# eCVSP

## SOUTH DAKOTA

*Commercial Vehicle Safety Plan*

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

**Fiscal Years 2022 - 2024**
**Annual Update FY 2023**

**Date of Approval: June 09, 2023**

**FINAL CVSP**

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

| Part 1 - MCSAP Overview |
|---|

## Part 1 Section 1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of 49 CFR 350.209, 350.211 and 350.213. The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

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

- Part 1: MCSAP Overview (FY 2022 - 2024)
- Part 2: Crash Reduction and National Program Elements (FY 2022 - 2024)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2022 - 2024)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

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

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

**REMINDERS FOR FY 2023**:

**Multi-Year plans**–All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

**Annual Updates for Multi-Year plans**–States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2022 plans. States must carefully review and update this information to reflect FY 2023 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2023 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

**Personally Identifiable Information** - **PII** is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

## Part 1 Section 2 - Mission/Goal Statement

**Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

**Instructions:**

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

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

The South Dakota Highway Patrol, Motor Carrier Services, is committed to promoting public safety with professional, courteous and dedicated service,through excellence, education, and equitable enforcement.

Motor Carrier Services Goals

- To provide the best quality of service to citizens and members of the motor carrier industry

- To reduce the number and severity of commercial motor vehicle crashes below the FMCSA established goal of .114 fatalities per 100 million vehicle miles traveled

- To act with integrity and accountability in all aspects of our duties

-To maintain a fair enforcement program which is based on sound principles

- To enhance public relations and awareness through safety and education programs

- To maintain public trust

-To gain voluntary compliance with laws and regulations pertaining to motor carriers

-To remain committed to recruitment, development, and training of the highest quality individuals

**Part 1 Section 3 - MCSAP Structure Explanation**

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

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

**Instructions:**

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

| Yes | No | Question |
|:---:|:---:|---|
| ● | ○ | Are there initiatives involving "rural roads" included in this CVSP? |
| ● | ○ | Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)? |
| ○ | ● | Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP? |

South Dakota's CMV enforcement program runs almost entirely through the South Dakota Highway Patrol; there are two sub-recipients for the purposes of operating and maintenance expenses from former CVISN programs. South Dakota continues to implement activities that involve the motor carrier industry, law enforcement personnel, and the citizens of South Dakota. We average 110 SD Highway Patrol Troopers that are certified and perform a minimum of 32 Level 3 inspections per year. Currently,there are 68 personnel dedicated to motor carrier enforcement full time when fully staffed. There are 16 sworn personnel, 47 non-sworn inspectors, and 2 New Entrant safety auditors, and 3 administrative staff, when fully staffed. Sworn personnel consist of 13 motor carrier troopers and 3 command staff (2 Lieutenants and 1 Captain). Currently 32 of the 46 motor carrier inspectors are certified to perform Level I safety inspections. This is not 100% due to employee turnover and getting new staff fully trained. 14 additional inspectors will be certified when initial training is completed and NAS Part A and B classes are held. Twelve of our thirteen Motor Carrier Troopers are Level I certified, with 1 of the thirteen positions currently open. One of our two Lieutenants is certified. Our certified inspectors are located at 4 permanent ports of entry, 7 mobile 2-person teams and 13 motor carrier troopers are stationed throughout the state.

In FY2013, we created a new position of Master Inspector. This position requires five years of experience, Level 1 certification, hazardous materials certification, and that the individual be either Cargo Tank or Motorcoach certified. The creation of this position provides greater incentivization for increased training, while providing resources for increased enforcement activity and greater public education hours. 8 of our inspectors are now Master Inspectors.

In FFY2016 we were able to create a position of Motor Carrier Trooper Specialist. Like the Master Inspector program, the position requires five years of experience, Level 1 certification, hazardous materials certification, and the the individual be either Cargo Tank or Motorcoach certified. 4 of the 7 troopers eligible have become Specialists and currently there is 1 open trooper positions to be filled. Four additional troopers are not eligible due to supervisory duties.

In FFY2020 we were able to add 4 additional non-sworn inspectors to the motor carrier division, going from 43 to 47.

Included in the 110 SD Highway Patrol Troopers and the troopers and inspectors dedicated to motor carrier enforcement, we have a total of 13 K-9 officers, who contribute by performing a minimum of 32 Level 3 inspections per year as well as dog deployments on commercial motor vehicles. A dog deployment is when the handler uses his police service dog to perform an exterior sniff on a commercial vehicle in search of contraband. Two additional K-9 officers are Level 2 certified and Drug Recognition Experts. These two K-9 troopers perform Level 2 and 3 inspections as well as the dog deployments and drug recognition evaluations.

South Dakota has 2 non-sworn personnel that are dedicated full time to New Entrant Audits. Both are Level 1 certified and perform 32 inspections per year.

South Dakota has 3 non-sworn personnel that participate in MCSAP activities at various levels. These staff do MCSAP administrative function in the headquarters office.

There is a total of 169 personnel for the South Dakota Highway Patrol that perform MCSAP eligible activities to some level.

| Participating Agency | Number of Certified CMV Inspectors(Non-sworn) | Number of certified Officers (sworn) | Number of Officers in Column B supported by MCSAP Funds |
|---|---|---|---|
| South Dakota Highway Patrol | 49 | 115 | 115 |

| Total | 49 | 115 | 115 |
|-------|-----|------|------|

*\*The figures provided in the table represent the numbers we strive to maintain within the agency. Due to normal turnover within the agency, the number at any given time might be slightly different.*

South Dakota Highway Patrol is the lead agency for MCSAP. There are two subrecipients, the South Dakota Department of Transportation and the South Dakota Department of Revenue. Both agencies receive MCSAP funds for operating and maintenance expenses formally attributed to the CVISN grant. They receive funds to operate and maintain programs such as electronic screening, International Registration Program, International Fuel Tax Agreement, and PRISM products.

FY 2021 Update- Due to the small population of South Dakota and our large land mass, virtually all roads in South Dakota are rural. Nearly all activities and enforcement done on commercial vehicles would support the agencies R.O.U.T.E.S Initiative. Only 1 city in South Dakota exceeds 100,000 people in population, Sioux Falls which is on the MN border in south east SD. It's population is approximately 181,883 according to the 2018 US Census Bureau records. Not only does SD support enforcement activities related to the ROUTES initiative- it's almost all we do.

FY 2023 Update- On March 1st, 2022 we made a change to our structure. Previously, port of entry staff wrote all size, weight, and credentialing permits for the state. These non-sworn employees performed safety inspections 60% of their time, about 30% on permitting and 10% on administrative functions. We took 6 FTE's from this group, who will still perform inspections to maintain certifications, to write all permits. This takes the permitting duties from the other approximately 30 employees. This allows them to focus on inspections without interuptions to sell permits. We beleive this will increase overall inspection numbers in the state.

**Part 1 Section 4 - MCSAP Structure**

**Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

**Instructions:**

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

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

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

| Lead Agency Information | |
|---|---|
| Agency Name: | SOUTH DAKOTA HIGHWAY PATROL |
| Enter total number of personnel participating in MCSAP activities | 169 |
| **National Program Elements** | **Enter # personnel below** |
| Driver and Vehicle Inspections | 161 |
| Traffic Enforcement Activities | 114 |
| Investigations[*] | 2 |
| Public Education and Awareness | 163 |
| Data Collection and Reporting | 3 |
| [*] Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Subrecipient Information | |
|---|---|
| Agency Name: | SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION |
| Enter total number of personnel participating in MCSAP activities | 1 |
| **National Program Elements** | **Enter # personnel below** |
| Driver and Vehicle Inspections | 0 |
| Traffic Enforcement Activities | 0 |
| Investigations[*] | 0 |
| Public Education and Awareness | 0 |
| Data Collection and Reporting | 0 |
| [*] Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Subrecipient Information | |
|---|---|
| Agency Name: | SOUTH DAKOTA DEPARTMENT OF REVENUE |
| Enter total number of personnel participating in MCSAP activities | 1 |
| **National Program Elements** | **Enter # personnel below** |
| Driver and Vehicle Inspections | 0 |
| Traffic Enforcement Activities | 0 |
| Investigations[*] | 0 |
| Public Education and Awareness | 0 |
| Data Collection and Reporting | 0 |
| [*] Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Non-funded Agency Information | |
|---|---|
| Total number of agencies: | 0 |
| Total # of MCSAP Participating Personnel: | 169 |

# Part 2 - Crash Reduction and National Program Elements

## Part 2 Section 1 - Overview

*Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2022 - 2024 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.*

*Note: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: https://ai.fmcsa.dot.gov. A user id and password are required to access this system.*

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

**Part 2 Section 2 - CMV Crash Reduction**

> **Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**
>
> ◉ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
>
> ○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

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

### *Trend Analysis for 2016 - 2020*

*Instructions for all tables in this section:*

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

- *Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.*
- *In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.*
- *The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).*
  - *In the Goal column, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.*
- *Include the data source and capture date in the narrative box provided below the tables.*
- *If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*
- *The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.*

### ALL CMV CRASHES

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

***Goal measurement as defined by your State:*** Large Truck Fatal Crashes per 100M VMT

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

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|---|---|---|---|---|
| Begin Date | End Date | | | |
| 01/01/2019 | 12/31/2019 | 17 | 0.15 | 0.1512 |
| 01/01/2018 | 12/31/2018 | 28 | 0.15 | 0.2168 |
| 01/01/2017 | 12/31/2017 | 22 | 0.15 | 0.1659 |
| 01/01/2016 | 12/31/2016 | 6 | 0.15 | 0.0631 |
| 01/01/2015 | 12/31/2015 | 14 | 0.15 | 0.1501 |

## MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|---|---|---|---|---|
| Begin Date | End Date | | | |
| 01/01/2020 | 12/31/2020 | 1 | 0 | 1 |
| 01/01/2019 | 12/31/2019 | 0 | 0 | 0 |
| 01/01/2018 | 12/31/2018 | 1 | 0 | 1 |
| 01/01/2017 | 12/31/2017 | 1 | 0 | 1 |
| 01/01/2016 | 12/31/2016 | 1 | 0 | 1 |

## Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|---|---|---|---|---|
| Begin Date | End Date | | | |
| 01/01/2020 | 12/31/2020 | 1 | 0 | 1 |
| 01/01/2019 | 12/31/2019 | 0 | 0 | 0 |
| 01/01/2018 | 12/31/2018 | 1 | 0 | 1 |
| 01/01/2017 | 12/31/2017 | 1 | 0 | 1 |
| 01/01/2016 | 12/31/2016 | 0 | 0 | 0 |

***Enter the data sources and capture dates of the data listed in each of the tables above.***
FMCSA A&I data covering calendar years 2015-2020 and, A&I state specific crash records 07-15-2021.

***Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.***
South Dakota met our previous goal of less than .15 large truck fatal crashes per 100M VMT by achieving a 5 year average rate of .149 large truck fatal crashes per 100M VMT. This met our goal but not FMCSA's goal of .114 large truck fatal crashes. According to MCMIS state crash data, South Dakota had 14 fatal crashes involving a CMV in CY2020. One crash involved 3 fatalities alone. We saw a 39% decrease in CMV involved fatal crashes from 2018 to 2019. While we certainly saw success in CY2019 for our overall CMV involved fatal crashes, maintaining that low rate is a challenge. Part of our struggle is the very rural nature of our state. Just over 70% of the vehicle miles traveled in our state are rural roads. Generally rural crashes have a higher fatality rate due in part to both higher speeds of travel and longer distances to medical facilities. Another struggle is the low amount of fatal CMV involved crashes, which is good but, only a few number of crashes or fatalities can greatly influence our CMV fatals per 100M VMT rate.

South Dakota had 1 fatal crash with a motor coach involved in CY2020. SD consistently only has 0 or 1 fatal motorcoach involved crash per year. While we would obviously like to see that number at zero, it is impractical to design an enforcement program based on the facts of a single crash. South Dakota will continue to perform motor coach enforcement and education by participating in planned motor coach enforcement programs and projects.

South Dakota had zero fatal crashes involving a CMV carrying a hazardous materials in CY2020. Crash data from A&I indicates a hazardous material was released in 11 crashes in SD, but 8 are believed to be an error as they likely include diesel fuel and engine oil from a ruptured fuel tank (diesel fuel is listed as the commodity released.) This is an education issue for investigating officers that we try to remedy through instruction. While we would like to always see the number at zero, just like motor coach crashes, it is impractical to design an enforcement program based on the facts of this few of crashes. South Dakota will continue to perform inspections of vehicles and drivers operating a CMV with hazardous materials and cargo tanks. By the beginning of FY2022, we plan to have 32 inspectors certified in General Hazardous Materials inspection certified and 27 inspectors certified in Cargo Tank Inspection. We will operate planned hazmat specific enforcement operations, and education whenever possible. South Dakota will offer staff members to attend the Other Bulk Packaging class in FY22 to further hazardous materials knowledge and enforcement.

2020 was certainly an anomaly for traffic patterns and crashes. Enforcement of any type proved difficult with the COVID pandemic affecting staffing, enforcement activities, and the large number of carriers exempted from federal regulations. With such a change in these circumstances, 2020 statistics are taken with some skepticism as to their reliability and indications of past or future trends. We will look to 2019 statistics as more of the baseline rather than 2020 due to the large amount of variables the Unites States has not seen before.

The South Dakota Highway Patrol extended CVSA's Operation Safe Driver for the months of November through January. The focus was on hazardous moving violations committed by both commercial motor vehicles and passenger vehicles, provide proactive seatbelt enforcement by issuing citations to non-compliant drivers., conduct a high number of CMV inspections, observe and address CMVs that are driving in an unsafe manner such as speeding, failing to wear a seat belt, failing to obey traffic signals, using hand-held devices, improperly changing lanes, and failure to comply with the SD Move Over Law, and reduce crashes. During this Operation Safe Driver plan there were 5,960 vehicle exam reports completed. While we do these activities throughout the year, emphasis was placed on the patrol and inspection activities by scheduling all staff to work certain days or areas, focusing on one particular violation type for that day, and TACT style enforcement patrols.

