

# **ILLINOIS**

## **Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017**

**Date of Approval: Jan 26, 2017**

**Final CVSP**

## Basic and Incentive Program Overview

*The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.*

### 1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

#### 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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.***

#### **ILLINOIS DEPARTMENT OF TRANSPORTATION**

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

#### **ILLINOIS STATE POLICE**

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

With the combined efforts from the IDOT and the ISP, Illinois' goal is to continue its quest to reduce its Commercial Motor Vehicle (CMV) fatal and injury crashes. Preliminary numbers show in 2015, 104 CMV related fatal crashes occurred on Illinois roadways (Data Source: CIS as of 7/11/2016). The IDOT along with the ISP, will partner in several details this year including a CMV speed reduction detail, weekend roadside inspections and industry educational seminars.

## 2 - Basic and Incentive Program Structure

### Instructions:

*Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).*

**NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.**

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

The IDOT and ISP use a number of personnel to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs) in Illinois. The IDOT employs approximately 28 persons in its Springfield and Schaumburg headquarters with field staff residing throughout the state. Of those staff members, 17 are qualified to perform compliance reviews (CRs) at carrier/shipper facilities, 20 are certified to conduct Safety Audits (SAs), 23 are certified to conduct commercial motor vehicle and driver inspections and 4 are office support staff who performs data collection and dissemination, civil forfeiture activities, grant management along with other duties related to the MCSAP Section. The ISP employs approximately 76 fulltime troopers, sergeants, supervisors and inspectors dedicated to commercial motor vehicle enforcement and qualified to perform Level I-Level VI inspections. ISP also currently employees 3 full time code personnel in its Commercial Vehicle Section.

Although both agencies have experienced a major reduction in staff over the last few years, continuing a well established enforcement program is still the top priority.

**3 - Basic and Incentive Minimum Requirements - Driver Activities**

**Instructions:**

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

**Enter explanation of activities:**

Officers are trained at the Illinois State Police Training Academy in impaired driving. Officers will check each CMV driver for indications of impairment. Officers utilize a preliminary breath tester, which each officer has, in addition to evidentiary breath testers at multiple locations throughout the state. ISP Officers will aggressively enforce criminal activity on the roadways, including controlled substances. This will be accomplished by utilizing DIAP details with highly trained interdiction officers, as well as multiple criminal patrol details targeting CMV's throughout the state.

**4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities**

**Instructions:**

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

**Enter explanation of activities:**

Illinois has implemented a third party inspection software which has management reporting integrated within the software. This will assist with establishing full compliance with enforcement of registration.

TEG and Iowa initially tested with VOLPE in mid November. There were some errors that needed to be corrected. Once that testing is completed, Illinois will work with the IL Division Office to complete testing.

**Basic and Incentive Program Effectiveness Summary - Past Performance**

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

**1 - State Fatality Reduction Trend Analysis: 2011 - 2015**

**Instructions:**

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	113	106	104
01/01/2014	12/31/2014	121	99	112
01/01/2013	12/31/2013	151	80.60	132
01/01/2012	12/31/2012	134	89.80	118
01/01/2011	12/31/2011	132	155	119

**Enter the source and capture date of the data listed in the table above:**

Data Source: (2011-2014) 2014 Fatality Analysis Reporting System (FARS) data. Data Source: (2015) Crash Information System (CIS). This is the state crash data system which contains the most complete data available to the state to date.

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

Preliminary numbers for 2015 indicate a reduction in CMV related fatal crashes of approximately 7% since 2014.

The speed limit increase to 70 mph in Illinois resulting in an increase of speed by all vehicles along with the higher than average temperature for the months of January through March contributed to the higher number of crashes occurring.

For the projected Goals during the completion of CVSP 2009, Illinois had targeted a 9% (3% per year during 2009-2011) reduction of the previous 5 year average number (171) of large truck and bus crashes. For the FY2012 and FY2013 CVSP completion of Crash Reduction goals, Illinois used a linear projection based on the previous 6 years (5 years FARS and 1 year MCMIS) data but determined in FY2014, this gave a false perception of the level we could decrease fatal crashes and fatalities. This was due to 2007-2008 involvements being much higher than 2009-2011 and therefore the linear projection model produces a much lower and unreasonable projected number. As a result, for FY2014 only, Illinois took an average of the last 3 years of FARS data to project figures.

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

**2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015**

**Instructions:**

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

**Goal measurement as defined by your State:** Other

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	5	323	317
01/01/2014	12/31/2014	11	324	466
01/01/2013	12/31/2013	4	18	65
01/01/2012	12/31/2012	9	20	57
01/01/2011	12/31/2011	3	34	25

**Enter the source and capture date of the data listed in the table above:**

Data Source: (2015) MCMIS data snapshot as of 6/24/2016 including crash records through 02/29/2016. Data Source: (2008 - 2014) State Crash File MCMIS data snapshot from May 30, 2014 **\*\***(Includes crash records reported to MCMIS through January 31, 2014.) Note data referenced within the Motorcoach/Passenger Carrier "Goal" above for 2010-2013 only includes those buses within FMCSA jurisdiction. For 2014 it includes all buses (Government, School bus and other). The "number of lives" indicates number of fatalities involving all motorcoach/passenger carriers. Please also note, Illinois had set its "goal" as the total number of fatal & injury crashes involving motorcoach/passenger carriers. The 2009-2010 goal was based on a reduction of the average and the 2011-2013 goal was based on a linear projection model using 2005-2009 data.

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

A review of data supports that Illinois does not have a passenger carrier fatal crash problem involving buses within FMCSA jurisdiction. However, in order to maintain an aggressive program, Illinois will continue to maintain the certification of 22 officers and continue to conduct inspections and compliance reviews on passenger carriers.

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



**3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015**

**Instructions:**

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

**Goal measurement as defined by your State:** Other DOT Reportable Crashes w/HM placard

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	5	47	76
01/01/2014	12/31/2014	2		76
01/01/2013	12/31/2013	2	917	1246
01/01/2012	12/31/2012	1	902	1079
01/01/2011	12/31/2011	0	1098	1064

**Enter the source and capture date of the data listed in the table above:**

U.S. Department of Transportation-Pipeline and Hazardous Materials Safety Administration Office of Hazardous Material Safety. Incident Detail Report as of 7/8/2015 The Goal as identified above is for number of Hazardous Material Incidents occurring on FMCSA Highways. The "Number of Lives" as indicated in the above chart include fatalities which HM was present and not necessarily that HM was released.(Data Source: SNET as of 7/8/2015) Illinois projected a 5 year goal starting with 2015 and therefore there is no goal entered for 2014 above. However, the number of DOT Reportable Crashes with HM present during 2014 and 2015 was 76. Data Source: SNET as of 7/26/2016.

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

In previous years (2009-2013), Illinois based a reduction and reported on the number of total hazardous material incidents occurring. However, as noted in FY2014, data reviewed indicates total number of hazmat incidents which include in-transit and unloading has increased but the number of incidents occurring In-Transit on FMCSA Highways are decreasing. Therefore, we continued to project a reduction of incidents based on those occurring In Transit-FMCSA Highways.

In FY15, Illinois established a goal to reduce the average (using 2010-2013 data) of 48 DOT reportable crashes with HM Placard present occurring in Illinois by 1 per year over five years (2015-2019) to 43 by end of 2019. Illinois has not had any other obstacle with Hazardous Material Enforcement.

An analysis of crash data indicates that Illinois does not have a hazardous material crash problem and therefore Illinois did not include a hazardous material crash reduction goal in its' FY16 plan.

**4 - Traffic Enforcement Trend Analysis: 2011 - 2015**

**Instructions:**

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	24816	35705
01/01/2014	12/31/2014	39406	59915
01/01/2013	12/31/2013	18206	22507
01/01/2012	12/31/2012	15033	19149
01/01/2011	12/31/2011	16585	21537

Check if State does not conduct CMV traffic enforcement stops without an inspection.

Check if State does not conduct Non-CMV traffic enforcement stops.

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015		534455
01/01/2014	12/31/2014		661831
01/01/2013	12/31/2013		479686
01/01/2012	12/31/2012		520132
01/01/2011	12/31/2011		531635

**Enter the source and capture date of the data listed in the table above:**

Data Source: SNET as of 7/14/2016. Based on current reporting, the number of citations and warnings issued in the bottom box reflects all of ISP activity involving all traffic enforcement. There is currently no accurate system in place to track and report on the proximity of those around CMV's. Data Source: ISP, Commercial Vehicle Section.

