	4	212	1.89%	11	169	6.51%

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

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

Indiana will obtain data from their State Crash Report System, ARIES, to report the number of commercial motor vehicle (CMV) related injury/fatal crashes and the number of those crashes listing, one of the primary contributing factors listed in the "Crash Causation" table below (information in the table was obtained through ARIES run date 6/29/2017) . Each quarter, the Grant Administrator will query the crash records and analyze for any increases/decreases in these factors or any other primary contributing factors that might become apparent. Any adjustments to the types of factors that are being focused upon will be changed accordingly.

CRASH CAUSATION

Year	Left of center/off road/unsafe lane movement	Failure to Yield	Speed/Unsafe Speed for Conditions	Disregarding Signal or Sign	Following too Closely
2012	362 20%	297 16.7%	200 11%	127 7%	265 15%
2013	383 21%	272 15%	219 12%	176 10%	266 14.7%
2014	319 19.7%	246 15%	262 16%	101 6%	266 16.4%
2015	493 16%	325 10%	280 9%	82 6%	325 10%
2016	504 22%	371 16%	246 11%	166 7%	389 17%

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 to the database. Along with SHIELD, Indiana also uses time and labor, which keeps track of the hours that each CVEO/MCI work and what hours are dedicated towards MCSAP related activities. Each quarter the grant administrator will run cumulative report to determine if sufficient time is dedicated to this program to at least meet the appropriate level of funding for each CVEO or MCI.

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

3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018.

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 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	12017	10233	7100	6159	6287
Level 2: Walk-Around	19785	18648	16774	14261	13403
Level 3: Driver-Only	52155	41520	43889	36255	38747
Level 4: Special Inspections	48	129	286	165	230
Level 5: Vehicle-Only	17	18	54	58	231
Level 6: Radioactive Materials	0	0	0	0	0
Total	84022	70548	68103	56898	58898

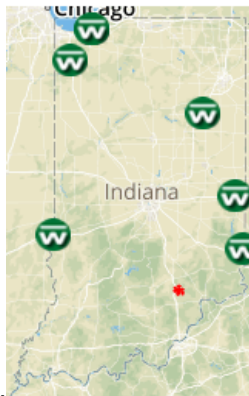
Narrative Overview for FY 2018

Overview:

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

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

Indiana has eight (8) fixed fully operating inspection facilities. All but one of these facilities has an inspection barn with walk under pits for conducting truck inspections. Three (3) of these fixed facilities are also equipped with performance based brake testers (PBBT's). The performance based brake tester at the Terre Haute inspection facility is still broken and is needed to be repaired/replaced. These fixed inspection facilities are also equipped with weigh-in-motion and platform scales. Below is a map of where in the State our inspection facilities are located. The red dot is where Seymour Scales are being constructed and will be fully functional and staffed in the fall of 2017. Also, I80 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 inspections either randomly or due to some visual defect.

Commercial Vehicle Enforcement Officers (Troopers), also frequent these fixed inspection facilities to conduct inspections. Indiana will conduct at least one drug interdiction blitz at one of these inspection facilities each year. There are thirty nine (39) Commercial Vehicle Enforcement Officers (CVEO) that are assigned road patrol for CMV enforcement. These CVEO's are funded at 50% and spend at least half of their activities conducting inspections either roadside or at inspection fatalities. The CVEO's focus on traffic enforcement but also observe for any visual violations of equipment, markings, registration or weight. CVEO's are spread throughout the entire state of Indiana and there are multiple CVEO's assigned within the more populated regions which have more CMV traffic.

Projected Goals for FY 2018

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2018. For FY 2018, 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: 299

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	7378	480	20	7878	11.25%
Level 2: Walk-Around	15500	900	5	16405	23.43%
Level 3: Driver-Only	45500	0	45	45545	65.04%
Level 4: Special Inspections	75	0	0	75	0.11%
Level 5: Vehicle-Only	60		60	120	0.17%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	68513	1380	130	70023	

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 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2018:	

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: INDIANA STATE POLICE					
# certified personnel: 299					
Subrecipient Agencies: NONE					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	7378	480	20	7878	11.25%
Level 2: Walk-Around	15500	900	5	16405	23.43%
Level 3: Driver-Only	45500	0	45	45545	65.04%
Level 4: Special Inspections	75	0	0	75	0.11%
Level 5: Vehicle-Only	60		60	120	0.17%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	68513	1380	130	70023	

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

Indiana has one hundred and seventy seven (177) non-division inspectors. In order for these non-division inspectors to keep their certification, they must conduct a minimum of thirty two (32) inspections. The number of inspections conducted to keep their certification is five thousand six hundred and sixty four (5,664). With the amount of non-division inspectors exceeding the number of MCI's and CVEO's, it is very difficult to meet the 25% goal, of Level I inspections as a total. CVEO's and MCI's are both strongly encouraged to conduct at least 25% of NAS Level I inspections and 33% of NAS Level III inspections.

4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.



The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	89	73	60	59	46
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	20	15	11	10	8
Total Investigations	109	88	71	69	54
Total Security Contact Reviews	4	3	4	2	2
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2018**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 2018

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018.

Projected Goals for FY 2018 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	100	2
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	4	0
CSA On-Site Focused/Focused CR	79	0
CSA On-Site Comprehensive	15	0
Total Investigations	198	2
Total Security Contact Reviews	2	0
Total Terminal Investigations	0	0

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

The Indiana State Police Commercial Vehicle Enforcement Division has a compliance review squad which is comprised of a sergeant and four full time trooper safety investigators. The trooper safety investigators currently conduct CSA interventions that consist of onsite CSA comprehensive investigations, CSA onsite focused investigations and security contact reviews. Indiana can anticipate to be implementing CSA offsite investigations during FY 2018 or later and will fully implement all CSA intervention types including Enhanced Investigative Techniques. Indiana currently does not have a functioning intrastate civil process in place to conduct compliance reviews and issue notice of claims or notices of violations on its own. Indiana does investigate intrastate motor carriers after non-frivolous complaints are received, conducts non-rated reviews and enforces violations of the regulations to the extent that FMCSA also has authority to do so in regards to CFR Parts 382, 383, 387 and hazardous materials. All Indiana enforcement actions (NOC's and NOV's) are submitted to the Midwest Service Center by way of the Indiana FMCSA Division Office. The Indiana State Police Commercial Vehicle Enforcement Division trooper safety investigators are sworn law enforcement officers who are expected to maintain ALL required police training certifications, respond to emergency calls and work various police assignments as required by their commanders. Several of our Trooper safety investigators are additionally certified as NTC instructors and a portion of their duties are directed towards instructing locally and nationally as required. Trooper safety investigators are expected to maintain all certifications to conduct CSA interventions and or investigations. The Indiana State Police Commercial Vehicle Enforcement Division's objective is to reduce the number of CMV involved crashes resulting in injuries and fatalities. We will utilize the CSA initiative to select motor carriers for interventions. Indiana is also fully compliant with the PRISM process and will continue to confiscate/revoke all registrations, license plates and cab cards issued by Indiana when out of service orders are issued by the United States Department of Transportation or Federal Highway Administration (IC #8-2.1-24-28). The Indiana State Police Commercial Vehicle Enforcement Division proposes each calendar year to perform a certain number of compliance review types as a projected goal to attain under optimal conditions. Many factors (unpredictable and predictable) can and do come into play that will not allow our police agency to reach that quantitative goal. Over the years some of the factors that have had a detrimental effect on attaining the stated goals has revolved around manning issues involving retirements, promotions, health issues, training demands including the need to provide general police duties and responsibilities for the citizens of Indiana. It is also known that it takes a significant amount of time and training to bring a Trooper investigator into the fold as a fully qualified and effective compliance review investigator. Currently we have four (4) full time Troopers assigned to conduct compliance review investigations when we have allocated funds within the MCSAP Grant for six (6) Trooper compliance review investigators. Of the four Troopers two have additional duties as hazardous materials instructors and one is an emergency vehicle operations course instructor. Their additional duty teaching assignments can be lengthy at times involving weeks at a time. When selecting Troopers that possess the skills that are desired for a compliance review investigator inevitably we select those that have the skills to perform other important tasks such as teaching. Our Trooper compliance review investigators are also required to certify and

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

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

The Indiana State Police Commercial Vehicle Enforcement Division will work to maintain the number of personnel assigned to conduct investigations and continue to conduct CSA interventions on identified motor carriers. All investigations will be conducted in accordance with current or future FMCSA guidelines to include methodology, timeliness, quality and uniformity. Enforcement cases; notices of claims will also comply with FMCSA standards. The Indiana State Police Commercial Vehicle Enforcement Division currently has four (4) full time trooper safety investigator positions that conduct CSA carrier interventions. The workload to complete our goals will be evenly spread among our trooper safety investigators. Personnel assigned and conducting carrier interventions will maintain all of their required certifications.