***Narrative Overview for FY 2022 - 2024***

***Instructions***:

*The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.*

***Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.***

There are many factors considered in crash reduction efforts. High crash corridors are difficult to identify in South Dakota due to the rural nature of the state and the low incidence of injury and fatality involved crashes. According to A&I SD crash statistics, in CY20 South Dakota had 48 injury crashes and 14 fatal crashes involving CMV's. The average number of injury crashes between CY2017-2020 is 44.25. South Dakota has a current CMV fatal involved crash rate of .1512 per 100M VMT. Our goal will be to maintain a rate of .15 fatalities per 100M VMT for CMVs. Safety restraint usage has been identified as one of the easiest tools available to help in the reduction of injuries and fatalities in vehicle crashes. When we conduct seatbelt surveys, we see 89% or better seatbelt use, we would like to see 100%. The South Dakota Highway Patrol has a directive that we will not issue a warning for observed seatbelt violations. All observed seatbelt violations will be addressed with a citation. South Dakota does not have a primary offense seatbelt law. Seatbelt tickets are a secondary offense, meaning there needs to be another violation of law present before we can stop a vehicle and address the seat belt violation.

South Dakota's statistical data indicates a wide pattern of crash incidents throughout the state. The crashes that occur are dispersed sparsely through the entire state. This continues to make it difficult to demonstrate a high crash corridor area that has resulted in the majority of fatal and injury crashes. Of the 15 fatal crashes involving a CMV in CY2019, only 2 counties had more than 1, with a total of 7 fatal crashes involving a CMV in those two counties. When you look at injury crashes, two counties in South Dakota had 5 injury crashes, 1 county had 3 crashes, and only 26 counties of 66 even reported an injury crash. Thirty nine counties had 0 injury crashes. When you look at all crashes involving a CMV, our two most populated counties had the most occurrences. These two counties are also where we station our staff to address the issue. Routes to the North Dakota oilfield continue to see steady traffic, but at lower numbers than its peak several years ago. While we do not see a crash problem on these routes, a change in the oil market could quickly change traffic numbers, and possibly crash rates. We continue to monitor traffic on these corridors for potential safety hazards and conduct focused inspection activities in these areas.

We will continue to raise awareness for CMV safety issues through public education and traffic enforcement on CMVs. In FY19 we conducted 2225 hours of public education. In FY20 we did 820 hours. This much lower number is clearly due to the pandemic, and most public venues closed or opportunities canceled.  A proactive approach through maintaining our public education hours statewide and concentrating our marathon and traffic enforcement efforts in these areas of higher traffic or higher crash occurrences of the state will be priorities for FY22.

in the 2018 South Dakota Legislative Session, a bill was passed to change the application of the FMCSR's to 3 axle intrastate vehicles over 26,000 pounds GVWR. While this does not represent a large portion of CMV traffic in South Dakota, or a large portion of fatal and injury CMV crash involved vehicles, we now have the opportunity to address driver and vehicle conditions that contribute to crashes on this class of vehicles that we previously had limited influence on. South Dakota conducted 12 special enforcement projects on this class of vehicles from October 2018 to June of 2021.

South Dakota Highway Patrol utilizes data from the South Dakota Dept. of Transportation to determine the best times and locations to establish roadside checks. This data enables us to schedule personnel at locations based on time of day and day of week that have increased traffic volumes and greater potential for unsafe driving. The South Dakota Department of Public Safety has also hired a GIS specialist that uses historical data to predict future crash likelihood. This employee also provides historical crash statistics that shows locations, time of day, day of week, as well as crash causation to design enforcement programs around the best data available. This data will be used to select the best time, day, and location for special enforcement projects as well as day to day patrol locations to try to reduce CMV crashes.

South Dakota will continue to promote the use of safety restraint systems. This will be stressed at the appropriate public education forums and during roadside interactions between inspectors and drivers.  Our goal will be to maintain a rate at or above 90% compliance for FY2022 when conducting seatbelt surveys. South Dakota Highway patrol has a directive that all seatbelt violations discovered will be issued a citation, no written or verbal warnings.

The enforcement of drug and alcohol offenses will continue to be a priority for SD Highway Patrol. In FY2019, we detected 53 drug and alcohol violations, which was higher than CY2018 in which we had 41. FY2020 saw 45 drug and alcohol violations and as of 06-25-21, FY2021 has seen 48. Again the statistics for 2020 are used cautiously, the FY2021 drug and alcohol violation rate appears to be rising. There are many factors that could contribute to this rise in drug and alcohol violations discovered, such as states legalizing marijuana and other drugs. We have also provided continual drug and alcohol training to staff. The staff is getting better at discovering these types of violations as well, recognizing the signs and symptoms of drug use or transportation. Drug and alcohol violations were 1% of the overall OOS driver violations in CY2019 and 2020. Continued awareness of removing impaired drivers will be stressed to all personnel.

South Dakota Motor Carrier Services does not conduct CMV traffic enforcement without an inspection. Motor carrier troopers are required to write a vehicle examination report on all traffic stops involving commercial motor vehicles. Our SafetyNet Program manager double checks these records for consistency.

We have the ability to track CMV traffic stops through the ASPEN program. We now have the ability to track non-CMV traffic stops that occur at or around a CMV. We were able to add a check box to our electronic citation to indicate if the non-CMV driver committed a traffic violation in the vicinity of a commercial vehicle. Roughly 70% of the crashes involving a CMV occur due to the actions of a non-CMV. While this ability to use this data is new, we hope to use the data to determine non-CMV enforcement and education programs. We have applied for discretionary grant funding for an education program media campaign geared toward passenger vehicle drivers, emphasis on new young drivers, to help reduce CMV crashes. The ability to indicate on the citation that a traffic violation occurred in the vicinity of a CMV is relatively new. We will continue to educate traffic enforcement troopers on the proper use of the check box but this is often a judgment call by the trooper if the CMV was in a reasonable vicinity of the CMV, and to accurately reflect the intended data we wish to collect.

***Enter the data source and capture date:***
FMCSA A&I data covering calendar years 2016-2020, as of 07-15-21.

**Projected Goal for FY 2022 - 2024:**

**In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be shown as 4 percent.**

| Fiscal Year | Annual Crash Reduction Goals |
|---|---|
| 2022 | 3 |
| 2023 | 15 |
| 2024 | 15 |

South Dakota's goal will be to achieve an annual 15% reduction in large truck involved crashes especially those in and around work zones. A 3 year goal of a 33% reduction in all crashes, based on CY2019's total of 380 CMV involved crashes would be 125 less crashes by the end of 2024. While this goal is likely not achievable, efforts to continually and significantly reduce CMV and all types of crashes is at the forefront of what we do, and we will continue to strive to Zero crashes.

***Program Activities for FY 2022 - 2024: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.***

South Dakota will conduct traffic enforcement activities in the higher traffic volume areas of the state, stressing the importance of safe driving practices and the interactions of CMVs with non-CMVs. Increased scrutiny of drivers will be given on all contacts to determine the physical and mental fitness to safely and legally operate a CMV in order to maintain our current low number of CMV crashes. SDHP Motor Carrier will conduct training sessions for MC Troopers annually at meetings to heighten the awareness of traffic enforcement activities. Only 16 of the 68 full time MCS personnel have the authority to stop a CMV for a traffic violation. Three of the 16 are command staff that do not have regular patrol duties. Taking this into consideration, we will also emphasize the importance to state troopers of detecting and enforcing traffic regulations on CMVs at staff meetings. Our goal will be to increase output by 5% in areas identified as traffic enforcement violations.

In order to increase enforcement activity and identify illegally licensed, fatigued or non-qualified drivers at inspection marathons, SDHP Motor Carrier will conduct inspection marathon activities in those areas identified as having increased volumes of CMV traffic. These marathons will be comprised of numerous inspectors and state troopers. All drivers for whom an inspection report is generated will have their driver status checked and verified. Continued training will be given to all inspectors at monthly and annual meetings in the detection and apprehension techniques of impaired drivers. Additionally, South Dakota will participate in the national Operation Safe Driver event. A minimum of 36 inspection marathons will be scheduled. Special emphasis will be given to scheduled activities that coincide with Operation Safe Driver events. During marathons, like Operation Safe Driver, and Intercity Marathons, our inspectors will utilize the TACT high-visibility enforcement methodology in identifying non-CMV violations around CMV traffic.

In late FFY22, South Dakota began to use predictive analytics to try to forecast collisions of all types on specific road segments. The predictions are done quarterly and produce a map of the state with road segments highlighted that are predicted to have a higher number of crashes. The predictions include all types of vehicles not just CMV's. South Dakota then designs enforcement activities to address predicted crash likely roads.

Using progam funding from a different agency, law enforcement provides enforcement activities in work zones to reduce work zone related crashes. In FY2022, 1,052 hours were spent in work zone related enforcement that was above and beyond normal patrol activities. SInce these activities are not performed under MCSAP specific programs, this activity is not included in performance measurements or budget requests. It is highlighted since the state is actively addressing the crash rates in work zones.

South Dakota will also continue its efforts in safety education programs, emphasizing the importance of safety restraints and safe vehicle operation. South Dakota motor carrier operations are divided into four sections(zones) of the state. Each zone is required to  perform a minimum of 425 safety education hours. Additionally, inspectors will be encouraging the use of seat belts to drivers while conducting inspections. Our goal is to maintain our current safety rate usage above 89% with a desire to continually improve toward 100%. We will also conduct semi-annual spot checks of CMV drivers to determine compliance rates.

In an effort to help keep the crash statistics low we will conduct a total of 44 motor carrier special enforcement checks in FY22. 4 -  Level 1 Hazardous Material Marathons, 4 - Level 1 Roadside checks, 16 - CVSA Special checks, 4 - Level 1 Intra-City Marathons, 4 - Level 1 Port Marathons and 4 - Level 3 Marathons, and 8 seatbelt special checks.


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

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

1. South Dakota Highway Patrol will monitor the overall CMV involved crashes through South Dakota Accident Records and FMCSA A&I records. This will be done on a semi-annual basis in an attempt to determine if the trend of activity will maintain our objectives. We also will check quarterly reports and monitor the crash rates in the two areas of South Dakota that have been identified as having higher traffic volumes and the higher rates of CMV crashes.

2. Some of the best methods we have identified as being effective in reducing the total number and severity of crashes are public education and traffic enforcement directed toward the use of safety restraint systems and safe driving practices. Quarterly reports will be used to track activity in the area. Our intention is to meet a target of 1,700 hours of public education. South Dakota Accident Records data will be used to measure the usage of safety restraint in crash-involved commercial vehicle drivers and work at increasing or maintaining the current 89% compliance rate.

3. South Dakota will continue to train personnel in detecting drug and alcohol impairment of drivers. Efforts by the motor carrier division, Police Service Dog Unit, Drug Recognition Experts, and interdiction troopers will be monitored for enforcement activity and trends of drug and alcohol impaired driving enforcement on a quarterly basis.

4. South Dakota will conduct 44 motor carrier special enforcement checks in FY22. They will be tracked and reported in the quarterly progress report.

| Part 2 Section 3 - Roadside Inspections |
| --- |

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

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

*In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2022 - 2024. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

*Note: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

***Trend Analysis for 2016 - 2020***

| Inspection Types | 2016 | 2017 | 2018 | 2019 | 2020 |
| --- | --- | --- | --- | --- | --- |
| Level 1: Full | 2500 | 2363 | 2383 | 2549 | 2323 |
| Level 2: Walk-Around | 9175 | 8220 | 6436 | 5542 | 4395 |
| Level 3: Driver-Only | 17073 | 20323 | 16749 | 16946 | 12223 |
| Level 4: Special Inspections | 174 | 219 | 241 | 264 | 222 |
| Level 5: Vehicle-Only | 82 | 59 | 42 | 25 | 25 |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 0 |
| **Total** | **29004** | **31184** | **25851** | **25326** | **19188** |

***Narrative Overview for FY 2022 - 2024***

***Overview***:

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

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

***Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.***
South Dakota's general roadside and fixed facility inspection program consists of 4 ports of entry, 3 of which have inspection buildings that are dedicated entirely to Level 1-3 inspections; 7 fixed scale location that are used on a random basis; 7 mobile teams that travel to sites around the state conducting inspections; and 13 Troopers dedicated to motor carrier enforcement that may use any of the sites if not stopping a CMV on any roadway, as well as the 100 Troopers that perform the minimum 32 commercial vehicle inspections per year. South Dakota has 74 sites around the state where inspectors can perform roadside inspections of motor carriers. These sites include pull off areas of sufficient size from commercial vehicles to small ports of entry that can park multiple commercial vehicles for inspection. These sites are used on a part time basis by our 7 mobile teams and State Troopers throughout the state at random times. There is at least one port open everyday of the week. Mobile crews are scheduled to work high traffic areas and also areas where motor carrier services have received complaints of trucks speeding or other unsafe issues. Other than ports of entries, staff and supervisors periodically monitor road traffic counts to most effectively schedule locations to work. For example, US Highway 83 that runs from Texas to Canada was identified as a high CMV traffic corridor, as well as our highest hazmat transportation route in the state other than the interstate highways. Our Blunt inspection site is manned at a much more frequent rate than other locations. This site has had WIM scales and electronic screening equipment installed to most effectively monitor and enforce safety

regulations on CMV's.

Mobile team staff and troopers schedule a general area, facility, or county in which they work each day. Troopers will patrol roads for CMV's to identify traffic violations or random inspections. The inspections may take place roadside or CMV's are directed to an inspection facility if within a close distance. Mobile team personnel set up a temporary truck check at various locations usually for the day. They visually screen CMV's for violations and preform random inspections. If traffic numbers for CMV's are low, they will move to an alternative site for the remainder of the day.

Inspections are monitored and supervisors are provided with activity reports for each inspector every other 28 day period. Supervisors also have access to SafetyNet to get information whenever needed.

South Dakota Highway Patrol's two subrecipients do not perform roadside inspections.