**5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP****Instructions:**

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

**Activity #1****Activity: Describe Outreach and Education activity conducted:**

During FY2016, Illinois is conducting educational seminars at invited locations throughout the state including CDL Schools, Trucking Associations and the Farm Progress Show to educate the commercial motor vehicle and hazardous material carrier public.

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

Conduct 110 seminars at invited locations including CDL schools and trucking associations.

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

To date, a total of 52 presentations have been conducted reaching over 38,700 participants.

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

Illinois is on target to meet their FY2016 goal in educational seminars. Illinois has not encountered any other problems or difficulties achieving the respective outreach and education goal.

## 6 - State Specific Objectives – Report on Progress from the FY2016 CVSP

### Instructions:

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

#### Activity #1

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

Illinois DOT MCSAP Office currently has 14 certified passenger carrier officers. IDOT will complete 5 officer passenger carrier task force details to conduct at minimum 2 CR's at each (based on SMS prioritization) and inspections on passenger carriers to ensure they are correcting the issues that affected the passenger carrier safety rating. If no carriers are identified by SMS prioritization list, carriers that haven't been inspected in 2 years will be selected. A passenger carrier task force detail is defined as IDOT going into an area of the state to conduct passenger carrier reviews and inspections on companies identified on the SMS prioritization list to ensure compliance with regulations.

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

IDOT MCSAP Officer task force will conduct ten (10) CR's (based on SMS prioritization list of passenger carriers) which will include vehicle inspections providing vehicle is available.

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

29 Compliance Reviews on Passenger Carriers based on CSA have been conducted and uploaded during FY16 to date. (MCMS data as of 6/24/2016).

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

Illinois has not had any difficulty in conducting CR's or inspections on passenger carriers.

#### Activity #2

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

Illinois State Police in conjunction with IEMA, Division of Nuclear Safety, is conducting Level II and Level VI inspections on all radioactive shipments qualifying as WIPP or HRCQ. Level II inspections will be conducted if another state has already conducted a Level VI inspection.

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

To conduct 50 Level II and 35 Level VI inspections on all radioactive shipments qualifying as WIPP or HRCQ.

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

To date as reported, 23 Level II and 2 Level VI inspections have been completed on radioactive shipments.

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

The Illinois State Police has not encountered any problems achieving goal. However, these numbers are projections and the ISP is at the whim of the Company. The WIPP mine has been shut down so level VI shipments may be reduced. The WIPP mine is projected to reopen in February 2017.

#### Activity #3

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

IDOT Compliance Officers will identify hazmat shipment violations through HMPIP inspections.

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

A total of 200 HMPIP Inspections will be conducted.

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

There have been no HMPIPS conducted.

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

As a result of officer retirements and Illinois restructuring its' HM Program, Illinois has not conducted HMPIP's as originally planned.

**Activity #4****Activity: Describe State-specific activity conducted from previous year's CVSP.**

ISP and IDOT conducted inspections in the five counties (Cook, DuPage, LaSalle, Lake and Will) that have been identified as high crash counties in Illinois.

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

Conduct 25% (18,858) of total number of inspections in these counties.

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

A total of 10,021 inspections have been conducted to date FY16 within these 5 counties. Inspection Data Source: MCMIS (June 24, 2016 data snapshot) \*\*(Includes inspection records reported to MCMIS through February 29, 2016.)

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

Illinois has not experienced any difficulties or problems completing inspections within these five counties.

**Basic & Incentive CMV Safety Objectives**

The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

**1 - Crash Reduction Goal**

**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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

**Problem Statement Narrative: Describe the identified problem including baseline data:**

According to FARS data, 111 out of 924 Illinois traffic fatalities in 2014 resulted from a collision involving a large truck. Of the total fatalities (111) that resulted from crashes involving large trucks, about 16.2% truck occupants and 73% other vehicle occupants and motorcycle occupants and 10.8% were non-occupants (pedestrians and pedal-cycle). Most of the fatal crashes involving large trucks occurred during the daytime (64%) and on weekdays (79%). During the week, 71% of the crashes occurred during the daytime (6 a.m. to 5:59 p.m.).

Number of Fatal Crashes involving Large Trucks and Buses												
	Actual Year						Average* (2009-2013)	Projected  (2% decrease of the 2009-2013 average per year for next 5 years)				
	2009	2010	2011	2012	2013	2014		2015	2016	2017	2018	2019
Fatal Crashes	91	100	109	112	129	129	108	106	104	102	100	98

\*5 years of available MCMIS data. Since 2014 data was not complete during FY15 CVSP creation of 5 year goal, 2009-2013 data was used for average. Numbers were updated to reflect accurate numbers from the most recent Illinois Crash File (6/19/2015) and average/goal was adjusted accordingly for 2015.

**Enter Data Source Capture Date:**

07/11/2016

**Enter Data Source:**

Data Source: (2011-2013) MCMIS data snapshot as of 6/19/2015\*\*(Includes records reported to MCMIS through February 28, 2015).

**Enter Crash Reduction Goal**

Illinois will reduce its 2009-2013 average number of fatal crashes involving a CMV by 2% per year over 5 years to 98 by end of 2019.

**Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.**

**Check all program elements that apply (minimum of 1):**

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

**Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.**

**Activity 1**

ISP and IDOT will conduct National Roadside Check and 2 other enforcement details during the year. The MCSAP Grant Administrator, Unit Managers and the ISP Coordinator will determine areas for the 4 details by looking at locations with the highest large truck fatal crash involvements to conduct CMV traffic enforcement with inspection. This enforcement will be conducted at roadside as well as fixed scales. These activities will target CMV driver qualifications, hours of service requirements, seatbelt compliance and CMV speed and other serious traffic violations that are contributory causes of commercial vehicle related fatal crashes. An average of 30 officers will participate in each detail conducting a projection of 630 total inspections per detail.

**Activity 2**

The ISP will participate in Operation Safe Driver. Illinois plans to use this program to remove unsafe and fatigued commercial vehicle drivers from the highway. A total of 300 man hours will be dedicated this week. CMV and non-CMV driver behaviors and performance through effective enforcement, education and awareness strategies will be monitored through the following: Commercial and non-commercial vehicle traffic enforcement activities, safety belt enforcement, Level III roadside inspections, commercial driver educational and awareness programs to the motor carrier population and motoring public about safe operations around commercial motor vehicles.

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

**Performance Measure 1**

The number of inspections conducted and driver OOS rates will be used to determine if effective. National Road Check will be completed along with activity at scales and roadside in high crash areas as planned. Illinois will report on the number of fatal crashes occurred involving large trucks and buses.

**Performance Measure 2**

Illinois will look at the number of man hours worked, inspections conducted and citations issued for the designated areas where the OSD details are conducted during FY17.

**2 - State Safety Data Quality and Information Systems Objective**

**Instructions:**

In the tables below, indicate your State’s rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

**State Safety Data Quality:** Indicate your State’s SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Poor	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

**Enter the date of the A&I Online data snapshot used for the “Current SSDQ Rating” column:**  
 June 24, 2016



**Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.**

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 6	Yes
SSDQ	Good	Yes

Data Sources:

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

**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. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.**

Illinois currently has a 'poor' rating in crash timeliness. In late 2013-early 2014, Illinois discovered that the State CMV Tool which pulls CMV candidate crashes for sorting to deem what is/isn't DOT reportable was not functioning properly. The built-in query was only querying potential candidate crashes for a time period of 12 months prior to the date of search and therefore not capturing any crashes that had occurred outside of that date range. This resulted in a backlog of approximately 23,000 cmv-related potential candidate crashes that had to be sorted and entered if deemed reportable for 2012 and 2013. Illinois devoted additional resources as they were available to assist with this backlog. However, to date Illinois has not been able to hire staff for CMV data entry. With its current resources, Illinois continues to work on current 2016 (<90 days old) crashes to ensure timeliness of as many crashes as possible with limited resources available for data entry. Illinois anticipates hiring an additional staff person with a focus on CMV related crash entry this year.

Additionally, the Illinois State Police, Commercial Vehicle Section addressed the inspection completeness measure (specifically GVWR completeness) and their efforts resulted in a 5% increase in the overall measure from May to June release of data quality measures.