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

The Indiana State Police Commercial Vehicle Enforcement Division will use the number of CSA onsite comprehensive investigations, CSA onsite focused investigations, security contact reviews and non-rated intrastate reviews as a performance measure to monitor progress towards achieving objectives. In addition we also anticipate to be implementing CSA offsite investigations during FY 2018 or later and have listed our projection for that activity. ISP-CVED will further utilize the number of enforcement cases (NOC's) and notices of violations as a performance measure. Indiana State Police compliance review Sergeant E. Hans Schmidt will monitor and evaluate the program. Progress will be reported on a quarterly basis or as required. In addition, Sergeant Schmidt will work closely with FMCSA staff and participate in the peer review process to ensure a quality program.

5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2012 - 2016

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		
10/01/2015	09/30/2016	31286	36847
10/01/2014	09/30/2015	24154	22832
10/01/2013	09/30/2014	13274	7526
10/01/2012	09/30/2013	48026	47891
10/01/2011	09/30/2012	70357	70246

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

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

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

6/26/2017 SHILED (Trooper activity reports). The number of stops is not a statistic that is captured. Each traffic stop would generate at least one (1) citation (ticket) or one (1) warning. However, some stops could generate multiple citations in addition to possibility of one (1) warning.

Narrative Overview for FY 2018

Instructions:

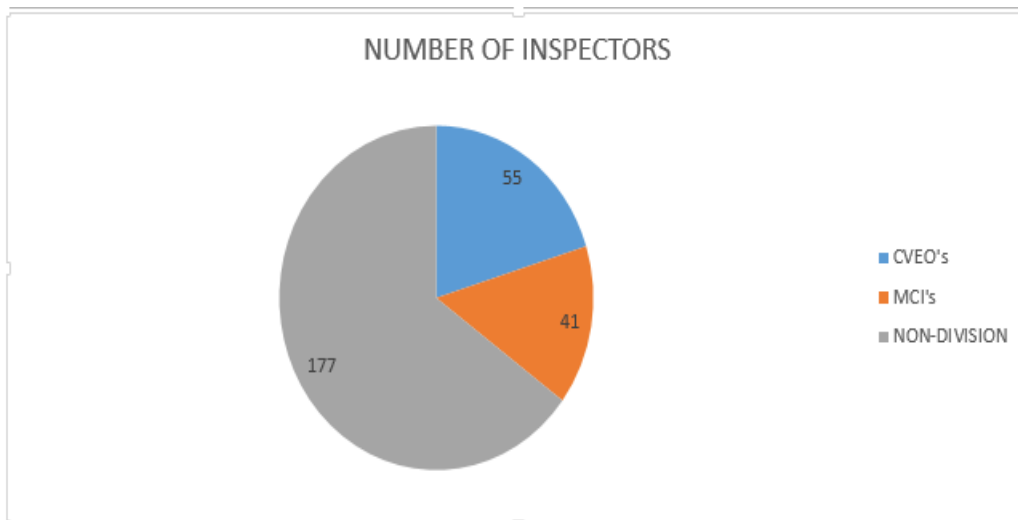
Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with

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 fifty five (55) Commercial Vehicle Enforcement Officers (CVEO's) that are funded by some percentage by the MCSAP grant. Each of these CVEO's are trained to conduct North American Standard inspections and have full state traffic law enforcement authority. None of these officers are dedicating 100% of their time on traffic enforcement. Nineteen (19) of the CVEO's, conduct NAS Level I inspections to maintain certification and spend the majority of their time conducting the Indiana State school bus inspection program. These CVEO's are only funded by the MCSAP grant at 15%.

Indiana also has one hundred and seventy seven (177) additional inspectors (non-division) that are not funded by the MCSAP grant, but do have certification to conduct roadside inspections. The majority of these officers are assigned road patrol duties in the different agency districts/divisions and conduct traffic enforcement inspections as a part of Indiana's maintenance of effort (MOE).

Indiana has forty one (41) motor carrier inspectors (MCI's) that do not have full traffic enforcement authority but do however contribute to Indiana's traffic enforcement efforts by focusing on seat belt usage, cellular phone usage and possession of a RADAR detector. The MCI's do not have the authority to enforce any state law pertaining to moving violations.



The CVEO's and MCI's mainly work Monday through Friday from the hours of 0400 - 2000. Both CVEO's and MCI's have holidays and weekends off. It is possible for the CVEO's and MCI's to work on the weekend or on a holiday, if they change their day off during the work week or if they are going to work the Voluntary Inspection Program (VIP) project.

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

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

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

Projected Goals for FY 2018

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2018
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	68513
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1500
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	4

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
70023	200	965	71188	57172

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

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

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. ([49 CFR 350.201 \(aa\)](#)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(cc\)](#).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

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.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	No
PRISM	Step 7	No

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

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

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

Narrative Overview for FY 2018

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Indiana is currently at Step 7 and achieving full PRISM compliance.

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

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

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.

7 - Public Education and Outreach

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

Trend Analysis for 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	815	1619	622	785	1268
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings					
State-Sponsored Outreach Events					
Local Educational Safety Events					
Teen Safety Events					

Narrative Overview for FY 2018

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

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

Indiana State Police (ISP) Commercial Vehicle Enforcement Division (CVED), along with the non-division inspectors, will utilize every effort possible to conduct public education and awareness presentations either roadside or at carrier facilities to achieve a goal of **eight hundred and fifty one (851) hours spent on outreach programs for FY2018.**

ISP-CVED will also conduct presentations at county, local and state fairs, carrier terminals, or conduct on site programs along with the Indiana Motor Truck Association (IMTA) outreach programs throughout the entire state of Indiana.

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

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

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

Projected Goals for FY 2018

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 2018
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	250
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	15
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	15
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	20
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	45
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	10

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. The inspectors will record what the amount of time that activity took and Indiana has no way to measure what type of program was given. Information will be available from SHILED to the grant manager for the quarterly report.

Every fiscal quarter, the grant manager will report in a quarterly report how many hours of Public Education and Outreach we have conducted.

8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018.

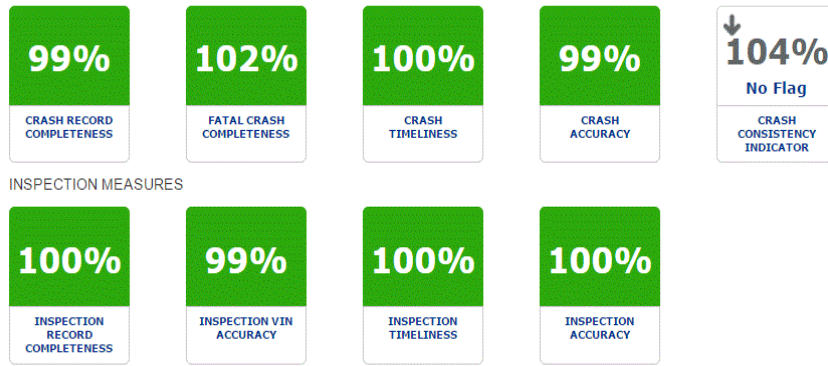
SSDQ Category	Current SSDQ Rating	Goal for FY 2018
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

Current as of May 26, 2017

Narrative Overview for FY 2018

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



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

Currently Indiana is good

and not flagged in any of the categories.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a “Good” rating in any category not currently rated as “Good,” including measurable milestones.

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

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

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

9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	874	835	737	865	780
Intrastate					
Total Audits	874	835	737	865	780

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 2018

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

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2018

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.

- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2018 - New Entrant Safety Audits		
	FY 2018	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	108	0
# of Safety Audits (Offsite)	823	0
# Group Audits	34	0
TOTAL Safety Audits	965	0
# of Non-Audit Resolutions	380	0

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

Strategies to be utilized to meet Program Goals:

- Monitor registry of New Entrant Carriers
- Prioritize carriers by graduation date
- Delegate off-site audits
- Formulate on-site audit strategy

Challenges

- Indiana is short two audit squad members from years past. These vacancies exist because of MCI staffing issues which at this time prevents Indiana from filling the vacancies.