In FY22 we made an organizatinal structure change. SD port of entry staff were tasked with issuance of size, weight, and credentialing permits in addition to safety  inspections. Permit issuance averages about 30% of their time, 60% allocated to safety inspections, and 10% to administrative functions. SD took 6 FTE's and gave them all permit issuing duties. This relieved other port staff to focus solely on CMV inspections. This change went into effect on March 1st, 2022. It is still unknown how many additional inspections will be performed when not tasked with permit issuance but we are estimating 1500 additional inspections. This is estimated by calculating 400 inspections for each of the 6 FTE not being done due to permitting duties, and an addional 100 inpsection done by 35 employees who no longer do permitting. This results in a net gain of 1500 inpsections from the structural change. Projected goals of the multi year plan have been changed in below sections.

<span style="color:red">South Dakota will increase the percentage of Drug and Alcohol Clearance House prohibited drivers identified during roadside inspspections by 15%. We believe the biggest factor in increasing this percentage is early adoption of FMCSA's Safespect inspection software. The software is integrated with the DACH and should identify prohibited drivers when the information is entered into the inspection software. We have made a concerted effort to grant acess to the DACH and train motor carrier services personel to check DACH on each inspection. As of AUg 31, 2022, SD has inspected 95 drivers and addressed the violation 41 times for an identification rate of 43%. At the end of FY2023 we hope to see a minimum of a 15% increase of identification, but ultimately at least a 65% overall identification rate. In FFY24 we hope to meet a 75% identification rate.</span>

## Projected Goals for FY 2022 - 2024

### Instructions for Projected Goals:

*Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2022 - 2024. For FY 2023, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.*

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

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

### MCSAP Lead Agency

**Lead Agency is:**   SOUTH DAKOTA HIGHWAY PATROL

**Enter the total number of certified personnel in the Lead agency:**   0

| Projected Goals for FY 2023 - Roadside Inspections | | | | | |
|---|---|---|---|---|---|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 2500 | 200 | 24 | 2724 | 10.09% |
| Level 2: Walk-Around | 6100 | 400 | 5 | 6505 | 24.09% |
| Level 3: Driver-Only | 17550 | 150 | 2 | 17702 | 65.56% |
| Level 4: Special Inspections | 50 | 0 | 0 | 50 | 0.19% |
| Level 5: Vehicle-Only | 0 | 0 | 20 | 20 | 0.07% |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 0.00% |
| **Sub-Total Lead Agency** | **26200** | **750** | **51** | **27001** | |

**MCSAP subrecipient agency**

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

*Subrecipient is:*  SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

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

| Projected Goals for FY 2023 - Subrecipients | | | | | |
|---|---|---|---|---|---|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 0 | 0 | 0 | 0 | % |
| Level 2: Walk-Around | 0 | 0 | 0 | 0 | % |
| Level 3: Driver-Only | 0 | 0 | 0 | 0 | % |
| Level 4: Special Inspections | 0 | 0 | 0 | 0 | % |
| Level 5: Vehicle-Only | 0 | 0 | 0 | 0 | % |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | % |
| **Sub-Total Funded Agencies** | **0** | **0** | **0** | **0** | |

*Subrecipient is:*  SOUTH DAKOTA DEPARTMENT OF REVENUE

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

| Projected Goals for FY 2023 - Subrecipients | | | | | |
|---|---|---|---|---|---|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 0 | 0 | 0 | 0 | % |
| Level 2: Walk-Around | 0 | 0 | 0 | 0 | % |
| Level 3: Driver-Only | 0 | 0 | 0 | 0 | % |
| Level 4: Special Inspections | 0 | 0 | 0 | 0 | % |
| Level 5: Vehicle-Only | 0 | 0 | 0 | 0 | % |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | % |
| **Sub-Total Funded Agencies** | **0** | **0** | **0** | **0** | |

### Non-Funded Agencies

| | |
|---|---|
| Total number of agencies: | 0 |
| Enter the total number of non-funded certified officers: | 0 |
| Enter the total number of inspections projected for FY 2023: | 0 |

*Summary*

Projected Goals for FY 2023 - Roadside Inspections Summary

| Projected Goals for FY 2023 Summary for All Agencies | | | | | |
|---|---|---|---|---|---|
| **MCSAP Lead Agency:  SOUTH DAKOTA HIGHWAY PATROL** **# certified personnel:  0** | | | | | |
| **Subrecipient Agencies:  SOUTH DAKOTA DEPARTMENT OF REVENUE, SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION** **# certified personnel:  0** | | | | | |
| **Number of Non-Funded Agencies:  0** **# certified personnel:  0** **# projected inspections:  0** | | | | | |
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 2500 | 200 | 24 | 2724 | 10.09% |
| Level 2: Walk-Around | 6100 | 400 | 5 | 6505 | 24.09% |
| Level 3: Driver-Only | 17550 | 150 | 2 | 17702 | 65.56% |
| Level 4: Special Inspections | 50 | 0 | 0 | 50 | 0.19% |
| Level 5: Vehicle-Only | 0 | 0 | 20 | 20 | 0.07% |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 0.00% |
| **Total MCSAP Lead Agency & Subrecipients** | **26200** | **750** | **51** | **27001** | |

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

Our goal for L-1 inspections is to do 2,424 inspections. We plan to maintain or modestly increase L-1's each year. We have maintained a high level of L-3 inspections due to crash data. Previous Large Truck Crash causation studies indicate most crashes are caused by driver issues, not equipment issues. Of the top 10 causative factors for CMV's, only 1 (brake problems) was a potential equipment violation. All 9 others were driver controlled conditions. We have focused on doing more driver focused inspections, rather than fewer driver and vehicle combined inspections. We have had significant employee turnover in some areas and anticipate training time and time to complete NAS Part A and B courses to limit the amount of inspections that some staff can complete. We have had 32 individual inspectors resign or retire since June of 2017. This does not include troopers or command staff. Other factors contribute as well. SD currently has 1 NTC instructor that can teach NAS Part A in state. We rely on out of state instructors and classes. While we have a significant employee turnover rate, we struggle to get new inspectors to certification training for L-1 inspections within their first months of employment. We try to get each new inspector certified within their first year. We generally budget and schedule for 1 in-state class every other year. In the off years we send inspectors to a class in neighboring states.

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

| Projected Goals for FY 2023 Roadside Inspections | Lead Agency | Subrecipients | Non-Funded | Total |
|---|---|---|---|---|
| Enter total number of projected inspections | 25516 | 0 | 0 | 25516 |
| Enter total number of certified personnel | 150 | 0 | 0 | 150 |
| **Projected Goals for FY 2024 Roadside Inspections** | | | | |
| Enter total number of projected inspections | 25516 | 0 | 0 | 25516 |
| Enter total number of certified personnel | 150 | 0 | 0 | 150 |

---

**Part 2 Section 4 - Investigations**

**Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**

⊙ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

*Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

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

**Trend Analysis for 2016 - 2020**

| Investigative Types - Interstate | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|
| Compliance Investigations | | | | | |
| Cargo Tank Facility Reviews | | | | | |
| Non-Rated Reviews (Excludes CSA & SCR) | | | | | |
| CSA Off-Site | | | | | |
| CSA On-Site Focused/Focused CR | | | | | |
| CSA On-Site Comprehensive | | | | | |
| **Total Investigations** | **0** | **0** | **0** | **0** | **0** |
| Total Security Contact Reviews | | | | | |
| Total Terminal Investigations | | | | | |

| Investigative Types - Intrastate | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|
| Compliance Investigations | | | | | |
| Cargo Tank Facility Reviews | | | | | |
| Non-Rated Reviews (Excludes CSA & SCR) | | | | | |
| CSA Off-Site | | | | | |
| CSA On-Site Focused/Focused CR | | | | | |
| CSA On-Site Comprehensive | | | | | |
| **Total Investigations** | **0** | **0** | **0** | **0** | **0** |
| Total Security Contact Reviews | | | | | |
| Total Terminal Investigations | | | | | |

*Narrative Overview for FY 2022 - 2024*

*Instructions:*

*Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.*

*Projected Goals for FY 2022 - 2024*

*Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2022 - 2024.*

| Projected Goals for FY 2022 - 2024 - Investigations | | | | | | |
|---|---|---|---|---|---|---|
| | **FY 2022** | | **FY 2023** | | **FY 2024** | |
| **Investigation Type** | **Interstate** | **Intrastate** | **Interstate** | **Intrastate** | **Interstate** | **Intrastate** |
| Compliance Investigations | 0 | 0 | 10 | 0 | 15 | 0 |
| Cargo Tank Facility Reviews | 0 | 0 | 0 | 0 | 0 | 0 |
| Non-Rated Reviews (Excludes CSA & SCR) | 0 | 0 | 0 | 0 | 0 | 0 |
| CSA Off-Site | 0 | 0 | 0 | 0 | 0 | 0 |
| CSA On-Site Focused/Focused CR | 0 | 0 | 0 | 0 | 0 | 0 |
| CSA On-Site Comprehensive | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total Investigations** | **0** | **0** | **10** | **0** | **15** | **0** |
| Total Security Contact Reviews | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Terminal Investigations | 0 | 0 | 0 | 0 | 0 | 0 |

***Add additional information as necessary to describe the carrier investigation estimates.***
South Dakota will start performing compliance reviews in the FY23 grant year. We are unable to add additional FTEs to perform compliance revies. These duties will be added to the duties conducted by our New Entrant Safety Auditors. South Dakota has not done compliance reviews previously so estimates are based on minimum standards for certifications. We must send staff for the additional training required as well as field training, which requires waiting for training class availability and field training. This will limit our first year goals accordingly. The FY23 goals reflect reviews performed during field training that may not be attributed to the South Dakota auditors directly.

***Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.***
South Dakota will have 2 FTEs who will perform New Entrant Safety Audits and Compliance reviews.Previous to FY23 these staff members only performed New Entrant Audits.

As a new program, activity numbers and type of review estimates are hard to forecast. We will work with the South Dakota FMCSA office to educate and train FTE's as well as assignment of the appropriate level of review.

***Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.***
In the first years we will monitor progress to meet the above goals by ensuring all staff are trained and certified to complete CR's. With such a small program it will be simple to monitor progress of meeting minimum certification standards. We will work closely with the state's FMCSA office in choosing which companies are subject to review and what type of review to perform.  It will take time the first year to educate and field train staff to complete reviews on their own. This training time may make it difficult to meet the first year goal.

We anticipate a delay in class availability and then time to field train. The 10 review goal above includes reviews performed by state personnel while field training, though they will be attibuted to another reviewer at the time.

The following year goals reflect slightly above minimum certification standards of 6 reviews per year for two FTEs. Since these duties are added to New Entrant Auditors, goals are relativly low since we cannot abandoned the New Entrant program and goals.

**Part 2 Section 5 - Traffic Enforcement**

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

◉ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

*Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

***Trend Analysis for 2016 - 2020***

***Instructions****:*

*Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.*

1. *Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).*
2. *Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.*
3. *Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.*

| State/Territory Defined Measurement Period (Include 5 Periods) | | Number of Documented CMV Traffic Enforcement Stops with an Inspection | Number of Citations and Warnings Issued |
|---|---|---|---|
| Begin Date | End Date | | |
| 10/01/2020 | 06/25/2021 | 1176 | 1588 |
| 10/01/2019 | 09/30/2020 | 1204 | 1570 |
| 01/01/2018 | 12/31/2018 | 1298 | 1756 |
| 01/01/2017 | 12/31/2017 | 1406 | 2477 |
| 01/01/2016 | 12/31/2016 | 1440 | 2797 |

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

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

| State/Territory Defined Measurement Period (Include 5 Periods) | | Number of Documented Non-CMV Traffic Enforcement Stops | Number of Citations and Warnings Issued |
|---|---|---|---|
| Begin Date | End Date | | |
| 01/01/2020 | 12/31/2020 | 97 | 112 |
| 01/01/2019 | 12/31/2019 | 111 | 127 |
| 01/01/2018 | 12/31/2018 | 77 | 94 |
| 01/01/2017 | 12/31/2017 | 87 | 109 |
| 01/01/2016 | 12/31/2016 | 80 | 95 |

***Enter the source and capture date of the data listed in the tables above.***
A&I data snapshot as of 07-29-2021 and SD records management system reports.


***Narrative Overview for FY 2022 - 2024***

***Instructions***:

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


The South Dakota Highway Patrol currently has 13 state troopers whose primary focus in commercial motor vehicle enforcement when fully staffed and another 100 state troopers, when fully staffed, who complete 32 L-3 inspections each year. All troopers are tasked with traffic enforcement of both commercial and non-commercial vehicles. There are state troopers who focus on CMV enforcement working in at least one area of the state nearly at all times. CMV troopers work a varied schedule that matches times of day and day of week that match the highest CMV truck traffic counts and patterns. They work a percentage of time during off peak traffic hours to patrol roads and areas where CMV drivers may be traveling specifically to avoid enforcement locations. In FY16 we were able to add 3 motor carrier troopers to the motor carrier division increasing our numbers from 11 troopers to 14. We have since needed to reassign one of those CMV troopers to a patrol division due to manpower shortages. Due to retirement and resignations within the 13 CMV troopers, we had three new troopers to the motor carrier services in FY20. A vacancy often creates nearly a 1 year time period from an employee leaving to having a fully trained trooper. This obviously creates challenges meeting inspection or traffic enforcement goals.   South Dakota participates in the New Entrant Audit program which encourages solid management principles, safe behaviors, and a safety mindset for companies and drivers. SDHP Motor Carrier does not conduct traffic enforcement on CMVs without an inspection. Motor Carrier troopers are required to write a vehicle examination report on all traffic stops involving commercial motor vehicles. Also, SDHP Motor Carrier became able to track non-CMV stops that occurred with a CMV in the vicinity. We have added a check box within our electronic ticket writing program for all trooper to indicate if the non-CMV committed the traffic violation in the vicinity of a CMV. The tracking ability is new, and a habit that is starting to be ingrained into enforcement personnel. We have issued guidance to educate troopers to when it is appropriate to check the box. This is still a judgment call and we hope to continue to see improvement in the tracking of these violations. While we try to track non-CMV traffic enforcement stops for violations committed around a CMV, we do not seek reibursement for these activities.