Illinois has been in contact with Kevin Berry at the Volpe center for his assistance in identifying deficiencies in the inspection completeness and crash timeliness measures. The Illinois State Police implemented a third party inspection software and is currently transferring completed inspections to Illinois DOT for processing on a daily basis. With this software implementation and procedure of transferring inspections, Illinois has maintained timely with inspection uploads.

**Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.**

Illinois is still working to hire a permanent employee devoted cmv data entry. Illinois will continue to devote all resources as they are available for the entry of cmv-related crashes and target an increase in the crash timeliness rating to 'good' during 2017.

Additionally, Illinois management will work towards securing resources to create an electronic interface to automate the CMV related crash entry into SNET for those agencies who are reporting electronically.

Illinois will continue to allocate all resources available to responding to request for data reviews in a timely manner. Illinois anticipates it will have a "good" rating in all data elements by the 3rd quarter of FFY2017.

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

Illinois will monitor on a quarterly basis and by 3rd quarter will determine if the crash timeliness has increased to 'good' while maintaining a rating of 'good' in all other categories.

Illinois will also review reports through the DataQ system to ensure that an increase in Requests for Data review being responded to within 15 days has been met.

**3 - Passenger Carrier Enforcement****Instructions:**

*We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.*

**Check this box if:**

**As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.**

**Problem Statement Narrative: Describe problem identified by performance data.**

Analysis of crash data does not indicate that Illinois has a Passenger Carrier crash problem on those within FMCSA jurisdiction.

**Performance Objective: Enter performance objectives including baseline data and performance goal.**

Illinois' will maintain an aggressive program to sustain 22 passenger carrier certified officers (14 currently certified 8 additional to be certified by end of 2017).

**To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.**

**Check all program elements that apply (minimum of 1):**

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

***Program Activities: Additional information regarding how these activities will be implemented.***

**Activity 1**

Illinois DOT MCSAP Office currently has (14) certified passenger carrier officers. IDOT will complete the national passenger carrier strike force detail and (4) additional details (with a minimum of 5 officers participating) to conduct at minimum 2 CR's during each detail (based on SMS prioritization) and inspections on passenger carriers to ensure they are correcting the issues that affected the passenger carrier safety rating if applicable. If no carriers are identified by the SMS prioritization list, carriers that have not been inspected in 2 years will be selected per MAP-21. A passenger carrier detail is defined as IDOT going into an area of the state to conduct passenger carrier reviews and inspections on companies identified (either by the SMS prioritization list or per MAP-21) to ensure compliance with regulations.

**Activity 2**

Illinois plans to have the additional 8 officers certified during December/January with the assistnace of the Illinois State Police.

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

**Performance Measure 1**

IDOT MCSAP Compliance Officers will conduct a total of ten (10) CR's (based on the SMS prioritization list or per MAP-21) which will include vehicle inspections providing the vehicle is available.

**Performance Measure 2**

Illinois will have an additional 8 officers certified during 2017.

**4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities**

**Instructions:**

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

**Check this box if:**

**As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..**

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

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**Performance Objective: Enter performance objective(s).**

Illinois will increase its' catch rate of 23.81% of the past twelve months (*Jun 2015-May 2016*) per available FMCSA report to 85% by the end of FY2017.

**To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.**

**Check all program elements that apply (minimum of 1):**

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

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

Illinois State Police has implemented TraCS (a third party inspection software) and **have created additional validation rules within the software which requires inspectors to search everytime or it will not allow them to continue with the inspection.** This implementation was created to target an increase in identifying out of service carriers at roadside. Additional training will be provided to field officers as this is a new software program to them. Furthermore, the Commercial Vehicle Enforcement Officers (CVEO's) who are identified as missing out of service carriers at roadside will continue to be counseled and receive additional training on the process of identifying the out of service carriers.

With additional training and enhanced functionality within the TraCS software, Illinois is targeting to meet the 85% catch rate during 2017.

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

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

## 5 - Hazardous Materials Transportation Safety

### Instructions:

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

### Check this box if:

As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

### Problem Statement Narrative: Describe problem identified by performance data.

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

### Performance Objective: Enter performance objectives including baseline data and performance goal.

Illinois will continue activities for maintenance of the HM Program. Illinois will maintain the HM Inspection program with focus on permit compliance and HRCQs.

**To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.**

### Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

***Program Activities: Provide additional information regarding how these activities will be implemented.*****Activity 1**

In an effort to enhance and support the safe transportation of HM, IDOT along with ISP will conduct two details; 2 days each of 10 hour enforcement), with focus on HM permit compliance requirement. A minimum of 25 officers will participate at each detail with an emphasis on cargo tanks and HM load securement.

**Activity 2**

In order to maintain the safety and security of radioactive shipments on Illinois highways, ISP will conduct point of origin and en route Level II and Level VI inspections on Highway Route Controlled Quantities (HRCQ) of radioactive shipments and those destined for the Waste isolation Plant Project (WIPP). The WIPP mine is currently closed but is projected to reopen during February 2017.

***Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.*****Performance Measure 1**

Illinois will use the Out of Service (OOS) rates along with incident data from MCMIS to compare effectiveness of the details.

**Performance Measure 2**

ISP Officers in conjunction with the IEMA, Division of Nuclear Safety, will conduct approximately (50) Level II and Level VI inspections on all radioactive shipments qualifying as WIPP or HRCQ. Level II inspections will be conducted if another state has already conducted a Level VI inspection.

## 6 - State-Identified Objective (Optional)

### Instructions:

Describe any other identified State-specific objectives.

#### State Objective #1

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

Traffic Enforcement in High CMV Fatal Crash Counties.

**Problem Statement Narrative: Describe problem identified by performance data.**

According to FARS data, 111 out of 924 Illinois traffic fatalities in 2014 resulted from a collision involving a large truck. Further analysis reveals that approximately 42.4% (53) of 2014 CMV Related Fatal Crashes in Illinois occurred in five counties (Cook, DuPage, LaSalle, Lake, and Will). Data Source: 2014 Fatality Analysis Reporting System (FARS) data. \*Data as available at time of eCVSP creation

**Performance Objective: Enter performance objectives including baseline data and goal.**

To reduce the number of CMV related fatal crashes in these five counties (Cook, DuPage, LaSalle, Lake and Will) by 2% from 2013 fatal crash number per year (5 crashes total) for the next 5 years (2015-2019) to 48 by the end of 2019. This reduction was based on the most recent complete fatal crash data which was 2013 at the establishment of the multi-year goal.

**To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.**

**Check all program elements that apply (minimum of 1):**

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

**Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).**

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

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

A minimum of 17,700 inspections will be conducted in these five counties. Furthermore, the number of fatal crashes occurring within these identified counties will be reduced to 48 by 2019.



**Basic & Incentive Enforcement Activities**

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** 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> (user id and password required).

**1 - Driver/Vehicle Inspection Program - Overview and Performance Goals**

**Instructions for Overview:**

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.**

Illinois MCSAP Officers along with the ISP will conduct roadside/ fixed scale inspections throughout the state targeting high crash corridors at various times to ensure a well rounded inspection program. Additionally, the IDOT and ISP will enforce action against motor carriers who have had their operating authority revoked and are still operating and/or those who are operating in violation of an FMCSA out-of-service order. If a carrier is operating in violation of FMCSA out-of-service order, Illinois will notify the FMCSA Division Office of those carriers. IDOT and the ISP will ensure each motor carriers' authority and operating status are confirmed with every inspection. Illinois DOT officers utilize Query Central while the majority of the Illinois State Police Officers utilize NLETS. The ISP is making enhancements to TraCS, a third party inspection software to address the identifying of out of service carriers at roadside. Both agencies have had a major reduction in personnel over the last several years. With the reduction in personnel, the total projected number of inspections has been reduced to reflect a number Illinois believes it will be able to achieve while still maintaining a strong enforcement program. Of the 900 ISP Inspectors noted, 803 are Level III traffic enforcement only certified.