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's new interstate motor carriers, to ensure they have effective safety management practices in place.

The Indiana State Police Department currently have a New Entrant Safety Audit Squad consisting of one full time Sergeant, six full time Motor Carrier Inspectors and two part time troopers. The Sergeant position serves as the grant/program coordinator. Full time units will dedicated 85% of their time to implementing the following initiatives.

All units will maintain their North American Standard Inspection (NASI) certifications and conduct safety audits. Some inspections, to maintain certifications, will be conducted at the New Entrant Carriers' on-sight audits whenever practical. However, with the majority of the audits now being completed as "off-site" audits, roadside inspections are now necessary to maintain certifications. The Sergeant will conduct a minimum of 6 compliance reviews in order to maintain certification to conduct both compliance reviews and safety audits. Many of the investigations are on New Entrant Carriers who have jumped an out-of-service order for failure of or failure to permit a safety audit. He will also conduct security contact reviews on new entrant hazardous materials carriers requiring a security plan. The majority of the hazardous material carrier security contact reviews will be sent directly to the Compliance Review Sergeant, to be either worked or delegated to a CR squad member, trooper.

With the creation of the new "off-site" audit program it is anticipated Indiana will conduct more audits this grant cycle. Indiana's five year average is approximately 818 audits. With the saving of travel time, it is anticipated Indiana will conduct approximately 18% more audits this year. This accounts for the projected 965 audits to be conducted this grant cycle.

The six (6) motor carrier inspectors (SI's) are not Compliance Review Certified and will only conduct safety audits and related MCSAP fundable activities. The New Entrant Sgt. will assign new carriers to (SI's) who will then schedule their own safety audits and process any non-audit resolutions. The New Entrant Sgt. will also coordinate the review of all audits for accuracy before they are uploaded into the system.

The 6 (SI's) also identify carriers on the inappropriate activity list that have never received a safety audit but who have operated in interstate commerce. As a result of this, more carriers that have avoided a safety audit in the past are now being audited. SI's also investigate, gather information and prepare worksheets on suspected chameleon carriers.

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

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

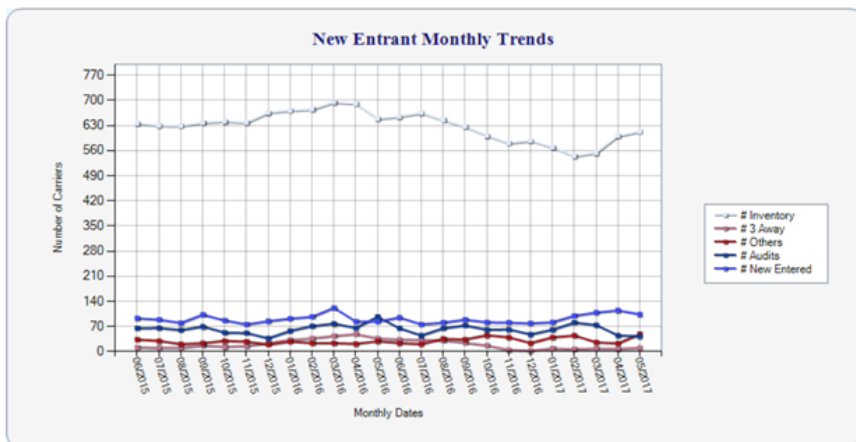
Hours spent on non-New Entrant funded activities will be not be charge to the New Entrant grant funds. These hours average out to approximately 6.0 per SI per month.

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

- a. On a weekly/biweekly basis the New Entrant Safety Audit Supervisor will log into NEWS to monitor the register of New Entrant Carriers to anticipate trends and anticipate any problems.
- b. All carriers will be sorted and prioritized as to their graduation date from the program.
- c. Off-Site audits will be randomly delegated to auditors as they rise to the top of the register.
- d. On-Site audit graduation dates must be looked at months in advanced to formulate assignments for the closest auditor. This will cut down on needless drive/down time.
- e. Intrastate only carriers, carriers that don't operated CMVs in their fleet or those with Covered Farm Vehicle's will be documented and removed from the audit register.
 - a. Intrastate only carriers will be removed by the Indiana Department of Revenue.
 - b. Carriers without CMVs in their fleet will be removed by FMCSA staff.
 - c. CFV's will be removed by documenting their status in MCMIS
- f. For accuracy and consistency both on and off-site audits will be reviewed by a second auditor prior to being uploaded.
- g. All auditors must maintain their FMCSA and HM certifications and these hours are billable to the grant.
- h. Historically the northwest corner of Indiana had a high number of New Entrant Carriers. This created a need to take the entire squad to the Portage area to conduct highly effective group audits in a hotel setting. Indiana has request funds to cover a five day Group Audit in the Portage area if needed. If the number of and or graduation dates of the On-Site audits in this isolated area are spread out, Indian may not need to conduct a Group Audit this grant year.
- i. Several educational programs are requested every year by new carriers. Hours conducting educational efforts will be deducted from the grant.

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

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



Indiana has six full time New Entrant Auditors dedicated to the New Entrant program. They have a fairly flexible schedule to accomodate carrier's schedules, making it easier for them to communicate. Each full time auditor has an expectation of completing 100 audits a piece for the year, 600. A conservative estimate would be approximately 150

audits per quarter. Overtime has been made available to each of the New Entrant squad members to conduct additional audits throughout the year. All of the Compliance Review squad, along with the CVED F/Sgt. have been trained to complete new entrant safety audits and will conduct them on an as needed basis.

Part 3 - National Emphasis Areas and State Specific Objectives

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

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☐ **As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.**

Narrative Overview for FY 2018

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

Project Goals for FY 2018: Enter a description of the State's performance goals.

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

Program Activities: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Indiana will maintain the policy that during each inspection a check on Query Central or 360 Smartview will be conducted to check the status of the carrier, for enforcing out of service (OOS) orders at roadside. Should for some reason connectivity or access to Query Central or 360 Smartview is not possible, the officer will contact the Indiana State Police dispatch center to perform an ACQ check on the carrier. The ACQ is through our State's IDACS system. 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, training memos and a major emphasis will be placed on following this policy to further identify such carriers at roadside. It is Indiana's goal to identify and place OOS all carriers operating on Indiana's roadways that have OOS orders.

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

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

2 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 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 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

Motor coach enforcement: Indiana's activity plan was to conduct curbside details at either the carriers place of business or at a destination point. Indiana would also participate in the nationwide Strike Force Detail, conduct details at the Indianapolis 500 and 400 and conduct other roadside enforcement details.

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 held May 14 – 27, 2017. Details were conducted throughout the state at carrier terminals and destination locations. Also, working alongside with our counterparts at FMCSA. INSPECTIONS = 67 OOS VEHICLES = 16 DRIVERS OOS = 2 VIOLATIONS = 56 11 total details were conducted during this time period.

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

Currently the number of PVI inspectors is at an all time low. We need to send more interested inspectors to get PVI certified. With having more PVI inspectors, we will be able to inspect more PVI's in an attempt to locate the vehicles and drivers that should not be operating on our roadways.

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 40% for FFY17 and improve the percentage of vehicles that have compliant brake performance. We have a goal for carriers to become compliant to the point that less than 25% of the vehicles tested will be placed out of service.

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

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

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

Currently, Indiana is going to have difficulty achieving our goals when it comes to using PBBT's for inspections. There are many reasons why our number of PBBT's are so low. The first issue, is that the PBBT at the Terre Haute inspection facility is still out of service. The rollers to the unit need to be replaced and the replacement cost is as much as a new PBBT. This PBBT is owned by the Indiana Department of Transportation and we have no impute on

the machine. The second issue is with the portable PBBT's and their dependability. At times during the 2017 fiscal year, we had issues with one or both of the portable PBBT's breaking down and not working. With these issues, it is hard to get inspectors motivated to set up the portable PBBT's, just to find that after spending all the time setting it up, it does not work properly.

4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2018. 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 2018

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

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

Projected Goals for FY 2018:

Enter performance goal.

It is the goal for Indiana to conduct two hundred (200) inspections using the PBBT's.