South Dakota will conduct traffic enforcement activities in the higher traffic volume areas of the state, stressing the importance of safe driving practices and the interactions of CMVs with non-CMVs. Increased scrutiny of drivers will be given on all contacts to determine the physical and mental fitness to safely and legally operate a CMV in order to maintain our current low number of CMV crashes. If information and data shows routes with highest volumes of hazardous materials shipments, traffic enforcement activities will be emphasized. SD Highway Patrol will conduct additional inspection marathon activities in those areas identified as having increased volumes of CMV traffic. These marathons will be comprised of numerous inspectors and state troopers. All drivers for whom an inspection report is generated will have their driver status checked and verified. Continued training will be given to all inspectors in the detection and apprehension techniques of impaired drivers. Additionally, South Dakota will participate in the national Operation Safe Driver event.

The South Dakota Highway Patrol will conduct traffic enforcement on CMV's in FY23 and FY24 by making use of the state owned aircraft. The fixed wing aircraft will be used in special enforcement plans that focus on traffic violations committed by CMV's and non-CMV's in higher crash areas. We will use crash statistics and mapping to plan the best locations and times to perform the special enforcement projects. The aircraft is equipped with both video and FLIR capabilities to record and document violations committed by all drivers. When violations are observed by the pilot or technical flight officer (TFO), they will radio to a waiting trooper the description of the CMV or non-CMV and the violations observed. The troopers will then stop the vehicle and take enforcement actions. This enforcement project was done in FY19 and FY20, and the effectiveness was significant when weather and flight schedule have allowed its use.  We intend to use the aircraft for 56 hours of flight time if weather and schedules allow. Those expenses are budgeted in the FY22 spending plan, and would be included in future budget updates. Operational and enforcement statistics will be recorded when using the aircraft for MCSAP enforcement purposes. Types of violations and types of vehicles will be recorded for tracking traffic enforcement priority reporting.  In FY2022 our pilot left the agency. We are actively searching for a replacement and once hired and trained, we will continue aircraft operations.

*Projected Goals for FY 2022 - 2024*

*Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2022 - 2024. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.*

*Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.*

| | | | Enter Projected Goals (Number of Stops only) | | |
|---|---|---|---|---|---|
| **Yes** | **No** | **Traffic Enforcement Activities** | **FY 2022** | **FY 2023** | **FY 2024** |
| ◉ | ○ | CMV with Inspection | 1600 | 1700 | 1800 |
| ○ | ◉ | CMV without Inspection | 0 | 0 | 0 |
| ○ | ◉ | Non-CMV | 0 | 0 | 0 |
| ◉ | ○ | Comprehensive and high visibility in high risk locations and corridors (special enforcement details) | 44 | 44 | 44 |

***Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.***
South Dakota MC troopers do not conduct traffic enforcement on CMV's without an inspection. Motor carrier troopers are required to write a vehicle examination report on all traffic stops involving commercial motor vehicles. South Dakota Highway Patrol obviously makes numerous traffic stops on non-CMVs. We have implemented tracking mechanism on our electronic citations  to track non-CMV traffic stops when the violation occurs in the vicinity of a CMV.  SDHPMCS staff monitors vehicle exam reports to help ensure traffic enforcement efforts on CMV's are properly marked on the vehicle examination reports.

Many enforcement goals were not increased for FY2022 MCSAP grant year due to delays in funding availability and uncertainty in program activities.

We have increased FY2023 and FY2024 goals in hopes of filling vacant FTEs with recruiting efforts, realization of goals from the structure change of relieveing permit issuance duties from most staff members, and purchase of inspection equipment such as performance based brake testers. Goals were modestly inscreased due to time needed to purchase the equipment which has been delayed due to supply chain and work shortages.

## Part 2 Section 6 - Safety Technology

**Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

*Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in 49 CFR 350.207(27). States must maintain, at a minimum, full PRISM participation. FMCSA defines "fully participating" in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.*

*PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).*

### Safety Technology Compliance Status

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

| Technology Program | Current Compliance Level | Include O & M Costs? |
|---|---|---|
| ITD | Core ITD Compliant | Yes |
| PRISM | Enhanced Participation | Yes |

Avaliable data sources:

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

**Enter the agency name responsible for ITD in the State:** South Dakota Department of Transportation
**Enter the agency name responsible for PRISM in the State:** South Dakota Department of Revenue

*Narrative Overview for FY 2022 - 2024*

*Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).*
**South Dakota is Core CVISN Compliant and exceeds full participation in the PRISM program. South Dakota uses MCSAP funds to assist with cost associated with the operating and maintenance of the systems.**

*Program Activities for FY 2022 - 2024: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.*
**South Dakota uses MCSAP funds for administration of the CVISN program such as travel to meetings and facilities, reporting requirements, and personnel costs. South Dakota use MCSAP funds for costs associated with CVIEW annual maintenance and support (Iteris) and annual support and maintenance of SDAPS (South Dakota Automated**

**Permitting System- Bentley Systems).  MCSAP funds are used for maintenance and support of the roadside e-screening (IRD).**

**South Dakota uses MCSAP funds for the operaing and maintenace of the Explore System which is our International Registration Plan and International Fuel Tax Agreement registration system. Funds are used for IRP and IFTA clearing house dues all in support of the PRISM program.**

*Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including quarterly SF-PPR reporting).*
**We will continue to monitor CVISN program and PRISM program status with FMCSA quarterly to remain fully core CVISN compliant and full participation in the PRISM program.**

## Part 2 Section 7 - Public Education and Outreach

**Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**

⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◯ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

*A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

*Trend Analysis for 2016 - 2020*

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

| Public Education and Outreach Activities | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|
| Carrier Safety Talks | 1994 | 2027 | 1970 | 1624 | 527 |
| CMV Safety Belt Education and Outreach | 191 | 61 | 124 | 37 | 286 |
| State Trucking Association Meetings | 0 | 0 | 139 | 98 | 6 |
| State-Sponsored Outreach Events | 0 | 0 | 0 | 0 | 0 |
| Local Educational Safety Events | 0 | 0 | 0 | 0 | 0 |
| Teen Safety Events | 258 | 165 | 329 | 466 | 1 |

*Narrative Overview for FY 2022 - 2024*

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

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

In the 5 year table above SD MCS has not always tracked our public safety education by these categories or by events. We track public safety education by hours, so in our proposed grant all of the number in the graphs will represent hours not events. Raising the awareness of non-commercial vehicle drivers in their interactions with commercial vehicles will be an important aspect of the public education program for SD MCS. Information on sharing the road will be presented to driver education classes by inspectors and through other venues such as safety booths at the South Dakota State Fair and numerous farm and home shows that are attended SD MCS inspectors. Our goal will be to provide 1,700 hours of public safety education forums. We will utilize our public safety education to help meet our goal through FY22 of reducing the current fatality involved crash rate even further in an attempt to assist in meeting FMCSA's national target of less than 0.114 fatalities per 100 million VMT and our overall crash reduction goal of 9% reduction of all CMV crashes in the next 3 years.

Safety restraint usage has been proven to save lives, reduce injury and be an important aspect of safely operating a CMV. We will continue to educate and emphasize the importance of wearing seat belts during safety presentations and roadside inspection activities. Our goal is to maintain a safety restraint usage rate at or above 89%. The South Dakota Highway patrol has a directive that each observed seatbelt violation will be address with a citation. South Dakota realizes the need for educating carriers of hazardous materials in the proper transportation of their products. Conducting safety education presentations and special roadside checks will be two of the methods deployed to enhance hazardous materials safety. Our goal for FY2022 is to conduct 4 safety presentations and 4 inspection marathons for hazardous material transportation education. Enforcement personnel will continue to educate the public whenever possible on the Electronic Logging Device regulations.

In FY2021 South Dakota MCS set a goal of 100 hours educating the oldest and youngest drivers on the road with safety tips on operating passenger cars around commercial motor vehicles and operational limitations of commercial vehicles such as increased breaking distances and visibility reductions. We targeted driver education classes. The pandemic certainly affected our opportunities to meet this goal, especially with the oldest drivers. Most civic groups comprised of older drivers did not hold meetings or events. We were still able to make significant progress toward the goal with the youngest drivers and will meet the 100 goal.

South Dakota will also find opportunities to educate employees and motor carriers on Human Trafficking. South Dakota has partnered with Truckers Against Trafficking (TAT) to help with this national issue. For the past several years we have trained employees on human trafficking basics. We have posters and flyers posted at our inspection facilities and CDL testing sites, and publish the information in CDL testing manuals. We are nearly complete with full implementation of TAT's Iowa Model. Two of the areas we can work on to complete is to include human trafficking materials to new carriers, and speaking on the issue at company safety meetings. While we have certainly talked about it at safety talks with companies, not all audiences want the education or have different priorities when SDHP staff comes to their events. South Dakota will offer to speak about human trafficking at safety talk opportunities in FFY 2022, and do so when appropriate and desired by motor carriers. We will also make available materials to distribute during those opportunities. We will distribute human trafficking information at new entrant safety audits. We have appointed 2 personnel to take a lead role in training existing and new empolyees, and to take a lead role in human trafficing education for our agency.

In South Dakota's FY22 CVSP we plan to purchase two hand held x-ray devices to help identify instances of human trafficking in commercial motor vehicles. The devices will be used to discover possible voids in CMV's where persons could be hidden from view.

When speaking to any audience, but especially passenger vehicle audiences and new CMV drivers, we will emphasize the Our Roads, Our Safety initiatives. This will include information about blind spots, longer stopping distances, and wide turns. Educating passenger vehicles about the limitiations of CMV's helps give perspective to the passenger vehicle drivers and CMV drivers cannot see or react the same way as passenger vehicles.

South Dakota Highway Patrol intends to use $200,000 to create and implement a public awareness and education campaign to lower commercial motor vehicle crash rates, and non-commercial vehicle involved crashes with commercial motor vehicles. The public awareness and education campaign will focus on the newest non-CMV operators, and CMV operators.

The campaign will impact several priorities:

Improve CMV Safety and Compliance with CMV Safety Regulations- We will focus education and enforcement activities to increase compliance with lifesaving CMV seatbelt requirements and distracted driving regulations. Our goal is to reach interstate CMV drivers through a variety of media outlets.

CMV safety on Rural Roads- The state of South Dakota's highways are virtually all rural roads. Long stretches of rural highways can lead to complacency with distracted driving and seat belt regulations. Our goal is to reach interstate CMV drivers regarding distracted driving.

Public Awareness and Education- South Dakota intends to expand an already award-winning safety campaign to include and emphasize safe operation of CMVs, and safe operation around CMV by passenger vehicle operators, and to focus the campaign to the newest teen drivers. Our goal is to reach 16-25-year-old drivers with targeted advertisements.

While South Dakota is certainly reflective of nationwide statistics, the interstate nature of commercial vehicle traffic makes it difficult to target CMV drivers and expect to see a timely and measurable result within just South Dakota. South Dakota does not have an identifiable high crash corridor to focus enforcement in, nor consistent geographical crash causation factors unique to our state. We are, however, reflective of national crash statistics, and the interstate nature of CMV drivers allows us the opportunity to contribute to national crash reduction efforts that can improve South Dakota and national crash rates. Driver education has a direct impact on driving habits. Focusing education efforts toward young drivers can help build safe driving habits and awareness that can last a lifetime, no matter which state they drive in.

***Projected Goals for FY 2022 - 2024***

***In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above***.

| Yes | No | Activity Type | Performance Goals | | |
|:---:|:---:|---|:---:|:---:|:---:|
| | | | FY 2022 | FY 2023 | FY 2024 |
| ● | ○ | Carrier Safety Talks | 1300 | 1300 | 1300 |
| ● | ○ | CMV Safety Belt Education and Outreach | 150 | 150 | 150 |
| ● | ○ | State Trucking Association Meetings | 100 | 100 | 100 |
| ● | ○ | State-Sponsored Outreach Events | 0 | 0 | 0 |
| ● | ○ | Local Educational Safety Events | 0 | 0 | 0 |
| ● | ○ | Teen Safety Events | 150 | 150 | 150 |

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

In the table above we have listed our goals in hours not events. All hazardous material safety education will be included in the Carrier Safety Talk category as there is no direct location for hazardous material education. SD MCS will attend special events such as farm/home shows, county fairs and the South Dakota State Fair. We will actively seek out motor carriers and other public groups to which we can provide information pertaining to the safe operation in and around CMV's. Additionally, we will continue to provide personnel to speak at formal commercial vehicle driving classes at local vocational/technical schools. SD MCS will strive to meet its goal of 1,700 safety education hours in FY22. In FY19 we performed in excess of 2227 hours of public presentations, well above our intended goal. Safety education effort in FY2020 and most of FY2021 were seriously impacted by the pandemic and most pubic events were canceled until 3rd quarter of FY21, and even then, slow to open back up.

Stressing the importance of commercial and non-commercial vehicle interactions and safety restraint use will be a priority at all appropriate safety education forums. SD MCS personnel will stress the importance of sharing the road between commercial and non-commercial motor vehicles. We will attempt to reduce the overall rate of accidents caused by both passenger and commercial drivers. South Dakota Accident Records and A&I data will be used to measure the success of effort. We will target both commercial and passenger vehicle drivers at all possible venues. This includes state and local fairs, farm and home shows, driver education programs and our participation in the South Dakota truck driving championships. Additionally, SD MCS officers are requested to present safety education programs for numerous industry partners to promote safe vehicle operations. Our plan to help determine and improve the compliance rate of safety restraint use will be to conduct 8 separate spot checks of CMV's throughout the plan year as well as zero tolerance policy for all seatbelt violations. Semi-annual checks will be conducted in four separate areas of the state by SD MCS personnel. We will also track data from South Dakota Accident Records to review the compliance rate of safety restraints use with crash-involved drivers. Informational brochures on the advantages of seat belt use will be provided to drivers during these campaigns when available.