**Instructions for Performance Goals:**

Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.**

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

**Lead Agency**

**Lead Agency is:** ILLINOIS DEPARTMENT OF TRANSPORTATION

**Enter the total number of certified officers in the Lead agency:** 23

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	442	187	72	701	76.20%
Level 2	0	20	0	20	2.17%
Level 3	0	0	0	0	0.00%
Level 4	0	0	0	0	0.00%
Level 5	18	0	181	199	21.63%
Level 6	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>460</b>	<b>207</b>	<b>253</b>	<b>920</b>	

***Funded Agencies***

**Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click "Save" after each table entry.**

**Enter the name of the Funded Agency:** ILLINOIS STATE POLICE

**Enter the total number of certified officers in this funded agency:** 900

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	8300	1562	50	9912	14.00%
Level 2	10818	2298	13	13129	18.54%
Level 3	47424	0	15	47439	67.00%
Level 4	30	0	0	30	0.04%
Level 5	150	35	100	285	0.40%
Level 6	0	5	0	5	0.01%
<b>Sub-Total Funded Agencies</b>	<b>66722</b>	<b>3900</b>	<b>178</b>	<b>70800</b>	

**Non-Funded Agencies**

Enter the number of non-funded agencies:	0
Enter the total number of non-funded certified officers:	0

**Summary**

<b>Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies</b>					
<b>MCSAP Lead Agency: ILLINOIS DEPARTMENT OF TRANSPORTATION</b>					
<b># certified officers: 23</b>					
<b>Funded Agencies: ILLINOIS STATE POLICE</b>					
<b># certified officers: 900</b>					
<b>Number of Non-Funded Agencies: 0</b>					
<b># certified officers: 0</b>					
	<b>Estimated Performance Goal</b>				
<b>Inspection Level</b>	<b>Non-Hazmat</b>	<b>Hazmat</b>	<b>Passenger</b>	<b>Total</b>	<b>Percentage by Level</b>
Level 1	8742	1749	122	10613	14.80%
Level 2	10818	2318	13	13149	18.33%
Level 3	47424	0	15	47439	66.14%
Level 4	30	0	0	30	0.04%
Level 5	168	35	281	484	0.67%
Level 6	0	5	0	5	0.01%
<b>Total ALL Agencies</b>	<b>67182</b>	<b>4107</b>	<b>431</b>	<b>71720</b>	

**2 - Traffic Enforcement**

**Instructions:**

*Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.*

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

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	22000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0

**Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.**

In FY17, Illinois will continue the 100% inspection policy on CMV's. ISP will enforce limiting the use of handheld wireless communications of operators of CMV's statewide during FY17. The ISP will work patrols in areas that are identified as high traffic areas to observe CMV's drivers which may be using a wireless device. A minimum of 100 hours will be conducted during FY17 enforcement.

### 3 - Carrier Investigations

#### 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 and FTE assigned to this effort.*

#### **Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017**

The FMCSA 2008 Compliance Review Effectiveness Study estimates that in 2006 motor carriers experience on average a 33% reduction in their crash rate within 12 months after a compliance review. It estimates that for every (1) compliance review .68 crashes are avoided. Illinois plans to conduct 174 compliance reviews on Moderate Risk carriers by end of FY2017. Based on this estimate, we anticipate that by conducting compliance reviews in accordance with FY 2017 Carrier Investigation Estimates, 119 [174\* .68] crashes will be avoided. The Illinois Federal Division Program Office is managing the reviews on High Risk carriers. Illinois will target Moderate Risk carriers and continue to conduct reviews on carrier complaints as they are received by the Federal Division Office. Illinois has had a reduction in manpower due to retirements and officers who have left the Department for other employment. Additionally in 2015, Illinois restructured its' Hazardous Material activity to be conducted. Therefore, Illinois has adjusted the target number of compliance reviews to be completed in 2017 accordingly. Illinois mirror's FMCSA's intervention model when conducting Intrastate CR's.

#### **Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.**

##### Activity 1

The Federal Division of Illinois is managing the high risk carriers. Illinois will continue to conduct CR's on moderate risk carriers as well as conduct CR's on compliants received from FMCSA Illinois Division Office. The IDOT will conduct CR's in accordance with the 2017 Carrier Investigation Estimation table contained within this document. Currently, 17 Officers are certified to conduct CR's and will contribute toward this FY2017 CR goal.

#### **Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).**

##### Performance Measure 1

Compliance Reviews in 2017 will be completed in accordance with the 2017 Carrier Investigation Estimation table. Further, Illinois will report the number of satisfactory, unsatisfactory, conditional and non-rated reviews.



**Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.**

**Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.**

**Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs)</b>		
Non-HM Cargo		0
Passenger		0
HM		0
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs) Total</b>	<b>0</b>	<b>0</b>
<b>CSA Off-Site Investigations</b>		
Non-HM Cargo CSA Off-Site	0	0
Passenger CSA Off-Site	0	0
HM CSA Off-Site	0	0
<b>CSA Off-Site Investigations Sub-total</b>	<b>0</b>	<b>0</b>
<b>CSA On-Site Focused Investigations</b>		
Non-HM Cargo CSA On-Site Focused	131	0
Passenger CSA On-Site Focused	4	0
HM CSA On-Site Focused	0	0
<b>CSA On-Site Focused Investigations Sub-total</b>	<b>135</b>	<b>0</b>
<b>CSA On-Site Comprehensive</b>		
Non-HM Cargo CSA On-Site Comprehensive	15	5
Passenger CSA On-Site Comprehensive	16	0
HM CSA On-Site Comprehensive	0	3
<b>CSA On-Site Comprehensive Sub-total</b>	<b>31</b>	<b>8</b>
<b>CSA Investigations (all Types) Total</b>	<b>166</b>	<b>8</b>
<b>HM-Related Review Types</b>		
Security Contact Reviews (SCRs)	0	0
Cargo Tank Facility Reviews	0	0
Shipper Reviews	0	0
<b>HM-Related Review Types Total</b>	<b>0</b>	<b>0</b>
<b>ALL REVIEW TYPES GRAND TOTAL</b>	<b>166</b>	<b>8</b>

**Add additional information as necessary to describe the carrier investigation estimates:**

For FY17, Illinois has revised its HM Program and will only be conducting a limited number of HM reviews utilizing eFOTM guidelines. Additionally, as noted above, Illinois has had a reduction in personnel. Illinois currently has 17 officers certified to conduct CR's down from 32 at the beginning of 2016. Therefore the overall number of projected CR's have been reduced. Illinois does not conduct Offsite

Compliance Review Investigations.

**4 - Public Education & Awareness**

**Instructions:**

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

**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.:**

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

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	80
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	5
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	15
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	5
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	5
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	1

**Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.**

IDOT plans to conduct 35 educational training presentations and the ISP plans to conduct 76 during 2017. The educational seminars and training presentations will be conducted at invited locations throughout the state including CDL schools and trucking associations. Specifically, presentations conducted could include those at the Illinois Propane and Gas Association Regional Meetings, Illinois Chemical & Fertilizer Association, Intermodal Association of North America, Midwest Truckers, McLeod Express (Teen Safety Days in Macon County, Illinois) and Illinois Truckers Association to name a few.

**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 Performance Progress Report (SF-PPR):**

The MCSAP Grant Administrator and the ISP Coordinator will report quarterly on the number of seminars conducted and an approximate number of participants that have attended to ensure at the minimum 111 seminars/presentations were conducted.

<b>New Entrant</b>
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<b>1 - New Entrant Focus Area</b>
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**Instructions:**

*The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct 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. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.*

**Complete the following areas to describe your plan for this MCSAP focus area.**

**Goal:** *Reducing the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing new entrant interstate and, at the State's discretion, intrastate motor carriers to ensure that they have effective safety management programs.*

**Objective: Processing and Completing Safety Audits within the Statutory Time Limits**

- *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.*
- *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.*

**Enter New Entrant Agency:**

Illinois Department of Transportation

**Strategies: Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.**

Illinois will conduct 1,500 closed-completed New Entrant safety audits within 18 (for those entering September 30, 2013 or earlier) and 12 months (for those entering October 1, 2013 or later) to ensure that program participants are in full compliance with all CMV safety and hazardous material regulations. Furthermore, Illinois will complete 1,300 non-audit resolutions.

Based on current activity, approximately 40% of all new entrant audits completed in Illinois result in a non-audit resolution. With that said, Illinois has increased its anticipated number of non-audit resolutions it anticipates to complete during 2017. Additionally, Illinois plans to hire an additional 10 officers who would be primarily dedicated to New Entrant activity during 2017.