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

This figure above comes from using only the three (3) units at the inspection facilities on CMV's in which the inspector thinks will best benefit from this technology. Since implementing this technology, most inspectors decertified and we need to re-certify those inspectors at the facilities that they will be used the most. If all three PBBT's at the fixed facilities are working properly, each facility would need to conduct at least six (6) PBBT inspections per month.

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.

Electronic Logging Devices

Narrative Overview for FY 2018***Problem Statement Narrative: Describe problem identified by performance data including baseline data.***

With the current regulation to have carriers place electronic logging devices (ELD's) in their commercial motor vehicles (CMV's), by the end of 2017, we need to educate our inspectors on this technology to have a better understanding on viewing for hours of service violations and to make sure carriers are complying with the new regulation.

Projected Goals for FY 2018:***Enter performance goal.***

It is Indiana's goal to have all inspectors trained on ELD's, within six (6) months of the effective date of the rule, in 2018.

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

Once the National Training Center (NTC) has finished developing it's ELD training for the States, Indiana will send instructors to the course to become ELD instructors. After we have obtained our own instructors, we will begin training our inspectors on ELD's. Our goal is to have all two hundred and seventy three (273) inspections, ELD trained and through all three (3) phases within six (6) months of the effective date of the rule, in 2018. This is despite the fact our inspectors have already been inspecting CMV's with ELD's in the past. Indiana will only use the State of Indiana's email system as a method to transfer the data of an ELD. There will no other exception to this rule.

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.

The grant/training administrator will keep record of how many inspectors have completed all three phases of training. The grant administrator will report the number of inspectors trained each quarter for the quarterly report.

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [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 ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** 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.
 - 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 data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **Calculation of Federal and State Shares**

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically for States and populates these values in each line. Federal share is the product of Total Project Costs X .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system.

States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **Expansion of 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.

The system will confirm that:

- Federal share plus State share equals Total Project Costs on each line item
- Accounting Method is selected in Personnel, Part 4.2
- Overtime value does not exceed the FMCSA limit
- Planned MOE Costs equal or exceed FMCSA limit
- Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts
- Territory's proposed Total Project Costs are within \$5 of \$350,000

For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$7,383,695.00	\$1,303,005.00	\$8,686,700.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$1,303,005.00
MOE Baseline:	\$153,579.84

2 - Personnel

Personnel costs are salaries for employees working directly on a project.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.

Note: *Do not include any personally identifiable information in the eCVSP.*

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 of 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. For example, a MCSAP officer spent approximately 35 percent of his 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 annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual 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, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	\$1,303,005.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Major	1	50.0000	\$99,847.00	\$49,923.50	\$42,434.98	\$7,488.52
Captain	1	50.0000	\$100,462.00	\$50,231.00	\$42,696.35	\$7,534.65
Lieutenant	1	50.0000	\$90,770.00	\$45,385.00	\$38,577.25	\$6,807.75
First Sergeant	1	50.0000	\$87,403.00	\$43,701.50	\$37,146.28	\$6,555.22
Sergeant-field supervisor	8	50.0000	\$81,419.00	\$325,676.00	\$276,824.60	\$48,851.40
Sergeant-CR	1	85.0000	\$86,256.00	\$73,317.60	\$62,319.96	\$10,997.64
Sergeant-Grant Admin	1	85.0000	\$80,872.00	\$68,741.20	\$58,430.02	\$10,311.18
Sergeant New Entrant	1	85.0000	\$85,512.00	\$72,685.20	\$61,782.42	\$10,902.78
Sergeant-School Bus	1	15.0000	\$80,872.00	\$12,130.80	\$10,311.18	\$1,819.62
Trooper CVEO	41	50.0000	\$74,500.00	\$1,527,250.00	\$1,298,162.50	\$229,087.50
Trooper-CR	6	85.0000	\$74,500.00	\$379,950.00	\$322,957.50	\$56,992.50
Trooper-School Bus	20	15.0000	\$74,500.00	\$223,500.00	\$189,975.00	\$33,525.00
MCI Administrator	1	50.0000	\$73,186.00	\$36,593.00	\$31,104.05	\$5,488.95
MCI-Zone Coordinator	1	50.0000	\$68,286.00	\$34,143.00	\$29,021.55	\$5,121.45
MCI-DC	4	50.0000	\$63,383.00	\$126,766.00	\$107,751.10	\$19,014.90
MCI-DC/IT	1	85.0000	\$63,383.00	\$53,875.55	\$45,794.22	\$8,081.33
MCI	26	50.0000	\$52,812.00	\$686,556.00	\$583,572.60	\$102,983.40
MCI-New Entrant	6	85.0000	\$52,812.00	\$269,341.20	\$228,940.02	\$40,401.18
Secretary	1	85.0000	\$25,443.21	\$21,626.72	\$18,382.71	\$3,244.01
Subtotal: Salary				\$4,101,393.27	\$3,486,184.29	\$615,208.98
Overtime Project Costs						
Overtime	100	100.0000	\$12,613.65	\$1,261,365.00	\$1,072,160.25	\$189,204.75
Subtotal: Overtime				\$1,261,365.00	\$1,072,160.25	\$189,204.75
TOTAL: Personnel				\$5,362,758.27	\$4,558,344.54	\$804,413.73
Accounting Method:	Accrual					
Planned MOE: Personnel	\$182,302.92					

Enter detailed explanation of how you came up with the personnel costs.

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

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

Maintenance Of Effort (MOE) was figured out by using the regular hourly rate of a one (1) year trooper, which is \$23.52 and adding that to the regular hourly rate of a twenty (20) year trooper, which is \$33.71. Once both hourly rate are added up and divided both hourly rates by two (2) it comes to \$28.61. We encourage our non-division inspectors to conduct thirty-six (36) regular duty inspections a year and overtime (VIP) inspections do not apply. After each inspector conduct thirty-six (36) regular duty inspections for the year, one hundred and seventy seven (177) inspectors conducts six thousand three hundred and seventy two (6,372) inspections. Six thousand three hundred and seventy two (6,372) inspections multiplied by \$28.61 comes to \$182,302.92.

3 - Fringe Benefits

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided. For more information on this item see [2 CFR §200.431](#).

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 have an 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\(b\)](#).

Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies
- Costs are equitably allocated to all related activities, including Federal awards
- Accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees

Depending on the State, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged and like Workers' Compensation, can sometimes to be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

The **Fringe Benefit Rate** is:

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8/100 = \$97,200$ Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
Major	100.0000	\$23,116.77	\$23,116.77	\$19,649.25	\$3,467.52
Captain	100.0000	\$23,200.57	\$23,200.57	\$19,720.48	\$3,480.09
Lieutenant	100.0000	\$21,880.03	\$21,880.03	\$18,598.03	\$3,282.00
F/Sergeant	100.0000	\$21,421.28	\$21,421.28	\$18,208.09	\$3,213.19
Sergeant field supervisor	100.0000	\$164,847.67	\$164,847.67	\$140,120.52	\$24,727.15
Sergeant-CR	100.0000	\$36,150.50	\$36,150.50	\$30,727.93	\$5,422.57
Sergeant-Grant Admin	100.0000	\$34,903.43	\$34,903.43	\$29,667.92	\$5,235.51
Sergeant New Entrant	100.0000	\$35,978.17	\$35,978.17	\$30,581.44	\$5,396.73
Sergeant-School Bus	100.0000	\$6,159.43	\$6,159.43	\$5,235.52	\$923.91
Trooper CVEO	100.0000	\$806,193.05	\$806,193.05	\$685,264.09	\$120,928.96
Trooper-CR	100.0000	\$200,565.10	\$200,565.10	\$170,480.34	\$30,084.76
Trooper-School Bus	100.0000	\$117,979.47	\$117,979.47	\$100,282.55	\$17,696.92
MCI Administrator	100.0000	\$18,203.46	\$18,203.46	\$15,472.94	\$2,730.52
MCI-Zone Coordinator	100.0000	\$17,621.58	\$17,621.58	\$14,978.34	\$2,643.24
MCI-DC	100.0000	\$68,157.41	\$68,157.41	\$57,933.80	\$10,223.61
MCI-DC/IT	100.0000	\$28,966.90	\$28,966.90	\$24,621.87	\$4,345.03
MCI	100.0000	\$410,385.17	\$410,385.17	\$348,827.39	\$61,557.78
MCI-New Entrant	100.0000	\$160,997.26	\$160,997.26	\$136,847.67	\$24,149.59
Secretary	100.0000	\$21,307.80	\$21,307.80	\$18,111.63	\$3,196.17
TOTAL: Fringe Benefits			\$2,218,035.05	\$1,885,329.80	\$332,705.25
Planned MOE: Fringe Benefits	\$0.00				

Enter detailed explanation of how you came up with the fringe benefits costs.