The education of hazardous material carriers will be a safety education priority for SD MCS. This will be accomplished through providing presentations to transporters of hazardous material products. We will also increase the knowledge base of SD MCS inspectors through training and utilizing hazardous materials software programs as an inspector tool and to ensure compliance with the regulations. Additionally, we will conduct inspection marathons specifically targeted towards hazardous materials operations. We will distribute our safety education and inspection marathon efforts across the four individual geographical areas of the state to ensure that adequate attention is given to the maximum number of carriers. Advanced scheduling of these events will provide for the optimum use of manpower. Special attention will be given to driver inspections to ensure that compliance with the hazardous materials regulations is affirmed. South Dakota will utilize hazardous materials software to verify the proper packaging and loading necessary for safe hazardous materials operations. Enforcement personnel will engage drivers at the time of inspection about the electronic logging device regulations and their operation. We will provide educational information to any company seeking assistance with the new regulations. We will provide information and resources to drivers and companies, as well as the public we can engage at home and farm show type settings.

For the media campaign, changing driver behavior is not easily measured. Education programs and campaigns take time to engrain into a driver's mind and change habits on a consistent basis. An education campaign as this shouldn't depend on or expect to see an immediate decline in crashes. An enforcement campaign that puts a high volume of enforcement officers in a small area with a high volume of enforcement actions lends itself to a quick and sometimes dramatic reduction in adverse behaviors due to fear of a citation or worse. An education campaign is a slow burn. It convinces drivers over time to correct or change driving habits of their own free will without an immediate consequence or reward. You will never know how many times or how often good driving behaviors may have saved you from a crash, but evidence is clear that it will.

Since activities in this plan revolve around media engagements and views by drivers, we will measure performance by the number of times the media is viewed, when that is measurable. In the proposed plan we will contract with a media agency that has experience with our agency and our messages. Experience gives them the ability to reasonably estimate the media engagements we can achieve. During the campaign the agency will be able to track the following metrics:

Impressions

Reach and frequency of message

Online banner clicks

Social media engagements

Website traffic

Website conversions (actions that came straight from paid placement efforts)

The media agency estimates we can reasonably reach a combined total of these metrices of 8 to 10 million. The metrices are available in real-time and having the ability to adjust/optimize for maximum effectiveness as the campaign runs, the agency can also provide an end-of-campaign report that outlines the impact and final return on investment.

The overreaching goal is to provide safety messages to the newest drivers, so they begin their driving career with the best possible habits, and to provide safety messages to CMV drivers of the importance of wearing a seatbelt and the dangers of distracted driving. While the plan is centered and starts in South Dakota, we hope to reach a much wider and diverse audience through messages being shared on social media. This certainly has an effect on driving behaviors in South Dakota, but due to the interstate nature of CMV drivers, we hope to impact national driving behaviors and therefore national fatal crash rates.

**Part 2 Section 8 - State Safety Data Quality (SSDQ)**

**Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.**

◉ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◯ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

*MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).*

***SSDQ Compliance Status***

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

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

Available data sources:

- FMCSA SSDQ website
- FMCSA DataQs website

**Enter the agency name responsible for Data Quality:** South Dakota Department of Public Safety
**Enter the agency or agencies name responsible for DataQs:** South Dakota Highway Patrol- Motor Carrier Services
**Enter the agency name responsible for the Crash Data Repository:** South Dakota Department of Public Safety Accident Records

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2022 - 2024.

| SSDQ Measure | Current SSDQ Rating | Goal for FY 2022 | Goal for FY 2023 | Goal for FY 2024 |
|---|---|---|---|---|
| Crash Record Completeness | Good | Good | Good | Good |
| Crash VIN Accuracy | Good | Good | Good | Good |
| Fatal Crash Completeness | Good | Good | Good | Good |
| Crash Timeliness | Good | Good | Good | Good |
| Crash Accuracy | Good | Good | Good | Good |
| Crash Consistency | No Flag | No Flag | No Flag | No Flag |
| Inspection Record Completeness | Good | Good | Good | Good |
| Inspection VIN Accuracy | Good | Good | Good | Good |
| Inspection Timeliness | Good | Good | Good | Good |
| Inspection Accuracy | Good | Good | Good | Good |

***Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.***
July 26, 2021

***Narrative Overview for FY 2022 - 2024***

***Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).***
**All categories for South Dakota are rated Good. South Dakota will continue to monitor the ratings and continue activites to maintain that rating.**

***Program Activities FY 2022 - 2024: Describe activities that will be taken to achieve or maintain a "Good/Green" rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.***

**South Dakota will monitor ratings from FMCSA on a monthly and quarterly basis. We will continue monitoring by administrative staff of inspection and crash records to try to identify potentially late records. We will continue to work with South Dakota Accident Records office to prioritize commercial vehicle crash reports for transmission to FMCSA.**

Administrative staff process Data Q's on a daily basis. The admin staff will handle and correct Data Q's that involve typos or misidentified carriers when information is submitted for the correct carrier. If there is a question of fact or regulation, the admin staff forwards the Data Q information to the inspector and supervisor. The inspector will provide written documents, recollection, or video evidence to support the violation. If the inspector identifies that there was an error, the data will be corrected. If not, the information will be sent to the Administrative Lieutenant for review. If no error was found and the carreir disagrees, the Data Q will be sent to the Motor Carrier Services Commander for review. If the carrier still disagrees, a final Data Q review panel is gathered. The panel consists of the carrier, field lieutenant, administrative lieutenant, commander, a representative of the trucking industry-usually a member of the South Dakota Trucking Association, and state FMCSA staff is invited.

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

South Dakota will continue to monitor state data quality monthly to ensure it maintains "Good" rating in all categories. Data quality rating will be reported quarterly. If the rating were to drop lower than "Good" rating, measures will be immediately taken to correct the data if neccessary and evaluate current proceedures to identify any issues that may have caused the rating to go down.

South Dakota will monitor Data Q's daily for volume and timely response, and patterns to educate inspectors with to lower the number of future Data Q's. .

**Part 2 Section 9 - New Entrant Safety Audits**

**Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.**

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

*States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

*For the purpose of this section:*

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

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

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

**Trend Analysis for 2016 - 2020**

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

| New Entrant Safety Audits | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---:|---:|---:|---:|---:|
| Interstate | 292 | 256 | 260 | 251 | 247 |
| Intrastate | 0 | 0 | 0 | 0 | 0 |
| **Total Audits** | **292** | **256** | **260** | **251** | **247** |

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

***Narrative Overview for FY 2022 - 2024***

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

| Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: **New Entrant website** | |
|---|---|
| Date information retrieved from NEWS Dashboard to complete eCVSP | 07/26/2021 |
| Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned) | 227 |
| Current Number of Past Dues | 1 |

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

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

**Projected Goals for FY 2022 - 2024**

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

| Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits | | | | | | |
|---|---|---|---|---|---|---|
| | **FY 2022** | | **FY 2023** | | **FY 2024** | |
| Number of Safety Audits/Non-Audit Resolutions | Interstate | Intrastate | Interstate | Intrastate | Interstate | Intrastate |
| # of Safety Audits (Onsite) | 28 | 0 | 28 | 0 | 28 | 0 |
| # of Safety Audits (Offsite) | 162 | 0 | 162 | 0 | 162 | 0 |
| # Group Audits | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL Safety Audits** | **190** | **0** | **190** | **0** | **190** | **0** |
| # of Non-Audit Resolutions | 65 | 0 | 65 | 0 | 65 | 0 |

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

The New Entrant Safety Assurance Program for the State of South Dakota will assist in accomplishing the Federal Motor Carrier Safety Administration (FMCSA) goal of reducing the number and severity of crashes, injuries, and fatalities and meet the program objectives by reviewing new interstate motor carriers to ensure that they have effective safety management programs and completing 190 new entrant safety audits within the statutory time limit of 12 months from the date of entry into the New Entrant Program and 120 days for motor carriers of passengers.

South Dakota currently has an inventory of 227 carriers in the New Entrant pool with 1 past due carriers.

The SDHP Safety Assurance Program anticipates that approximately 25% of the new entrant carriers will require a non-audit resolution based on previous years data and monthly new entrant statistics obtained from Gotham and the state data base. We further anticipate that approximately 15% of the new entrant carriers will require an onsite safety audit with 85% of the carriers being offsite eligible. The SDHP Safety Assurance Program anticipates conducting 65 non-audit resolutions and 190 safety audits with 162 of those being offsite and 28 being onsite.

In addition, two safety auditors will each conduct a minimum of 32 vehicle inspections and at least 8 hazardous material carrier inspections to maintain certification requirements.

** The Trend Analysis numbers for the SDHP Safety Assurance Program are only for safety audits that were conducted. The numbers do not include non-audit resolutions. The below numbers include non-audit resolutions for the 5 year period.

2016: 213 safety audits, 79 non-audit resolutions, Total 292.

2017: 189 safety audits, 67 non-audit resolutions, Total 256.

2018: 164 safety audits, 96 non-audit resolutions, Total 260.

2019: 172 safety audits, 67 non-audit resolutions, Total 251.

2020: 180 safety audits, 68 non-audit resolutions, Total 247.

New Entrants to the SDHP Safety Assurance Program have been consistent over the past five years with no significant increases or decreases. Based on previous data and with no known events, business, or circumstances that would alter the trend, the SDHP Safety Assurance Program anticipates the number of new entrants and safety audits will be consistent over the three year CVSP period from FY2022 through FY2025.

***Activity Plan for FY 2022 - 2024: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.***

The SDHP Safety Assurance Program will use 2 full time safety auditors to conduct approximately 190 new entrant safety audits (75%) and 65 non-audit resolutions (25%) on 255 new entrant interstate motor carriers. Priority will be given to carriers of passengers to insure safety audits are conducted within 120 days. Approximately 85% of the safety audits will be conducted offsite reducing travel time and cost. Approximately 15% of the safety audits will be conducted onsite at the carrier's principal place of business.

The SDHP Safety Assurance program does not anticipate the need to conduct group audits for FY2022 through FY2025 but would be prepared to do so if there were a sudden influx of onsite carriers. Regionalized scheduling of onsite safety audits will be done to streamline the safety audit process and reduce travel time of the auditors allowing for more onsite safety audits to be performed in a shorter time period.

To maximize the efficiency of the program, offsite eligible carriers will be contacted as soon as possible after the required documents are uploaded to the NEWS website. Auditors will adhere to the New Entrant Safety Audit Process Document for procedure and time line when conducting offsite safety audits.

The State has a large number of carriers that operate intermittently in interstate commerce in addition to numerous farm and ranch operations. The carriers are often unfamiliar with FMCSR's and the requirements of a new entrant motor carrier. These carriers will be provided pre-safety audit educational information on pre-identified problem areas such as drug and alcohol testing requirements, hours of service rules, and vehicle maintenance to increase their knowledge of the FMCSR's and requirements of the New Entrant program. We will also emphasize and provide information on Entry Level Driver Training requirements that go into effect in February of 2022. Assistance with uploading documents will be provided as needed. Electronic logging device (ELD) requirements along with changes and added emphasis to agriculture exemptions to the hours of service rules have increased time spent on safety audits and pre-safety audit efforts.

***Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.***
The Supervising Lieutenant will review all safety audits for quality, completeness, and accuracy and will monitor activity throughout the month to guide the program to the established goal. The Supervising Lieutenant will review additions to the New Entrant pool and assign passenger carrier audits for scheduling as soon as practical. The Supervising Lieutenant will monitor progress toward the 255 safety audit goal quarterly to ensure we are meeting or exceeding the goal. Scheduling and assignments will be given and monitored to ensure the most efficient use of time and travel.

The Supervising Lieutenant will review the new entrant inventory on a monthly basis and make assignments based on due date. Priority will be given to any past due safety audits and motor carriers of passengers and hazardous materials. The safety audit process to include scheduling and group audits if necessary will be reviewed to monitor the efficiency of the program. Scheduling and assignments will be reviewed and adjusted to maximize audit completion for onsite audits when travel is required to ensure program efficiency.

The Supervising Lieutenant will review quarterly reports and departmental databases to monitor the quantity and types of educational information provided and insure that the information provided is timely and up to date. Feedback will be sought from New Entrant carriers to gather information regarding the pre-audit information to see if it was helpful, educational, and assisted them in the New Entrant Audit process.

## Part 3 - National Emphasis Areas and State Specific Objectives

*FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).*

### Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

**Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

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

***Check this box if:***

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

## Part 3 Section 2 - Passenger Carrier Enforcement

**Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

● **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

**Instructions:**

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

***Check this box if:***

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

## Part 3 Section 3 - State Specific Objectives – Past

**No updates are required for this section.**

**Instructions:**

*Describe any State-specific CMV problems that were addressed with FY 2021 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2021 CVSP.*

**Progress Report on State Specific Objectives(s) from the FY 2021 CVSP**

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2021 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.*

Activity #1

***Activity: Describe State-specific activity conducted from previous year's CVSP.***
Oilfield and Pipeline Operations- Conduct focused enforcement on oilfield and pipeline construction vehicles.

***Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).***
Our goal for FY19 was to operate a minimum of three special enforcement marathons targeted at areas where oilfield traffic has increased in the state. In FY 19 and FY20, South Dakota will operate a minimum of three special enforcement checks where pipeline construction traffic will increase.

***Actual: Insert year to date progress (#, %, etc., as appropriate).***
In the first 3 quarters on FY21 we have conducted 2 Oilfield special enforcement operations. 53 trucks were inspected. Two drivers and 1 vehicle were placed out of service. In FY20, we conducted 132 truck inspections over 3 operations focused on oilfield and pipeline vehicles, 11 drivers and 8 vehicles were placed out of service during these operations. Previous goals have or are being met.

***Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.***
During the current 3 year CVSP plan (FY19-21), oil prices plummeted and the Keystone Pipeline project was terminated before it started construction in earnest. Due to oil prices dropping, new wells were not being drilled. existing wells were being utilized but truck traffic was significantly reduced without expansion of drilling sites. While there is more traffic on routes to the North Dakota oil fields than when expansion first started, it is only slightly above historical averages now. We have seen no increase in CMV crashes related to oilfield traffic in South Dakota, and specifically on US Highway 85 and US Highway 83, the two most popular routes to the western North Dakota oil fields. Pipeline construction during the previous CVSP was sporadic without full federal approval for the construction. It was anticipated to begin construction at several time frames, and kept being delayed. The only significant CMV traffic we encountered was when pipe was transferred from rail yards to the construction staging areas. In January of 2021, the pipeline permit was terminated by regulators. In spring of 2021 the company building the pipelines released that they were not constructing the pipeline or pursuing permit application to begin again in the near future. We will likely see a very modest increase in CMV traffic to relocate the pipe that was delivered to SD and various pre-construction materials that will need shipped. Oilfield and pipeline vehicle enforcement will not be a specific goal in this or future CVSP's unless we see a significant increase in traffic or crash rates of this type of CMV.