Illinois has experienced an increase in new entrant overdue cases in the last year. Of those that are 90 days or more overdue, 7% that were identified as potential Chameleon Carriers and we are in consultation with the Illinois Division Office on them.

**Activity Plan: A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.**

Illinois will conduct 1,500 New Entrant safety audits within the required deadline with approximately 90 percent of these audits being conducted offsite via the New Entrant offsite system or at a central location, by appointment and the other 10 percent at the carrier's place of business. Illinois also plans to conduct group audits at minimum twice per quarter, at specific times and locations through the state coordinated by a supervisor.

The increase in staffing Illinois anticipates to hire will help to eliminate backlog. Illinois will continue to focus on conducting New Entrant Group Audits (both onsite and offsite) focusing on those carriers overdue or due within 30 days to help eliminate a prevent future backlogs.

**Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.**

Supervisors will monitor the auditors via FMCSA New Entrant Offsite web portal, email, telephone and personal contact to ensure the targeted number of audits are met and completed within set timeframe. Additionally the Grant Manager will monitor and report quarterly as outlined below.

1. Number of New Entrant carriers that *entered* the program.
2. Number of New Entrant carriers that reapplied for authority.
3. Number of New Entrant carriers *removed* from the program without an SA.
4. Number of Safety Audits *conducted*.
5. Number of Safety Audit *failures*.
6. Percentage of Safety Audit failures.
7. Number of SA conversions.
8. Number of carriers over 12 months without an SA.
9. Number of carriers within 90 days of their 12 months.
10. Number of "group audits" conducted along with the number of completed audits at each.

**Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.**

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	150	0
# of Safety Audits (Offsite)	1350	0
<b>TOTAL Safety Audits</b>	<b>1500</b>	<b>0</b>
# of Non-Audit Resolutions	1300	0

## Spending Plan

### **B&I Spending Plan**

#### **What is a Spending Plan?**

*The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.*

#### **What does a Spending Plan do?**

*A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.*

*The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.*

*The spending plan serves a number of critical functions:*

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

**1 - Spending Plan: Personnel****What different types of costs do I need to put in my Spending Plan?**

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State:  Cash  Accrual

**Allowable amount for Overtime (15% of total award amount without justification): \$1,908,986.00**

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Compliance Officers	2	90	1950	\$37.95	\$133,204.50	\$113,223.82	\$19,980.68	\$0.00
Office Support	2	100	1950	\$30.99	\$120,861.00	\$102,731.85	\$18,129.15	\$0.00
Office Support	1	40	1950	\$54.11	\$42,205.80	\$35,874.93	\$6,330.87	\$0.00
Compliance Officer	1	100	1950	\$37.95	\$74,002.50	\$62,902.12	\$11,100.38	\$0.00
Compliance Officers	16	10	1950	\$37.95	\$118,404.00	\$100,643.40	\$17,760.60	\$0.00
New Hires Compliance Officers	10	10	1950	\$37.95	\$74,002.50	\$62,902.12	\$11,100.38	\$0.00
MOE Compliance Officers	4	100	1980		\$0.00	\$0.00	\$0.00	\$660,369.78
New Hire Office Support Staff-CMV Data Entry	1	100	1950	\$15.00	\$29,250.00	\$24,862.50	\$4,387.50	\$0.00
New Hire CR Coordinator	1	100	1950	\$30.24	\$58,968.00	\$50,122.80	\$8,845.20	\$0.00
New Hire MCSAP Unit Manager	1	100	1950	\$36.31	\$70,804.50	\$60,183.82	\$10,620.68	\$0.00
<b>Sub-Total Salary</b>					<b>\$721,702.80</b>	<b>\$613,447.36</b>	<b>\$108,255.44</b>	<b>\$660,369.78</b>
Overtime Information								
Overtime	33	100	15	\$56.93	\$28,180.35	\$23,953.29	\$4,227.06	\$0.00
<b>Sub-Total Overtime</b>					<b>\$28,180.35</b>	<b>\$23,953.29</b>	<b>\$4,227.06</b>	<b>\$0.00</b>
<b>TOTAL PERSONNEL</b>					<b>\$749,883.15</b>	<b>\$637,400.65</b>	<b>\$112,482.50</b>	<b>\$660,369.78</b>

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

Twenty-three officers work on MCSAP eligible enforcement activities including inspections, compliance reviews, hazardous material inspections, and public information and education presentations to complete grant requirements for the State of Illinois. Furthermore, currently 3 Office staff work (2 at 100% and 1 at 40%) of their time on MCSAP eligible activity including processing of civil penalty cases, monitoring and reporting performance progress, maintain and answer requests for data review, assist with preparing cases and documentation for audit completions. The office staff that earns on average \$54.11/hour salary wage has different MCSAP responsibilities and the salary is higher because the individual is in a different job title classification with more seniority and additional responsibilities. We have projected based on past performance a portion of the 23 dedicated MCSAP Officers and Office staff salary (as indicated in the above chart) will be charged to the grant. Those officers whose salary are charged to MOE included in the chart above. **Illinois has plans to include other grant eligible items for MOE. These items will include but are not limited to management and office support. The specific amount of MOE level for each line item is not able to be calculated at this time.**

All Compliance Officers have the ability to work overtime providing it is preapproved. This could include overtime incurred during inspection details, passenger carrier strike-force and attendance at public education presentations. Additionally, Illinois anticipates hiring additional staff this year for MCSAP and those positions are outlined above.

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



**2 - Spending Plan: Fringe Benefits**

*Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Compliance Officers	40.3120	\$325,611.00	\$131,260.31	\$111,571.26	\$19,689.05	\$0.00
Office Support	40.3120	\$163,066.80	\$65,735.49	\$55,875.16	\$9,860.33	\$0.00
Office Support	7.65	\$163,066.80	\$12,474.61	\$10,603.41	\$1,871.20	\$0.00
New Hires Compliance Officers	40.3120	\$74,002.50	\$29,831.89	\$25,357.10	\$4,474.79	\$0.00
New Hire Office Support Staff-CMV Data Entry	40.3120	\$29,250.00	\$11,791.26	\$10,022.57	\$1,768.69	\$0.00
New Hire CR Coordinator	40.3120	\$58,968.00	\$23,771.18	\$20,205.50	\$3,565.68	\$0.00
New Hire MCSAP Unit Manager	40.3120	\$70,804.50	\$28,542.71	\$24,261.30	\$4,281.41	\$0.00
New Hire MCSAP Unit Manager	7.65	\$70,804.50	\$5,416.54	\$4,604.05	\$812.49	\$0.00
New Hire CR Coordinator	7.65	\$58,968.00	\$4,511.05	\$3,834.39	\$676.66	\$0.00
New Hire Office Support Staff-CMV Data Entry	7.65	\$29,250.00	\$2,237.63	\$1,901.98	\$335.65	\$0.00
New Compliance Officers	7.65	\$74,002.50	\$5,661.19	\$4,812.01	\$849.18	\$0.00
Compliance Officers	7.65	\$325,611.00	\$24,909.24	\$21,172.85	\$3,736.39	\$0.00
Overtime	40.3120	\$28,180.35	\$11,360.06	\$9,656.05	\$1,704.01	\$0.00
Overtime	7.65	\$28,180.35	\$2,155.80	\$1,832.43	\$323.32	\$0.00
<b>Sub-Total Fringe Benefits</b>			<b>\$359,658.96</b>	<b>\$305,710.06</b>	<b>\$53,948.85</b>	<b>\$0.00</b>

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

The Department is projecting a fringe benefit cost of \$359,658.96 for the MCSAP Officers and office support staff for hours that will be charged to the basic grant. Illinois does not have an approved Fringe Benefit rate. Illinois uses the State Retirement System rate of 40.312% for Retirement and 7.65% for FICA. These calculations are based off an average salary projection from actual expenditures. MOE Fringe expenditures for those Officers whose salary is charged to the grant is included in their projected salary expenditures.