The sworn officer fringe benefits are calculated as follows:

Health insurance \$716.54/pay x 26 pay periods

EAP (employee assistance program) .20/pay x 26 pay periods

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

Life insurance, disability and police pension 27.25% of annual salary

MCI fringe benefits are calculated as follows:

Health insurance \$716.54/pay x 26 pay periods

EAP .20/pay x 26 pay periods

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

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

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

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

4 - Travel

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

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

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

Total Project Costs should be determined by State users, and input in the table below.

Travel Project Costs					
Purpose	# of Staff	# of Days	Total Project Costs	Federal Share	State Share
MCSAP Planning Meeting	4	3	\$4,000.00	\$3,400.00	\$600.00
CVSA Conference	15	15	\$20,000.00	\$17,000.00	\$3,000.00
North American Inspector Competition	2	5	\$4,000.00	\$3,400.00	\$600.00
ITD Conference	1	5	\$1,500.00	\$1,275.00	\$225.00
Data Quality Training	1	5	\$1,300.00	\$1,105.00	\$195.00
PVI Team	12	6	\$4,000.00	\$3,400.00	\$600.00
Compliance Review	6	6	\$4,000.00	\$3,400.00	\$600.00
Misc. Training	10	15	\$12,200.00	\$10,370.00	\$1,830.00
Hazmat School	20	5	\$9,000.00	\$7,650.00	\$1,350.00
New Entrant off-site audits	7	5	\$7,500.00	\$6,375.00	\$1,125.00
New Entrant training	7	5	\$7,500.00	\$6,375.00	\$1,125.00
TOTAL: Travel			\$75,000.00	\$63,750.00	\$11,250.00
Planned MOE: Travel	\$0.00				

Enter detailed explanation of how you came up with the travel costs.

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

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

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

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

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

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

FY2018, we plan on having a Hazardous Material Course to get our remaining inspectors hazmat certified.

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

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

5 - Equipment

Equipment is tangible 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 threshold is below \$5,000, check the box below and provide the equipment threshold amount. See §§[200.12](#) Capital assets, [200.20](#) Computing devices, [200.48](#) General purpose equipment, [200.58](#) Information technology systems, [200.89](#) Special purpose equipment, and [200.94](#) Supplies.

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

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

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs						
Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share	State Share
LIDAR's	10	\$3,500.00	100	\$35,000.00	\$29,750.00	\$5,250.00
Training room equipment	1	\$10,000.00	100	\$10,000.00	\$8,500.00	\$1,500.00
CMV reconstruction equipment	1	\$25,000.00	100	\$25,000.00	\$21,250.00	\$3,750.00
Radar detector detector	20	\$2,015.00	100	\$40,300.00	\$34,255.00	\$6,045.00
Drone	1	\$2,000.00	100	\$2,000.00	\$1,700.00	\$300.00
Conference Room updates	1	\$6,000.00	100	\$6,000.00	\$5,100.00	\$900.00
TOTAL: Equipment				\$118,300.00	\$100,555.00	\$17,745.00
Equipment threshold is \$500						
Planned MOE: Equipment	\$0.00					

Enter detailed explanation of how you came up with the equipment costs.

Indiana currently is on pace to deobligate FFY 2017 MCSAP funding due to the FAST Act and two other notable changes. First being, Indiana's move from a percentage based salary and fringe billing format to a new coding system (time and labor) that utilizes actual time spent on the Federal MCSAP project. The second reason is due to the revised interpretation of the equipment threshold guideline.

Indiana had been following the Federal equipment threshold guidelines for past eCVSP's. Currently, it has been brought to out attention, that Indiana's equipment threshold is \$500.00 and that the Federal guidelines state that equipment needs to be tracked by the lesser of two threshold amounts. Indiana did not allocate any of the MCSAP funds to equipment, because we were not going to make any purchases for equipment over \$5,000.00. But with Indiana's \$500.00 threshold, this changes the funding amount via the budget line item from supplies to equipment.

LIDARS will be given to CEVO's while they are conducting MCSAP inspections to help them determine the speed and following distance of CMV's

Training room equipment, purchase a new over head projector, podium, sound system and larger screen to be used with the new projector. These items will be utilized for all local MCSAP related training.

CMV reconstruction equipment: Equipment and tools used to help reconstruct CMV fatality crashes

Radar detector detector: 20 radar detectors detectors to help identify CMV driver who are in possession of radar detectors.

Drone to help assist and take pictures at fatal CMV crashes.

Conference room updates including a new large conference table and ceiling mounted projector.

6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.

Total Project Costs equal #of Units x Cost per Unit.

Supplies Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Office Supplies	1	each	\$30,000.44	\$30,000.44	\$25,500.36	\$4,500.08
Inspection Supplies	200	each	\$200.00	\$40,000.00	\$34,000.00	\$6,000.00
Uniforms	300	set	\$250.00	\$75,000.00	\$63,750.00	\$11,250.00
TOTAL: Supplies				\$145,000.44	\$123,250.36	\$21,750.08
Planned MOE: Supplies	\$17,456.73					

Enter detailed explanation of how you came up with the supplies costs.

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

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

Other supplies that are needed are supplies to enforce both federal and state laws. **Those supplies include window tint meters, hight poles and inspection manuals.**

The current in car printer that is provided by the Indiana State Police (ISP) is a thermal heat printer which requires a specialized roll of paper. Each roll of paper consists of 100 sheets. With the estimated amount of inspections set at 70,023 and each piece of paper costs .0831 cents and two (2) copies of the inspection are going to be printed, it will cost 11,637.82. With every inspection conducted a citation or warning will be issued to the driver, which is estimated it would cost 5,818.91. The total amount of paper used for inspections/citations will be counted towards Maintenance Of Effort (MOE) in the amount of \$17,456.73.

7 - Contractual and Subaward

This section includes both contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

CONTRACTUAL – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

SUBAWARD – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#), [2 CFR §200.330](#)).

SUBRECIPIENT - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below.

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 used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
Knowledge Services	EIN	351934449	Contract	\$54,496.00	\$46,321.60	\$8,174.40
Description of Services: Temporary Employees (SafetyNet)						
Ricoh	EIN	230334400	Contract	\$13,757.64	\$11,693.99	\$2,063.65
Description of Services: Copiers						
Vehicle Inspection Systems (VIS)	DUNS	431652552	Contract	\$15,038.00	\$12,782.30	\$2,255.70
Description of Services: Calibration and warranty for PBBT's						
TOTAL: Contractual and Subaward				\$83,291.64	\$70,797.89	\$12,493.75
Planned MOE: Contractual and Subaward	\$0.00					

Enter detailed explanation of how you came up with the contractual and subaward costs.

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 tho personal 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.

ISP-CVED utilizes a temporary staffing contract from Knowledge Services to hire employees responsible for our SAFETYNET operations and receptionist. We anticipate needing two (2) temp employees for 52 weeks for 40 hours a week at an average cost of \$13.10 per hour. 2 temps X 52 weeks X 40 hours at \$13.10 = \$54,496.00

There are 2 copy machines at the CVED office. One copier is used for the receiving of faxes from carriers of inspections showing that they have corrected whatever violation was documented. The other copier is used for daily activities of the office support staff (scanning, faxing, coping etc.). There are 13 other copiers at the other inspection facilities used for printing off inspections for drivers and officers. They are also used for printing off tickets and warnings. They are used for the daily activities of the MCI's who are assigned to the inspection facilities. Total of 15 copiers with average cost of \$910.87 X 12 months=\$10,930.44 per year.

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

There are two copiers, one at CVED and one at the Terre Haute inspection facility that we are charged 0.005 cents per copy. It is estimated that 7,600 copies will be made by those two machines per month. With 7,600 copies being made per month at 0.005 cents, it will cost \$38.00 a month and \$456 a year for copies.