Activity #2

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

***Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).***
South Dakota will perform 4 special enforcement operations specifically focused on smaller 3 axle CMV's in FY19-20.

*Actual: Insert year to date progress (#, %, etc., as appropriate).*
In FY20 we conducted 4 operations focused solely on 3 axles vehicles. 92 vehicles were inspected. 15 vehicles and 2 drivers were placed out of service. We also conducted 2 other intercity operations. These two operations focused on traffic with our cities where the majority of vehicles checked are smaller CMVs, but not limited to just three axles.

*Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.*
14 of the 92 vehicles inspected had violations for no annual inspection. I use this as an indicator that these drivers or vehicles were not familiar with FMCSRs. Our tracking forms do not have a line item to record no DOT number, just a general FMCSR violation line item. This is an indicator that the carriers were not compliant with FMCSR's and would be given information on the new requirements and how to obtain a DOT number and comply with the other regulations. We plan to continue special enforcement checks on these smaller CMV's and carriers that travel mainly within a municipality, to ensure compliance with FMCSR's. In the majority of South Dakota's smaller cities, after one of these operations we see an increase in compliance as we educate the carriers, as well as these carriers talk to other carriers. Future operations will help determine compliance for that group of intrastate carriers that recently came under the FMCSR's, but much of what we see, already are compliant.

| Activity #3 |
| --- |

*Activity: Describe State-specific activity conducted from previous year's CVSP.*
Use of eRODs and Data Transfer

*Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).*
The FY21 goal was to meet the goal of 85%, with a future goal of 90% or greater transfer of log files through eRODs electronic transfer system.

*Actual: Insert year to date progress (#, %, etc., as appropriate).*
We do not have an accurate way of calculating transfer data and the information is unavailable at this time from FMCSA We have however trained 100% of our enforcement personnel on the use of eROD's for data transfer. As new troopers and inspectors become certified we train them on the use of eRODs.

*Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.*
We conducted hours of service refresher training and eRODs data transfer to all of our staff in FY20 and FY21. We are also conducting quarterly motor carrier training for troopers not assigned to the motor carrier services unit. This training will cover refresher training on Level 3 inspections which includes hours of service and electronic transfer of eROD files. We will evaluate the percentage when reports become available through FMCSA. We encourage its use whenever internet connection is available due to the goal, and better enforcement of the HOS regulations since eRODs highlights potential violations.

**Part 3 Section 4 - State Specific Objectives – Future**

**Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

**Instructions:**

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

*Describe any State-specific objective(s) identified for FY 2022 - 2024. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.*

State Objective #1

***Enter the title of your State-Identified Objective.***
Interstate 90 Tri-State Crash Reduction Operations

***Narrative Overview for FY 2022 - 2024***

***Problem Statement Narrative: Describe problem identified by performance data including baseline data.***
South Dakota does not have an identifiable and consistent location or causation of commercial motor vehicle crashes to design specific enforcement efforts or operations. These factors prove random. Due to the interstate nature of regulated commercial vehicles, inspections performed in South Dakota contributes to the nationwide crash reduction goals as well as those in our state. Likewise, inspections and traffic enforcement in other states contribute to a reduction in South Dakota and their home states. Commercial vehicles may travel through South Dakota but crash in other states. The driver we stop from exceeding hours of service limitations, or equipment violations discovered during a South Dakota inspection may prevent a crash in neighboring states. While planning activities associated with specific locations and behavior targeting proves difficult, we can combine efforts with other states to have a travel corridor safety operation to reduce crashes in multiple states.

***Projected Goals for FY 2022 - 2024:***
***Enter performance goal.***
The states of Wyoming, South Dakota, and Minnesota will perform two, multiday special enforcement operations on Interstate 90 from the Montana-Wyoming Border, and the Minnesota-Wisconsin border. The goal during the operation periods will be zero CMV involved fatalities or injury crashes. We will collect enforcement statistics as well as crash data, but the goal will be measured by crashes.

***Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.***
We have received data from Wyoming and data from Minnesota is unavailable at the time of CVSP submission. We have created heat maps with crash data from the past 10 years. Once the data has been collected from all three states, Commanders from the 3 states will proceed with time, date, and location of operations. We will select those based on predictive crash mapping software to find the most effective time to schedule the operation. We anticipate dedicating all SDHP motor carrier personnel stationed on or near

I-90 to the 2, multi-day operations. For South Dakota, this includes 2 port of entry inspection facilities and appropriate staffing levels, 4, 2-person mobile teams, and 7 motor carrier troopers. We will encourage participation from non-CMV troopers as available. Each state will determine manpower capabilities available for the operations. We will use screening equipment available at the port of entry such as carrier identification, tire anomaly detection, and infrared brake analysis. South Dakota will also deploy two portable Performance Based Break Testers during the operations. In South Dakota, emphasis will be placed on NAS Level 1 inspections at our port of entry inspection facilities. Emphasis will be placed on NAS Level 3 inspections for troopers and mobile teams, as well as CMV and non-CMV offenses occurring around a CMV traffic enforcement for troopers.

***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.***
At the completion of each of the three enforcement projects, South Dakota will gather enforcement and crash reporting from all 3 states to combine into one after action report. This will be shared with all three states. We will measure performance by the number of CMV involved fatal and injury crashes occurred during the time period.

## State Objective #2

***Enter the title of your State-Identified Objective.***
Enforcement of Drug and Alcohol Clearing House Requirements

***Narrative Overview for FY 2022 - 2024***

***Problem Statement Narrative: Describe problem identified by performance data including baseline data.***
Nationally, a significant number of drivers with DACH violations are not being identified during CMV enforcement activities.

***Projected Goals for FY 2022 - 2024:***
***Enter performance goal.***
To ensure 100% of the motor carrier services unit employees have access to CDLIS. We also seek to obtain a minimum of 90% of all drivers in a prohibited status identified during roadside inspections.

***Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.***
Existing employees have access to CDLIS. New employees apply for a CDLIS account once the receive proper training and accounts to run driver license queries through state systems. All motor carrier service employees should run out of state driver licenses through CDLIS systems.

***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.***
New employee will be given access to CDLIS once state training requirements are met for other CJIS systems. Supervisors will ensure as part of the initial training, CDLIS account applications are processed. Supervisors will monitor employees during inspections to the DACH status is being queried. If reports are available through FMCSA or other agency that identify DACH prohibited drivers were inspected, similar to the Out of Service Carrier report, we will use those reports for training individuals to ensure discovery of prohibited drivers.

## State Objective #3

***Enter the title of your State-Identified Objective.***
Electronic Logging Devices

***Narrative Overview for FY 2022 - 2024***

***Problem Statement Narrative: Describe problem identified by performance data including baseline data.***
Nationally, electronic transfer of ELD data is a priority in order to help create a safer work
environment for drivers and make it more efficient for motor carriers to accurately track,
manage, and review a driver's hours of service data.

***Projected Goals for FY 2022 - 2024:***
***Enter performance goal.***
When reporting capabilities from FMCSA allow, ensure we achieve the goal of 85% of
record of duty station electronic transfer.

***Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.***
In FY2020 and FY2021, all enforcement personnel were given update ELD and eRODs
training. We will do quarterly refresher training to all enforcement staff in FY22. Some
training may be given in FY21 depending on scheduling. We intend to do 4, 1-hour blocks
of Level 3 inspection refresher training throughout the state that includes eRODs data
transfer.

***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.***
Motor carriers services staff report training and safety talk hours to administrative staff to
record. We will track that all enforcement staff have receive the 4 hours per year training.
When reports become available, we will monitor the electronic transmission rate of ELD
files through eRODs.

State Objective #4

***Enter the title of your State-Identified Objective.***
Seat Belt Enforcement

***Narrative Overview for FY 2022 - 2024***

***Problem Statement Narrative: Describe problem identified by performance data including baseline data.***
Not all drivers of CMVs or passenger vehicles wear a properly fastened seatbelts. Sixty
percent of the fatalities in South Dakota were unbuckled in calendar year 2021 to date. We
routinely see 89%- 90% compliance rate for seatbelt usage when we do seat belt surveys.
Rural roads tend to see lower rates of seatbelt usage than interstate highways.

***Projected Goals for FY 2022 - 2024:***
***Enter performance goal.***
South Dakota Highway Patrol Motor Carrier Services will issue a citation for all observed
seatbelt violations. We estimate this to be approximately 600 seatbelt violations. We hope
to see a 5% drop in unbelted vehicular crash fatalities.

***Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.***
The 13 sworn troopers will address every seatbelt violation observed throughout the grant
period. SDHP MCS will perform 8 special enforcement projects in FY2022. This will
include a TACT team style enforcement days where the focus of the patrol duties will be
seatbelt enforcement. Non-sworn inspectors at our fixed facilities will contribute as well.

***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.***
Enforcement activity and special enforcement projects will be monitored quarterly and
reported on quarterly progress reports.

## Part 4 - Financial Information

### Part 4 Section 1 - Overview

*The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include 2 CFR part 200, 2 CFR part 1201, 49 CFR part 350 and the MCSAP Comprehensive Policy.*

*Before any cost is billed to or recovered from a Federal award, it must be allowable (2 CFR §200.403, 2 CFR §200 Subpart E – Cost Principles), reasonable and necessary (2 CFR §200.403 and 2 CFR §200.404), and allocable (2 CFR §200.405).*

- ***Allowable*** *costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.*
- ***Reasonable and Necessary*** *costs are those which a prudent person would deem to be judicious under the circumstances.*
- ***Allocable*** *costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.*
    - *For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.*

***Instructions***

*The Spending Plan should include costs for FY 2023 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.*

*The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.*

*The following definitions describe Spending Plan terminology.*

- ***Federal Share*** *means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.*
- ***State Share*** *means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.*
- ***Total Project Costs*** *means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.*
- ***Maintenance of Effort (MOE)*** *means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with 49 CFR § 350.301. The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.*

***On Screen Messages***

*The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.*

- *Calculation of Federal and State Shares*

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

    *The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these*

*values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.*

*States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.*

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

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

- *MOE Expenditures*

  *States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.*

  - *If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal $0.00.*
  - *If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.*
  - *If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".*

  *An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.*

  *The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.*

- *Financial Summary*

  *The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.*

  *The system will confirm that:*

  - *Overtime value does not exceed 15% of the MCSAP Award Amount.*
  - *Planned MOE Costs equal or exceed the MOE Baseline amount.*
  - *States' planned Federal and State share totals are each within $5 of FMCSA's Federal and State share estimated amounts.*
  - *Territories' planned Total Project Costs are within $5 of the Federal share.*

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|---|---|---|---|
| | 95% Federal Share | 5% State Share | Total Estimated Funding |
| Total | $3,392,009.00 | $178,527.00 | $3,570,536.00 |

| Summary of MCSAP Funding Limitations | |
|---|---|
| Allowable amount for Overtime without written justification (15% of MCSAP Award Amount): | $535,580.00 |
| MOE Baseline: | $345,623.00 |

## Part 4 Section 2 - Personnel

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

**Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website***.*

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

*List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.*

*The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.*

*Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see 2 CFR §200.430.*

*In the salary column, enter the salary for each position.*

*Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).*

*If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.*

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

| Summary of MCSAP Funding Limitations | |
|---|---|
| Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount): | $535,580.00 |

| Personnel: Salary and Overtime Project Costs | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Salary Project Costs** | | | | | | | |
| Position(s) | # of Staff | % of Time on MCSAP Grant | Salary | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| MC Inspector | 47 | 31.1444 | $43,846.40 | $641,817.81 | $590,255.31 | $51,562.50 | $800,728.75 |
| MCSAP Admin staff | 1 | 0.0000 | $25,494.56 | $0.00 | $0.00 | $0.00 | $25,494.56 |
| K9 Troopers | 14 | 0.0000 | $5,968.20 | $0.00 | $0.00 | $0.00 | $5,968.20 |
| HP Trooper | 110 | 0.0000 | $31,553.70 | $0.00 | $0.00 | $0.00 | $31,553.70 |
| MC Command Staff | 3 | 0.0000 | $87,478.56 | $0.00 | $0.00 | $0.00 | $87,478.56 |
| MC Troopers | 13 | 11.2034 | $68,660.80 | $100,000.47 | $100,000.47 | $0.00 | $792,589.93 |
| New Entrant Auditor | 2 | 100.0000 | $51,001.60 | $102,003.20 | $102,003.20 | $0.00 | $0.00 |
| **Subtotal: Salary** | | | | **$843,821.48** | **$792,258.98** | **$51,562.50** | **$1,743,813.70** |
| **Overtime Project Costs** | | | | | | | |
| MC Inspector OT | 1 | 100.0000 | $55,335.00 | $55,335.00 | $55,335.00 | $0.00 | $0.00 |
| MC Trooper OT | 1 | 100.0000 | $61,900.00 | $61,900.00 | $61,900.00 | $0.00 | $0.00 |
| New Entrant OT | 1 | 100.0000 | $3,530.88 | $3,530.88 | $3,530.88 | $0.00 | $0.00 |
| **Subtotal: Overtime** | | | | **$120,765.88** | **$120,765.88** | **$0.00** | **$0.00** |
| **TOTAL: Personnel** | | | | **$964,587.36** | **$913,024.86** | **$51,562.50** | **$1,743,813.70** |
| **Accounting Method:** | **Accrual** | | | | | | |

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

Sixty eight (68) employees are assigned to the motor carrier section when fully staffed. All work on MCSAP eligible activities. There are 13 motor carrier troopers dedicated to the MCSAP program, 4 of which are sergeants and 9 troopers. These troopers are assigned to focus 100% of their time on MCSAP eligible activities, unless a law enforcement response requires them, e.g. blizzard response, life threatening crash responses, and crime in progress calls. When these other law enforcement duties are conducted, non-MCSAP time sheet codes are used and no reimbursement is sought for those activities.