**3 - Spending Plan: Travel**

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Compliance Reviews	17	3	\$57,420.00	\$48,807.00	\$8,613.00	\$0.00
Conference Travel	7	5	\$1,661.38	\$1,412.17	\$249.21	\$0.00
Road Check Detail	33	3	\$11,550.00	\$9,817.50	\$1,732.50	\$0.00
MCSAP Related Travel	33		\$18,000.00	\$15,300.00	\$2,700.00	\$0.00
<b>Sub-Total Travel</b>			<b>\$88,631.38</b>	<b>\$75,336.67</b>	<b>\$13,294.71</b>	<b>\$0.00</b>

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

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

**Compliance Review Travel:** 17 Officers completing 174 compliance reviews at an estimated cost of \$330/CR (per diem & lodging) for a projected total of \$57,420. 132/night at hotel

**Road Check Detail:** 33 Officers (includes new hires that will be conducting inspections for certification) participating at an average cost of \$350/officer (per diem & lodging) for a projected total of \$11,550.

**Other MCSAP Travel:** All other estimated travel cost including passenger carrier strike force (14 officers @\$240 totaling \$3,360), hazmat details (19 officers @ \$240 totaling \$4,560) and CVSA conferences (1 officer at \$1,830 for registration, lodging, travel and per diem expense). Administrative MCSAP meetings/trainings 33 officers @ \$250/officer totaling \$8,250.

**Conferences:** \$1,661.38 (average projected cost)

**Potential Conferences for FY2017:**

- Midwest Truckers (3 officers)
- IL Fertilizer & Chemical Association (1 officer)
- IL Water Ways Association (1 officer)
- M.A.G.I.E. Conference (2 officers)

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

**4 - Spending Plan: Equipment**

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000:  Yes  No  
 If threshold is below \$5,000, enter threshold level: \$500

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
MCSAP Vehicles	15	\$22,294.00	\$334,410.00	\$284,248.50	\$50,161.50	\$0.00
<b>Sub-Total Equipment</b>			<b>\$334,410.00</b>	<b>\$284,248.50</b>	<b>\$50,161.50</b>	<b>\$0.00</b>

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

During 2017, Illinois anticipates hiring an additional 10 compliance officers for a total of 33 officers. Currently, Illinois has 30 dedicated MCSAP vehicles of which 2 are heavy duty vans used exclusively during details and 8 are projected to be placed out of service within the next 12-18 months by Central Management Services for mechanical issues that are not repairable (i.e., rusted out frame).

In 2017, Illinois plans to purchase 15 vehicles that will be dedicated for MCSAP grant activities. Various vehicle options will be considered prior to procurement. The cost projected will include factory installed equipment that will ensure vehicle is equipped and ready for use by Compliance Officers.

Due to ongoing maintenance issues as a result of vehicle age, excessive miles and vehicles being deemed mechanically unsafe for operation on the roadway by the Illinois Department of Central Management Services, Illinois will have to supplement these vehicles to ensure staff are able to complete the required MCSAP related functions in the field. Illinois currently has 23 certified full time officers and is projected to have 33 certified full time officers during this year.

**5 - Spending Plan: Supplies**

*Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.*

*The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.*

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Office Suplies/Toner	12	Monthly	\$350.00	\$4,200.00	\$3,570.00	\$630.00	\$0.00
Uniforms and Accessories	10	Per Officer	\$400.00	\$4,000.00	\$3,400.00	\$600.00	\$0.00
<b>Sub-Total Supplies</b>				<b>\$8,200.00</b>	<b>\$6,970.00</b>	<b>\$1,230.00</b>	<b>\$0.00</b>

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

On average the Department expends \$350/month on office supplies and/or toner for the MCSAP unit. The amount shown is only the portion of total expenditures and reflects the amount the department will request reimbursement for. The uniforms and accessories are for the 10 new compliance officer hires. These will be for the uniforms/accessories they will need to wear when conducting inspections.

**6 - Spending Plan: Contractual**

*Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.*

*Contract means 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.*

*Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.*

*For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.*

<b>Contractual Cost Spending Plan Narrative</b>				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Consultant Services	\$100,000.00	\$85,000.00	\$15,000.00	\$0.00
<b>Sub-Total Contractual</b>	<b>\$100,000.00</b>	<b>\$85,000.00</b>	<b>\$15,000.00</b>	<b>\$0.00</b>

**Enter detailed explanation of how you came up with the contractual costs:**

A consultant and/or firm has not yet been determined. However, the Department plans to obtain a contract through the established Illinois procurement practices. This consultant and/or firm would be hired to design and create a database interface that would automate the importing of commercial motor vehicle related crashes received by the Department from agencies who submit crashes from an electronic software into Safetynet. This would allow a more timely entry of cmv related crashes resulting in an increase in data quality and reduce the amount of manpower needed to complete the data entry.

**7 - Spending Plan: Other Costs**

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs:  Yes  No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Operation of Automotive (Fuel/Repair/Oil)	12	Monthly	\$3,186.00	\$38,232.00	\$32,497.00	\$5,735.00	\$0.00
Telecommunications (cell phones/air cards/desk phones)	12	Monthly	\$3,021.00	\$36,252.00	\$30,814.20	\$5,437.80	\$0.00
Regulatory Reference Material	2	Annually	\$1,200.00	\$2,400.00	\$2,040.00	\$360.00	\$0.00
<b>Sub-Total Other Costs</b>				<b>\$76,884.00</b>	<b>\$65,351.20</b>	<b>\$11,532.80</b>	<b>\$0.00</b>

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

Operation of Automotive expenditures include fuel, repairs and oil expenditures for MCSAP officers. The total cost was arrived at using an average of actual grant expenditures from the previous year.

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

**8 - Spending Plan**

**Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$10,817,589.00	\$1,908,986.00	\$12,726,575.00

Allowable amount for Overtime (15% of total award amount without justification): \$1,908,986.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$859,543.00

<b>Personnel (Payroll Costs)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Compliance Officers	\$113,223.82	\$19,980.68	\$133,204.50	\$0.00
Office Support	\$102,731.85	\$18,129.15	\$120,861.00	\$0.00
Office Support	\$35,874.93	\$6,330.87	\$42,205.80	\$0.00
Overtime	\$23,953.29	\$4,227.06	\$28,180.35	\$0.00
Compliance Officer	\$62,902.12	\$11,100.38	\$74,002.50	\$0.00
Compliance Officers	\$100,643.40	\$17,760.60	\$118,404.00	\$0.00
New Hires Compliance Officers	\$62,902.12	\$11,100.38	\$74,002.50	\$0.00
MOE Compliance Officers	\$0.00	\$0.00	\$0.00	\$660,369.78
New Hire Office Support Staff-CMV Data Entry	\$24,862.50	\$4,387.50	\$29,250.00	\$0.00
New Hire CR Coordinator	\$50,122.80	\$8,845.20	\$58,968.00	\$0.00
New Hire MCSAP Unit Manager	\$60,183.82	\$10,620.68	\$70,804.50	\$0.00
<b>Subtotal for Personnel</b>	<b>\$637,400.65</b>	<b>\$112,482.50</b>	<b>\$749,883.15</b>	<b>\$660,369.78</b>



<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Compliance Officers	\$111,571.26	\$19,689.05	\$131,260.31	\$0.00
Office Support	\$55,875.16	\$9,860.33	\$65,735.49	\$0.00
Office Support	\$10,603.41	\$1,871.20	\$12,474.61	\$0.00
Compliance Officers	\$21,172.85	\$3,736.39	\$24,909.24	\$0.00
New Compliance Officers	\$4,812.01	\$849.18	\$5,661.19	\$0.00
New Hires Compliance Officers	\$25,357.10	\$4,474.79	\$29,831.89	\$0.00
Overtime	\$9,656.05	\$1,704.01	\$11,360.06	\$0.00
Overtime	\$1,832.43	\$323.32	\$2,155.75	\$0.00
New Hire Office Support Staff-CMV Data Entry	\$10,022.57	\$1,768.69	\$11,791.26	\$0.00
New Hire CR Coordinator	\$20,205.50	\$3,565.68	\$23,771.18	\$0.00
New Hire MCSAP Unit Manager	\$24,261.30	\$4,281.41	\$28,542.71	\$0.00
New Hire Office Support Staff-CMV Data Entry	\$1,901.98	\$335.65	\$2,237.63	\$0.00
New Hire CR Coordinator	\$3,834.39	\$676.66	\$4,511.05	\$0.00
New Hire MCSAP Unit Manager	\$4,604.05	\$812.49	\$5,416.54	\$0.00
<b>Subtotal for Fringe Benefits</b>	<b>\$305,710.06</b>	<b>\$53,948.85</b>	<b>\$359,658.91</b>	<b>\$0.00</b>