There is a color and black and white copier located at CVED. For color copies, we are charged 0.04 cents per copy and we are charged 0.0055 cents per black and white copy. It is estimated that 3,500 color copies will be made in a month, which is 42,000 color copies for a year. 42,000 copies a year, times 0.004 cents, is \$1,680 per year. It is also estimated that 2,200 black and white copies will be made with this machine per month. We are charged .0055 cents per black and white copy and for the year will be charged \$145.20. This copier will cost approximately \$1,825.20 a year in copies.

We will be charged approximately \$2,827.20 for copies made by all of our copiers. The total for leasing all the copiers and the approximate copies that are going to be made is \$13,757.64. We renew our lease for all our copiers every forty eight (48) months.

Vehicle Inspection Systems (VIS) to conduct yearly maintance and warranty for our Pefromanced Based Break Testors.

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative. Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

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.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item 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 Number of Units x Cost per Item.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
CVSA Conference Registration Dues	20	Per inspector	\$550.00	\$11,000.00	\$9,350.00	\$1,650.00
CVSA Decals	285	sheet	\$3.56	\$1,014.60	\$862.41	\$152.19
CVSA Membership Dues	1	Yearly Dues	\$12,300.00	\$12,300.00	\$10,455.00	\$1,845.00
Cellular connectivity/phones	15	months	\$5,200.00	\$78,000.00	\$66,300.00	\$11,700.00
Fleet cost mileage	1500000	miles	\$0.28	\$420,000.00	\$357,000.00	\$63,000.00
Fleet Depreciation	15	monthly	\$10,800.00	\$162,000.00	\$137,700.00	\$24,300.00
TOTAL: Other Costs				\$684,314.60	\$581,667.41	\$102,647.19
Planned MOE: Other Costs	\$0.00					

Enter detailed explanation of how you came up with the other costs.

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

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

Every year, we have to pay dues to continue to be a member in the Commercial Vehicle Safety Alliance. FY dues are going to be \$12,300.00.

Cell phones are required for the Compliance Review and New Entrant squads so that they are able to reach out to the carriers and conduct business for their audits.

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

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

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

The State of Indiana utilizes the straight line depreciation method to account for the depreciation of capital assets such as vehicles. In the case of vehicles, we depreciate them over a predetermined useful life of 96 months. The estimated average monthly fleet depreciation is \$10,800. In Peoplesoft, our accounting system, depreciation is calculated monthly in the Asset Management module using the depreciation parameter assigned to a selected profile id. Although the depreciation is calculated in the Asset Management Module, depreciation totals are moved automatically in the General Ledger (GEL) module into a specific ledger group in PeopleS oft. This ledger group, CAFR_ACCRL, only contains information related to assets based on information entered into the Asset Management either manually or via interface.

Indiana does not voucher for depreciation of federally purchased vehicles.

9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$7,383,695.00	\$1,303,005.00	\$8,686,700.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,303,005.00
MOE Baseline:	\$153,579.84

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Major	\$42,434.98	\$7,488.52	\$49,923.50
Captain	\$42,696.35	\$7,534.65	\$50,231.00
Lieutenant	\$38,577.25	\$6,807.75	\$45,385.00
First Sergeant	\$37,146.28	\$6,555.22	\$43,701.50
Sergeant-field supervisor	\$276,824.60	\$48,851.40	\$325,676.00
Sergeant-CR	\$62,319.96	\$10,997.64	\$73,317.60
Sergeant-Grant Admin	\$58,430.02	\$10,311.18	\$68,741.20
Sergeant New Entrant	\$61,782.42	\$10,902.78	\$72,685.20
Sergeant-School Bus	\$10,311.18	\$1,819.62	\$12,130.80
Trooper CVEO	\$1,298,162.50	\$229,087.50	\$1,527,250.00
Trooper-CR	\$322,957.50	\$56,992.50	\$379,950.00
Trooper-School Bus	\$189,975.00	\$33,525.00	\$223,500.00
MCI Administrator	\$31,104.05	\$5,488.95	\$36,593.00
MCI-Zone Coordinator	\$29,021.55	\$5,121.45	\$34,143.00
MCI-DC	\$107,751.10	\$19,014.90	\$126,766.00
MCI-DC/IT	\$45,794.22	\$8,081.33	\$53,875.55
MCI	\$583,572.60	\$102,983.40	\$686,556.00
MCI-New Entrant	\$228,940.02	\$40,401.18	\$269,341.20
Secretary	\$18,382.71	\$3,244.01	\$21,626.72
Salary Subtotal	\$3,486,184.29	\$615,208.98	\$4,101,393.27
Overtime	\$1,072,160.25	\$189,204.75	\$1,261,365.00
Overtime subtotal	\$1,072,160.25	\$189,204.75	\$1,261,365.00
Personnel total	\$4,558,344.54	\$804,413.73	\$5,362,758.27
Planned MOE	\$182,302.92		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Major	\$19,649.25	\$3,467.52	\$23,116.77
Captain	\$19,720.48	\$3,480.09	\$23,200.57
Lieutenant	\$18,598.03	\$3,282.00	\$21,880.03
F/Sergeant	\$18,208.09	\$3,213.19	\$21,421.28
Sergeant field supervisor	\$140,120.52	\$24,727.15	\$164,847.67
Sergeant-CR	\$30,727.93	\$5,422.57	\$36,150.50
Sergeant-Grant Admin	\$29,667.92	\$5,235.51	\$34,903.43
Sergeant New Entrant	\$30,581.44	\$5,396.73	\$35,978.17
Sergeant-School Bus	\$5,235.52	\$923.91	\$6,159.43
Trooper CVEO	\$685,264.09	\$120,928.96	\$806,193.05
Trooper-CR	\$170,480.34	\$30,084.76	\$200,565.10
Trooper-School Bus	\$100,282.55	\$17,696.92	\$117,979.47
MCI Administrator	\$15,472.94	\$2,730.52	\$18,203.46
MCI-Zone Coordinator	\$14,978.34	\$2,643.24	\$17,621.58
MCI-DC	\$57,933.80	\$10,223.61	\$68,157.41
MCI-DC/IT	\$24,621.87	\$4,345.03	\$28,966.90
MCI	\$348,827.39	\$61,557.78	\$410,385.17
MCI-New Entrant	\$136,847.67	\$24,149.59	\$160,997.26
Secretary	\$18,111.63	\$3,196.17	\$21,307.80
Fringe Benefits total	\$1,885,329.80	\$332,705.25	\$2,218,035.05
Planned MOE	\$0.00		

Travel			
	Federal Share	State Share	Total Project Costs
MCSAP Planning Meeting	\$3,400.00	\$600.00	\$4,000.00
CVSA Conference	\$17,000.00	\$3,000.00	\$20,000.00
North American Inspector Competition	\$3,400.00	\$600.00	\$4,000.00
ITD Conference	\$1,275.00	\$225.00	\$1,500.00
Data Quality Training	\$1,105.00	\$195.00	\$1,300.00
PVI Team	\$3,400.00	\$600.00	\$4,000.00
Compliance Review	\$3,400.00	\$600.00	\$4,000.00
Misc. Training	\$10,370.00	\$1,830.00	\$12,200.00
Hazmat School	\$7,650.00	\$1,350.00	\$9,000.00
New Entrant off-site audits	\$6,375.00	\$1,125.00	\$7,500.00
New Entrant training	\$6,375.00	\$1,125.00	\$7,500.00
Travel total	\$63,750.00	\$11,250.00	\$75,000.00
Planned MOE	\$0.00		

Equipment			
	Federal Share	State Share	Total Project Costs
LIDAR's	\$29,750.00	\$5,250.00	\$35,000.00
Training room equipment	\$8,500.00	\$1,500.00	\$10,000.00
CMV reconstruction equipment	\$21,250.00	\$3,750.00	\$25,000.00
Radar detector detector	\$34,255.00	\$6,045.00	\$40,300.00
Drone	\$1,700.00	\$300.00	\$2,000.00
Conference Room updates	\$5,100.00	\$900.00	\$6,000.00
Equipment total	\$100,555.00	\$17,745.00	\$118,300.00
Planned MOE	\$0.00		