One civilian Highway Patrol employee is assigned to work on MCSAP activities 35% of their time. This employee's responsibility is to submit reimbursement requests, reconcile monthly reports, overlook MCSAP eligible expenses, submit information for monthly federal auditing, and other financial activities related to MCSAP.

There are 47 civilian (non-sworn) inspectors. Time record estimations indicate the motor carrier inspectors spend 70% of their time on MCSAP eligible activities. The Command Staff for the motor carrier division consists of one captain and 2 lieutenants. Time records indicate they spend 30% of their time on MCSAP eligible activities. The average pay rate for motor carrier troopers is $33.01 per hour. The average pay rate for motor carrier inspectors is $21.08 per hour. The average pay rate for Command Staff is $46.73 per hour. Wage calculations are the calculated average of members in the respective groups based on payroll records. Reimbursement will only be sought on actual time records, not estimations.

There are 110 trooper from outside of Motor Carrier Services but within the South Dakota Highway Patrol that perform Level 3 inspections. All 110 are required to perform 32 inspections per year. We are estimating their cost by multiplying 110 troopers by 32 inspection, multiplied by an average of 20 minutes for a L-3 inspection, by the average trooper salary of $26.90 per hour. (110 troopers X 32 inspections X 20 minutes= 70,400 minutes/60= 1173 hours X $26.90 = $31,553.70). Due to the very small percentage of time per individual trooper dedicated in this category for MCSAP eligible activities, calculations were made with the average time per inspection and shown as 1 FTE dedicated to 57% of their time of a 2080 hour work year, which totals $31,553.70 to MCSAP activities. These cost will be attributed to MOE.

Police Service Dog Teams (K-9's) vary in level of inspection training. There are 14 K-9 teams certified to conduct Level 3 inspections. Two K-9 teams are certified to do L-2 inspections when fully staffed. All handlers are each required to perform 32 L-3 inspections and dog deployments as the situation dictates on commercial motor vehicles. A dog deployment is when the handler uses his police service dog to perform an exterior sniff of a commercial motor vehicle in search of contraband. We are estimating the 14 handlers will spend an average of 20 minutes on each of the 32 required inspections. This equates to 149.33 hours. We then add 20 dog deployments that these 14 handlers will do for an average of 10 minutes per deployment. This equates to 2,800 minutes or 46.67 hours for a total of 196 hours dedicated to MCSAP eligible activities for the certified police service dog teams. We then multiply the average wage of $30.45 per hour for a total cost of $5,968.20. Reimbursement will only be sought for actual time worked on MCSAP eligible activities, not on budgeted amounts.

Two full time FTE's will perform required New Entrant safety audits equating to a combined total of 4160 hours (2 auditors X 2080 hours = 4160 hours) in FFY2023. At a rate of $24.52 per hour, the auditor FTE's equal the budgeted amount of $102,003.20.

Overtime for Level 1 and L-3 Hours of Service inspections is budgeted for 3000 hours. 1,750 hours will be completed by motor carrier inspectors and 1,250 hours will be completed by motor carrier troopers and highway patrol troopers. An average rate for MC Inspectors of $21.08/hour at an overtime rate of 1.5 equates to $31.62. 1,750 hours at $31.62 a total of $55,335.00. An average rate for MC Troopers is $33.01/hour at an overtime rate of 1.5 equates to $49.52 and is a total of $61,900.00. To show in the above table, for MC Inspector OT, we show 1 FTE working 100% of their time at a salary of $55,335.00. For MC Trooper OT we show 1 FTE working 100% of their time at a

salary of $61,900.00. This totals $117,235.00. Only MCSAP eligible activities will be performed under this overtime program. Reimbursement will only be sought for actual time worked on MCSAP OT eligible activities, not on budgeted amounts.

Auditors assigned to perform New Entrant safety audits will occasionally accrue overtime due to travel and other instances where time beyond the 40 hour work period cannot be adjusted. Overtime for safety auditor personnel is calculated at 2 hours per pay period. There are 24 pay periods in a year, so 2 auditors at 2 hours per 24 pay periods calculates to 96 hours per year. (2 FTE X 2 hrs X 24 periods= 96 hours) At an overtime rate of $36.78 per hour, this equates to $3,530.88. In order to show in the above table, we show 1 auditor working 100% of their time at an annual salary of $3,530.88. Only MCSAP eligible activities will be performed under this overtime program. Reimbursement will only be sought for actual time worked, not on budgeted amounts.

For MC Trooper- We are budgeting for 13 personnel to spend 100% of time on MCSAP activities at an average salary of $68,660.80. Total project costs are $892,590.40. We show $100,000.47 as federal share and $729,589.93 as MOE.

For MC Inspector- We are budgeting for 47 personnel to spend 70% of time on MCSAP activities at an average salary of $43,846.40. Total project costs are $1,442,546.56. We show $590,255.31 as federal share, $51,562.50 as state share, and $800,728.75 as MOE.

## Part 4 Section 3 - Fringe Benefits

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

*Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see 2 CFR §200.431.*

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

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

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

*Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the Fringe Benefits Job Aid below.*

**Fringe costs method:  Aggregated Rate - documentation added to 'My Documents' to describe rate calculation**

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

*Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.*

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

| Fringe Benefits Project Costs | | | | | | | |
|---|---|---|---|---|---|---|---|
| Position(s) | Fringe Benefit Rate | % of Time on MCSAP Grant | Base Amount | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| MC Inspector | 35.0600 | 42.4881 | $1,442,546.56 | $214,886.46 | $214,886.46 | $0.00 | $290,870.36 |
| Overtime | 35.0600 | 100.0000 | $120,765.88 | $42,340.51 | $42,340.51 | $0.00 | $0.00 |
| New Entrant Auditor | 35.0600 | 100.0000 | $102,003.20 | $35,762.32 | $35,762.32 | $0.00 | $0.00 |
| MC Trooper | 35.0600 | 11.2034 | $892,590.40 | $35,060.16 | $35,060.16 | $0.00 | $277,882.03 |
| HP Trooper | 100.0000 | 0.0000 | $11,062.73 | $0.00 | $0.00 | $0.00 | $11,062.73 |
| MC Command Staff | 100.0000 | 0.0000 | $30,669.98 | $0.00 | $0.00 | $0.00 | $30,669.98 |
| K9 | 100.0000 | 0.0000 | $2,092.45 | $0.00 | $0.00 | $0.00 | $2,092.45 |
| MCSAP Admin | 100.0000 | 0.0000 | $8,938.39 | $0.00 | $0.00 | $0.00 | $8,938.39 |
| **TOTAL: Fringe Benefits** | | | | **$328,049.45** | **$328,049.45** | **$0.00** | **$621,515.94** |

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

We are calculating a fringe benefit rate of 35.06% applied to all MCSAP salaries. When paid time off is removed from the calculations, the following percentages are being claimed: Health Insurance 20.2%, Social Security/Medicare 7.65%, Unemployment Insurance .1%, Worker's Comp 1.11%, and mandatory retirement of 6%, for a total of 35.06%. Leave for all South Dakota State Employees is accrual based. No leave costs are associated or billed to MCSAP funds. We have no way of attributing non-worked hours to state or MCSAP funds so all leave costs are attributed to state funds.

**Part 4 Section 4 - Travel**

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

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

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

*Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.*

| Travel Project Costs | | | | | | | |
|---|---|---|---|---|---|---|---|
| Purpose | # of Staff | # of Days | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Routine MCSAP related travel lodging/meal allowance | 30 | 215 | 100.0000 | $91,540.00 | $91,540.00 | $0.00 | $0.00 |
| Conference Travel | 16 | 56 | 100.0000 | $35,266.00 | $35,266.00 | $0.00 | $0.00 |
| Training Travel | 122 | 473 | 100.0000 | $119,916.00 | $119,916.00 | $0.00 | $0.00 |
| **TOTAL: Travel** | | | | **$246,722.00** | **$246,722.00** | **$0.00** | **$0.00** |

***Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.***
**Routine MCSAP related travel (lodging/meal allowance)-**
This item includes motel expenses for special assignment travel and eligible per diem expenses. Special assignment travel includes focused enforcement effort travel such as Passenger vehicle, Oilfield, and Haz-Mat marathons, Operation Safe Driver, Operation Airbrake, Level 1 inspection marathons and similar events where travel is needed. Due to the large size of South Dakota and the small number of personnel available, travel is necessary to conduct these inspection activities. These focused activities range from 2 days to 7 days in length. Inspectors are also eligible for per diem expenses because they travel daily to a location away from their home station. We are budgeting per diem expenses of $76,440. This is calculated at 28 inspectors being eligible for 195 per diem days at $14 per day. We are also budgeting $12,000 in motel expenses. This equates to 160 room nights at $75 per night. The total budgeted for Routine MCSAP related travel (lodging and meal allowance) is **$88,440.**

New Entrant Program auditors will be required to conduct on site safety audits for non-off site eligible companies. South Dakota is a large rural state and in some cases auditors will need to travel several hundred miles to perform on site safety audits. Auditors typically group audits together in remote location improving efficiency but increasing the likelihood of overnight stays. 10 nights of in-state lodging at a rate of $75 per night for two auditors totaling $1,500 is budgeted (2 auditors X 10 nights at $75 per night = $1,500). In-state per diem for meals and expenses for 20 days for two auditors at the established rate of $40 per night totaling $1,600 is budgeted (2 auditors X 20 days at $40 per day = $1,600). The total amount budgeted for in-state travel to perform safety audits is **$3,100**.

According to South Dakota state policy, in-state lodging is paid at $75 per night, in-state per diem rates are $40 per day and out of state per diem rates are $56 per day.

**Total routine MCSAP and New Entrant related travel totals $91,540**

**CONFERENCE TRAVEL**

**Fall 2023 CVSA Conference**
We intend to send three people to the Fall 2023 CVSA Conference out of state.
The estimated registration fees for each person to attend the conferences is $700 ($700 x 3 people=$2,100)
The State of SD "out of state" per diem rate is $56 per day. Per diem cost are based on 5 days per person attending the conference ($56x5 days x 3 attendees)=$840
Estimated airfare is $800 per flight. Airfare for 3 people to attend the fall conference is (3x$800=$2,400)
Hotel room cost for the conference is $175 ($175 x 3 people x 5 days= $2625)
The conference registration fee will be paid in the conference line item
Total Fall 2022 Conference cost less the registrations fees:  $7,965 - $2,100= **$5,865**.

**Spring 2022 CVSA Conference**
We intend to send three people to the Spring 2022 CVSA Conference.
Estimated registration fees for each person to attend the conferences is $700 ($700x3=$2,100). Fee will be paid in the conference line item.
Estimated airfare is $800 per flight. Airfare for 3 people to attend the conferences is (3x$800=$2,400).

The State of SD "out of state" per diem rate is $56 per day. Per diem cost are based on 5 days per person attending the conference ($56x5 days x 3 attendees=$840).
Hotel room cost for conference stay is based on State of SD "out of state" rates of $175 per night ($175 x 5 days x 3 attendees=$2,625).
Total  Fall Conference cost less the registration fees:  $7,965 -2,100=**$5,865**

**Total CVSA Conference Cost:  $5,865 + 5,865 = $11,730.**

**Winter Executive Meeting**
Planning for 1 person to attend the CVSA winter executive training meeting.
We estimate 5 days of State of SD "out of state" per diem at $56.00 a day. (5 x $56 = $280)
Airline travel expense is $800
Hotel room cost of 5 nights in a hotel at $200.00 a night (5 x $200 = $1,000).
Total for Winter Executive Meeting: **$2,080**

**NAIC**
We plan to send 2 people to the NAIC in FY2023. We are budgeting for 2 airline tickets at a cost of $800 each for a total of $1,600.
Hotel rooms are budgeted for 5 nights for two people (5 nights x $200 x 2 people) equals $2,000.
Per diem rates at the SD "Out of State" rate of $56 per day for 2 people (5 days x $56 x 2 people) equals $560.
Total NAIC Conference cost: **$4,160**

**COHMED Conference**
We plan to send 3 people to COHMED in FY 2022. We are budgeting for 3 airline tickets at a cost of $800 each for a total of $2,400.
Estimated registration fees for each person to attend the conferences is $700 ($700x3=$2,100). Fee will be paid in the conference line item.
Hotel rooms are budgeted at 4 nights for three people (4 nights x $200 x 3 people) equals $2,400.
Per diem rates at the SD "Out of State" rate of $56 per day for 3 people (4 days x $56 x 3 people) equals $672.
Total COHMED Conference cost: **$5,472**

**CVSA Data Management, Quality, and FMCSA Systems Conference**
We plan to send one person to the data management conference.
We are budgeting for 1 airline ticket at a cost of $800.
Conference registration cost is $700. This fee will be added to the Conference Cost line.
Hotel rooms are budgeted at 4 nights for one person (4 nights x $200 x 1 person) equals $800
Per diem rates at the SD "Out of State" rate of $56 per day for 1 person (4 days x $56 x 1 person) equals $224.
Total CVSA Data Management cost: **$1,824**

**Other Conference Travel**
We are budgeting $10,000 for various conference travel that is not identified at this time and is not funded by other FMCSA grant programs. These conferences could included IRP, IFTA, CVSA load securement forum and other CMV specific conferences.
Total other Travel: **$10,000.**

**_Total Conference Travel Costs $35,266_**

**Training Travel**

**MCSAP Grant Management Training**
We are budgeting for 2 people to attend the 3 day meeting.
Estimated hotel expense for 2 people x 3 nights x $200 = $1,200
Per diem expenses at the state's "Out of State" per rate of $56 per day. 2 people x 4 days x $56 = $448.
Estimated airfare is for 2 people at $800 each = $1600.
Total budget for MCSAP Grant Management Training: **$3,248**.