<b>Program Travel</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Compliance Reviews	\$48,807.00	\$8,613.00	\$57,420.00	\$0.00
Conference Travel	\$1,412.17	\$249.21	\$1,661.38	\$0.00
Road Check Detail	\$9,817.50	\$1,732.50	\$11,550.00	\$0.00
MCSAP Related Travel	\$15,300.00	\$2,700.00	\$18,000.00	\$0.00
<b>Subtotal for Program Travel</b>	<b>\$75,336.67</b>	<b>\$13,294.71</b>	<b>\$88,631.38</b>	<b>\$0.00</b>

<b>Equipment</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
MCSAP Vehicles	\$284,248.50	\$50,161.50	\$334,410.00	\$0.00
<b>Subtotal for Equipment</b>	<b>\$284,248.50</b>	<b>\$50,161.50</b>	<b>\$334,410.00</b>	<b>\$0.00</b>

<b>Supplies</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Office Suplies/Toner	\$3,570.00	\$630.00	\$4,200.00	\$0.00
Uniforms and Accessories	\$3,400.00	\$600.00	\$4,000.00	\$0.00
<b>Subtotal for Supplies</b>	<b>\$6,970.00</b>	<b>\$1,230.00</b>	<b>\$8,200.00</b>	<b>\$0.00</b>

<b>Contractual (Subgrantees, Consultant Services, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Consultant Services	\$85,000.00	\$15,000.00	\$100,000.00	\$0.00
<b>Subtotal for Contractual</b>	<b>\$85,000.00</b>	<b>\$15,000.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>

<b>Other Expenses</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Operation of Automotive (Fuel/Repair/Oil)	\$32,497.00	\$5,735.00	\$38,232.00	\$0.00
Telecommunications (cell phones/air cards/desk phones)	\$30,814.20	\$5,437.80	\$36,252.00	\$0.00
Regulatory Reference Material	\$2,040.00	\$360.00	\$2,400.00	\$0.00
<b>Subtotal for Other Expenses including Training &amp; Conferences</b>	<b>\$65,351.20</b>	<b>\$11,532.80</b>	<b>\$76,884.00</b>	<b>\$0.00</b>

<b>Total Costs</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Direct Costs</b>	<b>\$1,460,017.08</b>	<b>\$257,650.36</b>	<b>\$1,717,667.44</b>	<b>\$660,369.78</b>
<b>Total Costs Budgeted</b>	<b>\$1,460,017.08</b>	<b>\$257,650.36</b>	<b>\$1,717,667.44</b>	<b>\$660,369.78</b>

<b>Spending Plan (Sub-Grantee: ILLINOIS STATE POLICE)</b>
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**B&I Spending Plan****What is a Spending Plan?**

*The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.*

**What does a Spending Plan do?**

*A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.*

*The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.*

*The spending plan serves a number of critical functions:*

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

**1 - Spending Plan: Personnel**

**What different types of costs do I need to put in my Spending Plan?**

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State:  Cash  Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$1,908,986.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sworn Officers	41	100	2080		\$0.00	\$3,765,989.60	\$664,586.40	\$0.00
Code Office Staff	4	100	2080		\$0.00	\$177,510.60	\$31,325.40	\$0.00
Overtime (CODE)	4	100			\$0.00	\$2,125.00	\$375.00	\$0.00
SWORN-Special Details OT		100	2080		\$0.00	\$849,405.00	\$149,895.00	\$0.00
<b>Sub-Total Salary</b>					<b>\$0.00</b>	<b>\$4,795,030.20</b>	<b>\$846,181.80</b>	<b>\$0.00</b>
Overtime Information								
Overtime		100	2080		\$0.00	\$127,500.00	\$22,500.00	\$0.00
<b>Sub-Total Overtime</b>					<b>\$0.00</b>	<b>\$127,500.00</b>	<b>\$22,500.00</b>	<b>\$0.00</b>
<b>TOTAL PERSONNEL</b>					<b>\$0.00</b>	<b>\$4,922,530.20</b>	<b>\$868,681.80</b>	<b>\$0.00</b>

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

The Illinois State Police Commercial Vehicle Section partners with the Illinois Department of Transportation for enforcement details to complete projected inspection goals, all traffic enforcement and other enforcement activity outlined within the Commercial Vehicle Safety Plan. ISP conducts approximately 99% of all inspections in the state of Illinois. The Illinois State Police is crucial to the Illinois MCSAP as they have the legal authority to conduct traffic enforcement initiatives, place drivers out of service and issue citations. The ISP also conducts public education and awareness presentations and staffs many training courses conducted. The Illinois State Police have approximately 900 Sworn Officers that are certified to conduct some level of inspection on commercial motor vehicles and 4 office support staff. Only a portion of their salary, overtime and fringe benefits are charged to the grant.

Only 41 of the FTE officers base Salary, Retirement and FICA is paid for out of the MCSAP funds. The other FTE's base Salary, Retirement and FICA is paid for with other State funding.

Below is the total projected expenditures for the Illinois State Police.

Illinois State Police					
SFY17 MCSAP Personal Services Projection					
7/1/16-6/30/17					
41 Sworn:					
\$363,798	est. per mo. 7/1/16 x	12		\$4,365,576	
Est. STEPs				\$65,000	
					\$4,430,576
4 Code:					
\$17,153	est. per mo. 7/1/16 x	12		\$205,836	
Est. STEPs				\$3,000	
					\$208,836
<b>Total Base Salaries Estimate</b>					\$4,639,412
Overtime - Code				\$2,500	
Incidental Overtime - Sworn				\$150,000	
					\$152,500
<b>Sub-total Est. Basic Personal Services</b>					\$4,791,912
Drug Interdiction Overtime				\$40,000	
Roadcheck Overtime				\$230,000	
Hazardous Materials Overtime				\$230,000	
Regional CMV Enforcement Blitzes				\$275,700	
Bus Inspection Overtime				\$40,000	
Traffic Enforcement Overtime				\$183,800	
<b>Sub-total Proj. Special Details</b>					\$999,300
<b>Total Salary Projection</b>				\$5,791,212	<b>\$5,791,212 TOTAL SALARIES AND WAGES</b>

**2 - Spending Plan: Fringe Benefits**

*Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sworn Officers	44.5680	\$5,579,876.00	\$2,486,839.14	\$2,113,813.15	\$373,025.85	\$0.00
Code Office Staff	44.5680	\$211,336.00	\$94,188.23	\$80,059.80	\$14,128.20	\$0.00
Overtime			\$0.00	\$0.00	\$0.00	\$0.00
Overtime (CODE)			\$0.00	\$0.00	\$0.00	\$0.00
SWORN-Special Details OT			\$0.00	\$0.00	\$0.00	\$0.00
Sworn Officer (FICA)	1.45	\$5,579,876.00	\$80,908.20	\$68,771.80	\$12,136.20	\$0.00
CODE (FICA)	7.65	\$211,336.00	\$16,167.20	\$13,741.95	\$2,425.05	\$0.00
<b>Sub-Total Fringe Benefits</b>			<b>\$2,678,102.77</b>	<b>\$2,276,386.70</b>	<b>\$401,715.30</b>	<b>\$0.00</b>

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

The Illinois State Police uses a Fringe benefit rate of 44.568% for Retirement and a 1.45% FICA for SWORN and 7.65% FICA for CODE. Below is the total projected Fringe Benefit expenditures for the Illinois State Police. Only a portion of their total salary, overtime and fringe benefits are charged to the grant.