Supplies			
	Federal Share	State Share	Total Project Costs
Office Supplies	\$25,500.36	\$4,500.08	\$30,000.44
Inspection Supplies	\$34,000.00	\$6,000.00	\$40,000.00
Uniforms	\$63,750.00	\$11,250.00	\$75,000.00
Supplies total	\$123,250.36	\$21,750.08	\$145,000.44
Planned MOE	\$17,456.73		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Knowledge Services	\$46,321.60	\$8,174.40	\$54,496.00
Ricoh	\$11,693.99	\$2,063.65	\$13,757.64
Vehicle Inspection Systems (VIS)	\$12,782.30	\$2,255.70	\$15,038.00
Contractual and Subaward total	\$70,797.89	\$12,493.75	\$83,291.64
Planned MOE	\$0.00		

Other Costs			
	Federal Share	State Share	Total Project Costs
CVSA Confrence Registraion Dues	\$9,350.00	\$1,650.00	\$11,000.00
CVSA Decals	\$862.41	\$152.19	\$1,014.60
CVSA Membership Dues	\$10,455.00	\$1,845.00	\$12,300.00
Cellular connectivity/phones	\$66,300.00	\$11,700.00	\$78,000.00
Fleet cost milage	\$357,000.00	\$63,000.00	\$420,000.00
Fleet Depreciation	\$137,700.00	\$24,300.00	\$162,000.00
Other Costs total	\$581,667.41	\$102,647.19	\$684,314.60
Planned MOE	\$0.00		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$7,383,695.00	\$1,303,005.00	\$8,686,700.00
Total Costs Budgeted	\$7,383,695.00	\$1,303,005.00	\$8,686,700.00
Total Planned MOE	\$199,759.65		

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.

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$7,383,695.00	\$1,303,005.00	\$8,686,700.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,303,005.00
MOE Baseline:	\$153,579.84

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$3,486,184.29	\$615,208.98	\$4,101,393.27	NA
Overtime Subtotal	\$1,072,160.25	\$189,204.75	\$1,261,365.00	NA
Personnel Total	\$4,558,344.54	\$804,413.73	\$5,362,758.27	\$182,302.92
Fringe Benefits Total	\$1,885,329.80	\$332,705.25	\$2,218,035.05	\$0.00
Travel Total	\$63,750.00	\$11,250.00	\$75,000.00	\$0.00
Equipment Total	\$100,555.00	\$17,745.00	\$118,300.00	\$0.00
Supplies Total	\$123,250.36	\$21,750.08	\$145,000.44	\$17,456.73
Contractual and Subaward Total	\$70,797.89	\$12,493.75	\$83,291.64	\$0.00
Other Costs Total	\$581,667.41	\$102,647.19	\$684,314.60	\$0.00
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$7,383,695.00	\$1,303,005.00	\$8,686,700.00	\$199,759.65
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$7,383,695.00	\$1,303,005.00	\$8,686,700.00	\$199,759.65

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

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

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

- ☒ Yes
- ☐ No

State Certification declaration:

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

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

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

1. What is the name of your certifying State official? Douglas G. Carter
2. What is the title of your certifying State official? Superintendent
3. What are the phone # and email address of your State official? 317-232-8241 dcarter@isp.in.gov

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

- ☒ Yes
- ☐ No

I, Douglas G. Carter , certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

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

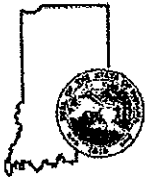
3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☐ Yes ☒ No

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

☐ Yes ☒ No



STATE OF INDIANA

Eric J. Holcomb, Governor

DEPARTMENT OF ADMINISTRATION Commissioner's Office

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

DATE: June 21, 2017

TO: All Agency Heads

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

RE: State Lodging Rate Increase

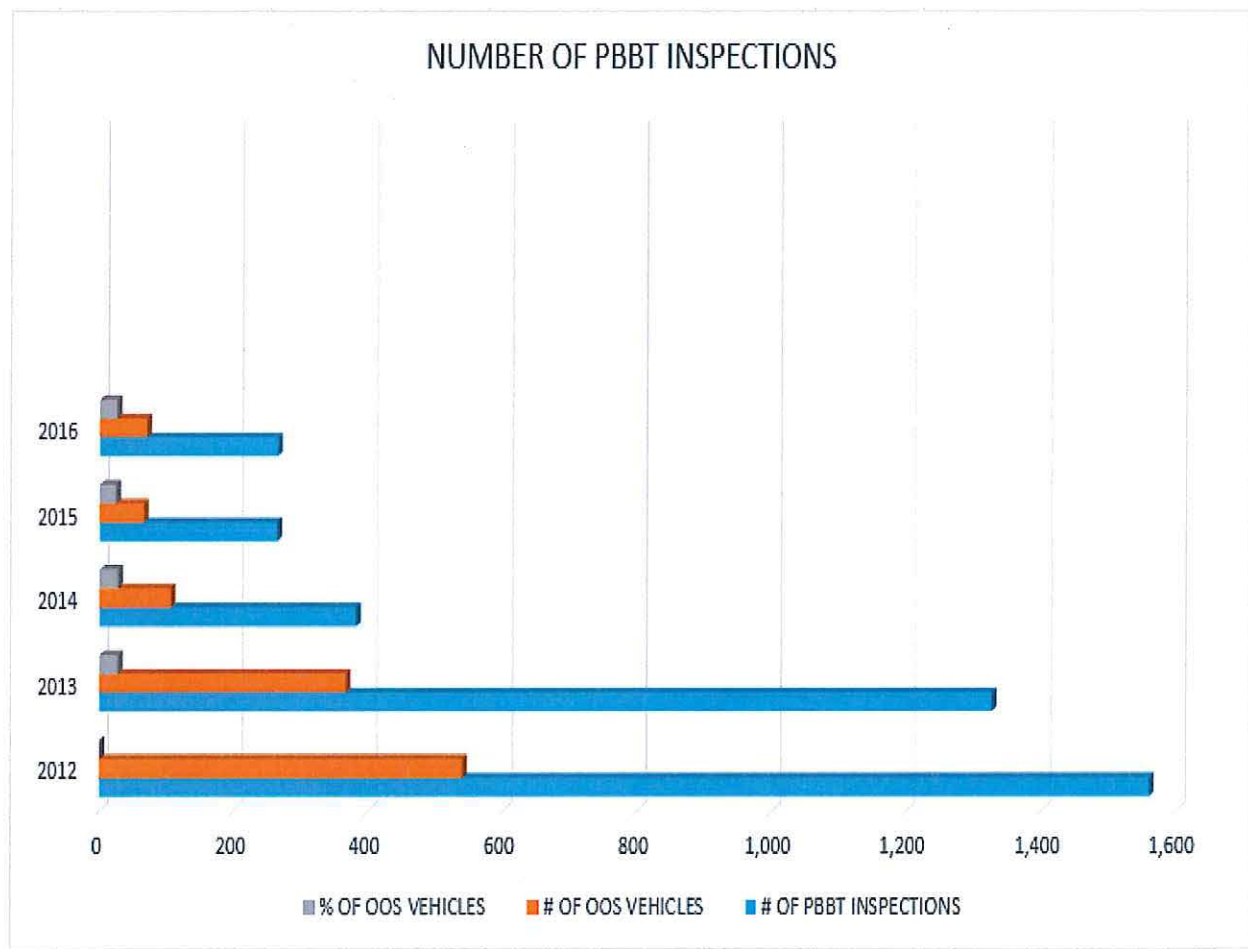
Effective July 1, 2017 the in-state lodging standard rate will increase to \$91.00, with additional increases for the below defined areas:

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

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

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

NUMBER OF PBBT INSPECTIONS



INDIANA STATE POLICE HEALTH CARE PLAN

EMPLOYEE CONTRIBUTIONS

BLUE ACCESS PLAN

Effective January 1, 2017

BIWEEKLY RATES

Single Alternative Plan (High Deductible, Medical/Vision/Dental)	\$306.45	
State Contribution.....	- 255.45	single
Employee Contribution	\$51.00	

Employee Only (Medical/Vision/Dental)	\$364.41	
State Contribution.....	- 255.45	single
Employee Contribution	\$108.96	

Employee + One Dependent (Medical/Vision/Dental)	\$884.28	
State Contribution.....	- 716.54	married
Employee Contribution	\$167.74	

Employee + Multiple Dependents (Medical/Vision/Dental)	\$938.59	
State Contribution.....	- 716.54	married
Employee Contribution	\$222.05	

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 Revised Actuarial Valuation as of July 1, 2015

Introduction

This Valuation has been prepared as of July 1, 2015 for the Plan which was originally effective July 1, 1937. As of the valuation date there were 1,187 active participants, 18 DROP participants, 1,251 retirees, 337 beneficiaries, and 156 terminated or disabled participants entitled to future benefits (includes 0 due and unpaid).