Benefits							
Retirement:	Sworn (Estimate)	44.568%	\$2,486,839				
	Code (Estimate)	44.568%	\$94,188				
Social Security:	Sworn	1.45%	\$80,908				
	Code	7.65%	\$16,167				
				\$97,075	\$97,075	TOTAL FRINGE	

**3 - Spending Plan: Travel**

*Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.*

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
<b>Sub-Total Travel</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

**4 - Spending Plan: Equipment**

*Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.*

*The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.*

**Indicate if your State's equipment threshold is below \$5,000:**  Yes  No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
<b>Sub-Total Equipment</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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



**5 - Spending Plan: Supplies**

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
<b>Sub-Total Supplies</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

**6 - Spending Plan: Contractual**

*Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.*

*Contract means 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.*

*Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.*

*For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.*

<b>Contractual Cost Spending Plan Narrative</b>				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
<b>Sub-Total Contractual</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Enter detailed explanation of how you came up with the contractual costs:**

**7 - Spending Plan: Other Costs**

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs:  Yes  No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
<b>Sub-Total Other Costs</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

**8 - Spending Plan**

**Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$10,817,589.00	\$1,908,986.00	\$12,726,575.00

Allowable amount for Overtime (15% of total award amount without justification): \$1,908,986.00  
 Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$859,543.00

<b>Personnel (Payroll Costs)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Sworn Officers	\$3,765,989.60	\$664,586.40	\$4,430,576.00	\$0.00
Code Office Staff	\$177,510.60	\$31,325.40	\$208,836.00	\$0.00
Overtime	\$127,500.00	\$22,500.00	\$150,000.00	\$0.00
Overtime (CODE)	\$2,125.00	\$375.00	\$2,500.00	\$0.00
SWORN-Special Details OT	\$849,405.00	\$149,895.00	\$999,300.00	\$0.00
<b>Subtotal for Personnel</b>	<b>\$4,922,530.20</b>	<b>\$868,681.80</b>	<b>\$5,791,212.00</b>	<b>\$0.00</b>

<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Sworn Officers	\$2,113,813.15	\$373,025.85	\$2,486,839.00	\$0.00
Code Office Staff	\$80,059.80	\$14,128.20	\$94,188.00	\$0.00
Overtime	\$0.00	\$0.00	\$0.00	\$0.00
Sworn Officer (FICA)	\$68,771.80	\$12,136.20	\$80,908.00	\$0.00
CODE (FICA)	\$13,741.95	\$2,425.05	\$16,167.00	\$0.00
Overtime (CODE)	\$0.00	\$0.00	\$0.00	\$0.00
SWORN-Special Details OT	\$0.00	\$0.00	\$0.00	\$0.00
<b>Subtotal for Fringe Benefits</b>	<b>\$2,276,386.70</b>	<b>\$401,715.30</b>	<b>\$2,678,102.00</b>	<b>\$0.00</b>

<b>Program Travel</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Program Travel</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

<b>Equipment</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Equipment</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

<b>Supplies</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Supplies</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

<b>Contractual (Subgrantees, Consultant Services, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Contractual</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

<b>Other Expenses</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Other Expenses including Training &amp; Conferences</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

<b>Total Costs</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Direct Costs</b>	<b>\$7,198,916.90</b>	<b>\$1,270,397.10</b>	<b>\$8,469,314.00</b>	<b>\$0.00</b>
<b>Total Costs Budgeted</b>	<b>\$7,198,916.90</b>	<b>\$1,270,397.10</b>	<b>\$8,469,314.00</b>	<b>\$0.00</b>

<b>Comprehensive Budget</b>
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*This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$10,817,589.00	\$1,908,986.00	\$12,726,575.00

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$7,276,966.20	\$1,284,170.55	\$8,561,136.75	\$660,369.78
Fringe Benefit Total	\$2,971,185.89	\$524,326.98	\$3,495,512.87	\$0.00
Program Travel Total	\$123,701.67	\$21,829.71	\$145,531.38	\$0.00
Equipment Total	\$284,248.50	\$50,161.50	\$334,410.00	\$0.00
Supplies Total	\$6,970.00	\$1,230.00	\$8,200.00	\$0.00
Contractual Total	\$86,360.00	\$15,240.00	\$101,600.00	\$0.00
Other Expenses Total	\$68,156.20	\$12,027.80	\$80,184.00	\$0.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$10,817,588.46	\$1,908,986.54	\$12,726,575.00	\$660,369.78
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
<b>Total Costs Budgeted</b>	<b>\$10,817,588</b>	<b>\$1,908,987</b>	<b>\$12,726,575</b>	<b>\$660,370</b>

**NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.**


Enter State Name: ILLINOIS  
Enter Name of Lead MCSAP Agency:  
**MCSAP MAINTENANCE OF EFFORT (MOE) SUBSTANTIATION TEMPLATE**  
**FEDERAL FISCAL YEAR (FFY): 2015**

LEAD AGENCY MCSAP-ELIGIBLE EXPENDITURES for FFY 2015 (October 1, 2014 through September 30, 2015)	FFY 2015 TOTAL MCSAP ELIGIBLE EXPENDITURES <sup>1</sup>
<b>Personnel (Payroll Costs)</b>	
Salary	\$1,078,019.18
Overtime (Allowed Basic and Incentive Funded)	\$18,262.83
Other Payroll Costs ( <i>describe</i> )	
<b>Subtotal for Personnel</b>	<b>\$1,096,282.01</b>
<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>	
Retirement/FICA	\$391,820.49
<b>Subtotal for Fringe Benefits</b>	<b>\$391,820.49</b>
<b>Program Travel</b>	
Routine MCSAP-related Travel (Lodging/Meal Allowance)	\$31,679.01
Conference Travel	\$467.60
Training Travel	\$9,991.76
<b>Subtotal for Program Travel</b>	<b>\$42,138.37</b>
<b>Equipment</b>	
<b>Vehicles and Related Vehicle Equipment</b>	
Vehicles	
Other Inspection Vehicle Equipment (Radios, etc.)	
<b>Subtotal for Vehicles and Related Vehicle Equipment</b>	<b>\$0.00</b>
<b>Non-Vehicle Equipment</b>	
Other Equipment (Not included above)	
<b>Subtotal for Non-Vehicle Equipment</b>	<b>\$0.00</b>
<b>Subtotal for Equipment</b>	<b>\$0.00</b>
<b>Supplies</b>	
Office Supplies	\$5,027.12
Uniforms and Other Related Supplies	\$31,473.89
Computers	\$0.00
Printers	\$0.00
Regulatory Reference Material	\$4,734.95
<b>Subtotal for Supplies</b>	<b>\$41,235.96</b>
<b>Contractual (Sub Grantees, Consultant Services, etc.)</b>	
Contractual AAMVA	\$20,519.04
Registration/Conf Fee	\$225.00

<b>Subtotal for Contractual</b>	<b>\$20,744.04</b>
<b>Other Expenses</b>	
Training Costs (Tuition, materials, etc.)	
CVSA Decals	
Conferences Costs (Registration fees, etc.)	
Fuel Costs	\$43,932.42
Repair and Maintenance of Vehicles Not Under Contract	
Fleet Cost (Mileage/Repairs)	\$1,323.39
Communications (air cards, mobile phones, etc.)	\$39,736.08
Association Dues	\$14,100.00
<b>Subtotal for Other Expenses including Training &amp; Conferences</b>	<b>\$99,091.89</b>
<b>TOTAL DIRECT COSTS</b>	<b>\$1,691,312.76</b>
<b>TOTAL APPROVED INDIRECT COSTS</b>	<b>\$0.00</b>
<b>TOTAL MCSAP ELIGIBLE COSTS EXPENDED</b>	<b>\$1,691,312.76</b>
<b>Federal Grant Funds Expended</b>	<b>\$824,754.38</b>
<b>Associated State Matching Funds Expended</b>	<b>\$206,188.60</b>
<b>Total Grant Related Funds Expended</b>	<b>\$1,030,942.98</b>
<b>Total MOE Funds Expended</b>	<b>\$660,369.78</b>
<b>CERTIFICATION AND VALIDATION OF FFY 2015 MOE EXPENDITURES</b>	
<b>TOTAL MOE BASELINE (MAP-21 Baseline years of 2004 and 2005)</b>	<b>\$660,369.78</b>
<b>TOTAL MOE EXPENDITURES</b>	<b>\$660,369.78</b>

I hereby certify as follows that the information included in this template is true, accurate and complete. I acknowledge that any knowingly

- (1) The State lead MCSAP agency has validated and met the minimum MOE baseline expenditure amount for FFY 2015.
- (2) All Lead Agency expenditures included in the template are MCSAP-eligible.
- (3) Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.

<b>NAME AND TITLE OF STATE OFFICIAL :</b> Courtney Bee	<b>DATE:</b> 8/1/2016
	
<b>EMAIL ADDRESS FOR CERTIFYING OFFICIAL:</b> Courtney.Bee@illinois.gov	<b>PHONE NUMBER:</b> (217)785-3038

Footnote:



<sup>1</sup> Per MAP-21, only the total MCSAP-eligible expenditures of the State Lead agency in FFY 2015 (10/1/2014 through 9/30/2015)