We have established the following contribution as of July 1, 2015:

Recommended Minimum Contribution	\$ 16,184,566
(30-Year Amortization of Unfunded Liability starting July 1, 2010 - 25 years remaining as of July 1, 2015)	

Contribution as Percentage of Anticipated Payroll	23.9%
---	-------

Please note that the July 1, 2015 results shown in this report have been revised from the report issued on September 30, 2015 to reflect data corrections for active participant appointment dates as well as a mortality update reflecting the MP-2015 Mortality Improvement Projection Scale.

This report reflects the plan provisions in effect as of July 1, 2015. Refer to the exhibit titled Summary of Plan Provisions for a brief description of benefits provided by this plan.

The Recommended Minimum Contribution is composed of normal cost of \$11,267,009, a net amortization payment of \$8,298,079, and less \$4,040,844 in member contributions. The contribution also includes one-half year's interest to reflect the fact that contributions are received monthly.

As of July 1, 2015, the Unfunded Actuarial Accrued Liability is \$105,596,921, which represents 156.1% of anticipated payroll. The assets expressed as a percentage of the total accrued liability are 81.5% as of July 1, 2015 as compared to 85.0% as of July 1, 2014.

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

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

For your information the Fringe Benefits are calculated as follows:

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

Police 2017

.15	life ins
1.45	FICA
1.75	disability
23.90	Pension
<u>27.25</u>	%

Analysis & Information

Federal Motor Carrier Safety Administration

Indiana Traffic Enforcement Activity Summary

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 6/30/2017 , including current
The data presented below are accurate as of the date listed, but are subject to update as new or additional information may be reported

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

Report Filters:

All Domiciles
All Vehicles

Activity Summary	FY 2013 Total	FY 2014 Total	FY 2015 Total	FY 2016 Total	FY 2017 Total
Number of Traffic Enf. Inspections	26828	29417	23747	23206	19712
With Moving Violations	22987	25446	20690	20498	17901
With Drug & Alcohol Violations	39	39	37	53	39
With Railroad Crossing Violations	7	2	23	4	10
With Non-specified State Law/Miscellaneous Violations	4596	4788	3672	3328	2250
Number of Traffic Enf. Violations	29013	31710	25635	24843	21028
Moving Violations	24031	26572	21651	21249	18596
Drug & Alcohol Violations	40	40	38	54	42
Railroad Crossing Violations	7	2	23	4	11
Non-specified State Law/Miscellaneous Violations	4935	5096	3923	3536	2379

Analysis & Information

Federal Motor Carrier Safety Administration

Indiana Roadside Inspections by Inspection Level

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 6/30/2017 , including cu
The data presented below are accurate as of the date listed, but are subject to update as new or additional information may be repo

Report Filters:

Indiana
All Vehicles

Inspection Level	FY 2013 Total	FY 2014 Total	FY 2015 Total	FY 2016 Total	FY 2017 Total
I. Full	10233	7100	6158	6289	4411
With OOS Viol (Level 1)	3626	2634	2036	2077	1629
II. Walk-Around	18648	16774	14261	13403	10297
With OOS Viol (Level 2)	3868	3522	3082	2870	2274
III. Driver Only	41520	43889	36256	38747	34059
With OOS Viol (Level 3)	2415	2596	2034	2129	1905
IV. Special Study	129	286	165	230	220
With OOS Viol (Level 4)	34	57	37	34	42
V. Terminal	122	302	334	231	98
With OOS Viol (Level 5)	18	54	58	36	21
VI. Radioactive Materials	0	0	0	0	0
With OOS Viol (Level 6)	0	0	0	0	0
Total	70652	68351	57174	58900	49085

FY 2018 Certification of MCSAP Conformance (State Certification)

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

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

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

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

Date 8/10/2017

Signature DPC

Annual Review of Laws, Regulations, Policies and Compatibility Certification


I, **Superintendent Douglas G. Carter for the Indiana State Police**, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program.

For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

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

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

Signature of Certifying Official:

 _____

Title of Certifying Official: Superintendent, Indiana State Police

Date of Certification: 8/10/2017

pos #	Bi-weekly	Annual	Annual Bud All Positions	Percentage	Revised Salary MCSAP Elig	Fringe %	EAP,Def, Hlth	EAP,Def, Hlth	
						27.25%			
						23.75%			
							19,025.24	% total	
Major	1	99,847.00	99,847.00	50%	49,923.50	13,604.15	19,025.24	9,512.62	23,116.77
Captain	1	100,462.00	100,462.00	50%	50,231.00	13,687.95	19,025.24	9,512.62	23,200.57
Lt.	1	90,770.00	90,770.00	50%	45,385.00	12,367.41	19,025.24	9,512.62	21,880.03
F/Sgt.	1	87,403.00	87,403.00	50%	43,701.50	11,908.66	19,025.24	9,512.62	21,421.28
Sgt. Field Supv	8	81,419.00	651,352.00	50%	325,676.00	88,746.71	152,201.92	76,100.96	164,847.67
Sgt. CR	1	86,256.00	86,256.00	85%	73,317.60	19,979.05	19,025.24	16,171.45	36,150.50
Sgt. Grant	1	80,872.00	80,872.00	85%	68,741.20	18,731.98	19,025.24	16,171.45	34,903.43
Sgt. NE	1	85,512.00	85,512.00	85%	72,685.20	19,806.72	19,025.24	16,171.45	35,978.17
Sgt. Bus	1	80,872.00	80,872.00	15%	12,130.80	3,305.64	19,025.24	2,853.79	6,159.43
Trps CVEOs	41	74,500.00	3,054,500.00	50%	1,527,250.00	416,175.63	780,034.84	390,017.42	806,193.05
Trps CR	6	74,500.00	447,000.00	85%	379,950.00	103,536.38	114,151.44	97,028.72	200,565.10
Trps Bus	20	74,500.00	1,490,000.00	15%	223,500.00	60,903.75	380,504.80	57,075.72	117,979.47
MCI Admin	1	73,186.00	73,186.00	50%	36,593.00	8,690.84	19,025.24	9,512.62	18,203.46
MCI Zone Coord	1	68,286.00	68,286.00	50%	34,143.00	8,108.96	19,025.24	9,512.62	17,621.58
MCI DCs	4	63,383.00	253,532.00	50%	126,766.00	30,106.93	76,100.96	38,050.48	68,157.41
MCI DC/IT	1	63,383.00	63,383.00	85%	53,875.55	12,795.44	19,025.24	16,171.45	28,966.90
MCIs	26	52,812.00	1,373,112.00	50%	686,556.00	163,057.05	494,656.24	247,328.12	410,385.17
NE MCIs	6	52,812.00	316,872.00	85%	269,341.20	63,968.54	114,151.44	97,028.72	160,997.26
Sec IV	1	25,443.21	25,443.21	85%	21,626.73	5,136.35	19,025.24	16,171.45	21,307.80
Overtime	1			100%		0.00	0.00	0.00	0.00
124					4,101,393.28	1,074,618.12		1,143,416.92	2,218,035.04
									2,218,035.04

Detailed Explanation of Fringe Benefits costs:

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

The sworn officer fringe benefits are calculated as follows:

Part 1 - Life insurance, disability and police pension 27.25% of annual salary - highlighted green above. Formula in column H is 27.25% applied to the MCSAP eligible percentage of annual salary column G.

Part 2 - EAP (employee assistance program) .20/pay x 26 pay periods + Deferred compensation (agency paid portion) \$15/pay x 26 pay periods + Health insurance \$716.54/pay x 26 pay periods = \$19,025.24 (calculation in cell I4) multiplied by the number of positions = results in column I for an annualized figure. Then column I is multiplied by the MCSAP eligible percentage column J.

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

MCI fringe benefits are calculated as follows:

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

Part 2 - EAP (employee assistance program) .20/pay x 26 pay periods + Deferred compensation (agency paid portion) \$15/pay x 26 pay periods + Health insurance \$716.54/pay x 26 pay periods = \$19,025.24 (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.