**NAS General Hazardous Materials and Cargo Tank Classes**
We are budgeting travel expenses for 8 people to attend Hazmat or Cargo Tank training in a neighboring state.
Estimated hotel expense for 8 people x 5 nights x $175 = $7,000.
Per diem expenses at the state's "out of state" per diem rate of $56 per day. 8 people x 5 days x $56 = $2,240.
There will be no flight expenses due to travel to a neighboring state makes air travel impractical. There are no registration fees for these classes.
Total budgeted for General Hazardous Materials and Cargo Tank classes **$9,240**.

**NAS Part A**
South Dakota plans to host two NAS Part A classes this fiscal year. We are planning to have 25 students in each class. Due to the continuously full training schedule at the South Dakota's Law Enforcement Training Center we may not be able to house students in the dormitory. We will plan on hotel lodging at the state rate of $75, but will use the training center dorms if possible which are at no cost if available.
We are budgeting hotel rooms for 25 students x $75 x 10 nights = night totals $18,750.
Per diem expenses are budgeted at state's per diem rate of $40 per day. 25 students x 10 days x $40=$10,000. There are no registration fees for these classes.
Total expenses budgeted for NAS Part A are **$28,750**.

**NAS Part B**
South Dakota plans to host one NAS Part B class this fiscal year. We are planning to have 25 students in the class. Due to the continuously full training schedule at the South Dakota's Law Enforcement Training center we may not be able to house students in the dormitory. We will plan on hotel lodging at the state rate of $75, but will use the training center dorms if possible which are at no cost if available.

We are budgeting hotels rooms for 25 students x $75 x 5 nights = $9,375
Per diem expenses are budgeted at the state's per diem rate of $40 per day. 25 students x 5 days x $40 = $5,000
Total Expense for Part B are **$14,375**

### District/Statewide Meeting
We are budgeting $13,200 for one district/statewide meeting. District/statewide meetings are where all 69 motor carrier personnel in South Dakota gather for training. Training includes topics ranging from traffic enforcement, hazardous materials training, inspection training and similar subjects. The meeting will be 3 partial days. Personnel travel in the morning prior to the meeting on the first day and travel home in the afternoon of the third day. We estimate the 69 people in 69 motel rooms rooms for two nights at South Dakota's state rate of $75 per night. This totals $10,350. We estimate 69 people eligible for per diem costs for 3 days at South Dakota's long form per diem rate of $40 per day for a total of $8,280.
The total meeting cost is estimated at **$18,630.**

### Other Training Travel
We are budgeting $10,000 for training travel for personnel to attend various training offered throughout the grant year, that cannot be specifically planned for. This training could include field training officer training, to leadership training for supervisors, to other training that has not been scheduled at this time.
Other Training Travel total **$10,000**.

### Post Crash Inspection Training
We are budgeting cost to send 2 people to post crash inspection training at the Nebraska Law Enforcement Training Center in Grand Island, NE.
Per diem expenses are budgeted at 5 days x $56 per day x 2 people =$560.
Hotel rooms are budgeted at the SD "out-of-state" rate of $175 a night. 5 nights x $175 x 2 people = $1,750  There are no flight expenses due to training in the neighboring state as it would be impractical to fly.
Total expenses budget for post crash inspection training is **$2,310**.

### Field Training Officer class
The Field Training Officer (FTO) class will be hosted at the state Law Enforcement Training (LET) center. Students will be housed at the training center at no cost. We are budgeting for 8 students for "In State" per diem (8 x $40 x 5 days = $1,600). The total cost of sponsoring the class is $10,000. We are budgeting $2,700 for the class. LET does not normally charge for attending training, however, to guarantee spots for our inspectors, who are non sworn employees,  we will pay for a portion of the class to guarantee spots. LET gives first priority to sworn law enforcement since it is the statewide training facility for all South Dakota law enforcement agencies. A large portion of our staff is non-sworn; our staff is not given priority for the training. We do not have enough staff to justify having a class for only our inspectors. Once trained these inspectors will be responsible for training new inspectors who are required to complete NAS Part A & B training as a requisite for their positions.
We believe training employees for field training post NAS-Part A & B is clearly and obviously MCSAP eligible. We can also allocate training new employees for MCSAP eligibility reasonably. We budget 60% of a no-sworn inspectors time towards MCSAP related activities. The required training employees receive during the first 8 weeks of employment cover multiple subjects. Training curriculum includes IRP, IFTA, UCR, Title VI as well as state size & weight regulations and permitting among other duties. The inspectors are also exposed to Level 3 inspections but do not perform them. They learn the regulations and requirements and observe the field training officer complete the inspections. The initial 8 weeks of training are required and if shown to not be proficient the employee would be terminated. Similarly, failure to complete and certify as a NAS Part A & B inspector would result in termination.
Total FTO training cost: ($1,600 x 60%) = $960+$2,700= **$3,660**

### DIAP 16 Hour class
The SDHP is looking at hosting a DIAP 16 hour class in South Dakota.
We are budgeting for 15 hotel rooms for 1 night stay 15 rooms x $75 = $1,125
Per diem expenses are budgeted 25 people for two days with the overnight in-state rate of $14 (25x2x$14)=$700
Total Cost of DIAP training cost: $1,125+700=**$1,825**

### Other Bulk Packaging Training
We are budgeting to send two people to Other Bulk Packaging Training out-of-state.
Estimated hotel expenses are for 5 nights x $175 rate x 2 people = $1,750
Airline travel expense are $800 flight x 2 people = $1,600
Per diem expenses are at 5 days x $56 per day x 2 people = $560
Total Cost of Other Bulk Packaging training: $1750+$1,600+$560=**$3,910**

### TAARS Training
TAARs training is out of state training in Texas for crash reconstruction. The conference agenda addresses topics for investigating commercial vehicle crashes. The training specifically addresses retrieving and analyzing data from the Electronic Control Module (EMC) and is used to determine causal crash factors.
The conference registration fees will be paid will be paid in the conference line item.
Conference Training fee is $425 x 2 = $850
Estimated hotel expenses are for 4 nights x $175 x 2 people = $1,400
Airline travel expense are $800 flight x 2 people = $1,600
Per diem expenses are at 4 days x $56 per day x 2 people = $448
Total TAARs Training expense less conference fee: $4,298 - $850 = **$3,448**

### *Compliance Review Training*

*We will send two staff members to training to become certified to perform Compliance Reviews.*
*There are no registration fees.*
*Estimated hotel expenses for classroom training are for 10 nights X $175 X 2 people=$3,500*
*Estimated hotel expenses for field training are for 10 nights X$175 X 2 people= $3,500*
*Airline travel expenses are $800 per flight X 2 people= $1,600*
*Per diem expenses for training classes are at 10 days X $56 per day X 2 people=$1,120*
*Per diem expenses for field training for 10 days X 2 people X $40 per day= $800*
*Total Compliance Review Training costs= **$10,520***

**Recruitment Travel**
We are budgeting $10,000 for travel relating to agency recruitment for MCSAP-eligible positions. Travel would be for attending job fairs and other like events.
Recruitment Travel total **$10,000**.


***The Total for Training Travel is $119,916***

## Part 4 Section 5 - Equipment

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

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

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

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

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

| Equipment Project Costs | | | | | | | |
|---|---|---|---|---|---|---|---|
| Item Name | # of Items | Full Cost per Item | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Command Staff | 2 | $43,000.00 | 30 | $25,800.00 | $25,800.00 | $0.00 | $0.00 |
| MC Trooper | 2 | $47,500.00 | 100 | $95,000.00 | $95,000.00 | $0.00 | $0.00 |
| MC Mobile Team Vehicle | 2 | $43,000.00 | 70 | $60,200.00 | $60,200.00 | $0.00 | $0.00 |
| **TOTAL: Equipment** | | | | **$181,000.00** | **$181,000.00** | **$0.00** | **$0.00** |
| **Equipment threshold is greater than $5,000.** | | | | | | | |

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

South Dakota Highway Patrol annually purchases an average of 47 vehicles that are used by personnel to perform MCSAP eligible activities at various levels. For FFY2023 we are budgeting MCSAP funds to be used to purchase six vehicles that will be used by MCSAP dedicated personnel at various levels. We plan to purchase one motor carrier trooper 3/4 ton pickup and two motor carrier command staff vehicles. We also are budgeting for three additional vehicles that we attempted to purchase in FFY21 but did not receive. This includes one motor carrier trooper pickup and two motor carrier inspector vehicles.

**MC Trooper Vehicles**

We are estimating the purchase price of a pickup used by a motor carrier trooper at a cost of $52,000. This vehicle is a 3/4 ton pickup which is needed to handle the additional weight from equipment and also tow a Performance Based Brake testers and also post crash investigation trailers. Also estimate the purchase price of a 1/2 ton pickup for another motor carrier trooper that was not purchased in 2021. Cost for that vehicle is $43,000. Total cost for motor carrier trooper vehicles is $52,000 + $43,000 = **$95,000**

**MC Command Staff Vehicles**

We are budgeting for two vehicles to be used by a motor carrier command staff. The command staff designates 30% of their time to MCSAP-eligible activity. The estimated cost of a pickup is $43,000 and the eligible MCSAP cost of $12,900 each. Total cost for two command staff vehicles is **$25,800**.

**MC Mobile Team Vehicles**

We are budgeting for 2 motor carrier vehicles that were previous budgeted for in FFY 2021 and were not received. A mobile team designates 70% of their time to MCSAP-related activity. The estimated cost of a pickup is $43,000 with the a MCSAP-eligible cost of $30,100 each. Total cost for two MC mobile team vehicles is **$60,200.**

~~**Post Crash Forensic Mapping Equipment-REQUEST FOR POST CRASH EQUIPMENT WITHDRAWN**~~

~~We are budgeting for forensic mapping equipment to be used in crash investigations to gathering information/data/images in determining causal factors in fatal and injury crashes. Two Leica RTC360 laser scanners $115,000 each. Three Leica BLK2GO Scanners $75,000 each. Total Cost of **$230,000 + 225,000 = 455,000.** These items are critical to the accurate and efficient investigation and reconstruction of fatal in injury crashes. CMV involved crashes increase the complexity of an investigation by their very nature. Due to the severity of~~

~~CMV crashes, multiple units, and extended crash scenes, on scene measurements and mapping necessary for proper crash investigation are problematic and time extensive.~~

~~Being able to conduct a proper on-scene investigation is essential to any investigation. This equipment will allow us to gather necessary information and quickly and clear the scene. These temporary work zones reduce traffic capacity on roadways and cause congestion. This can unfortunately lead to secondary crashes and extended time on scene. Being able to perform the investigation and clear the scene faster reduces chances of further crashes. Crashes often reduce travel lanes to minimal space that is not easily navigable by CMVs. Work zone safety has been identified by FMCSA as a national priority. FHWA's Traffic Incident Management (TIMs) principles highlight the need to safely operate in and quickly clear highway incidents from the roadway. After an initial response, work alongside the road becomes a work zone. Other precautions become necessary such as roadside workers must wear reflective vests, signage and warning devices must be deployed and deployed at further distances.~~

~~A quality and accurate CMV crash investigation clearly provides data which helps identify crash causation, and data which we use to focus safety programs and enforcement programs toward, in addition to criminal prosecution when the investigation supports it. Crash data is used by many federal and state agencies to guide efforts to reduce crashes of all kinds. This equipment allows us to get accurate information and perform that roadside investigation quickly. We get important data and get it safer for the traveling public and the troopers and rescue personnel working on the side of the road.~~

~~South Dakota uses this equipment to map all fatal and serious injury crashes. While many of these crashes may not involve a CMV as a principal unit in the crash, the use of the equipment is directly linked to CMV safety and most importantly, the prevention of further crashes- the ultimate mission of USDOT, FMCSA, and SDHP. The quicker we can measure and investigate a crash, the safer it is for troopers, medical personnel and fire/rescue personnel, and CMV's are not crashing in the congested traffic, the narrowed roadway, or in the work zone.~~

~~A summary of crash data involving "Large Trucks and Buses" collected from MCMIS during CY2018-CY2021 for South Dakota shows a total of 73 fatal crashes resulting in 85 fatalities. Over the same period there were another 152 injury crashes resulting in 188 persons being injured. The SDHP deploys crash reconstruction investigation tools to all fatal crashes and most serious injury crashes.~~

~~Most crashes are preventable and directly result from illegal or unsafe driver behaviors. The ability to utilize crash investigation tools certainly enhances our ability to identify causative factors. The importance of proper data collection in all fatal and serious injuries crashes aids in determining those factors relating to a specific crash but also how those factors can be predictive with where our agency will focus enforcement efforts.~~

~~Crash data that is collected and analyzed is used in completing state crash reports. Using the data collected in the state crash reports the SDHP not only tracks where these fatal and serious injury crashes have occurred historically, but the agency is able to use predictive mapping (ArcGIS Enterprise) to determine the likelihood of future crashes allowing us to focus enforcement efforts which directly impact CMV safety throughout South Dakota. A recent example of the predictive map is included.~~
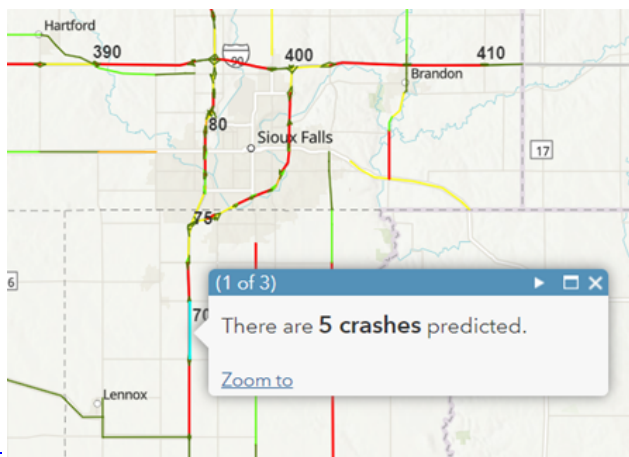


~~It would be challenging to acquire this equipment and develop policy that would limit the deployment to only CMV-related crashes. The complexity and level of expertise needed to use this type of crash investigation equipment is a perishable skill. The nature and complexity of CMV-involved crashes demonstrate they can be the most difficult crashes to investigate and properly determine the factors that led to the crash.~~

~~The ability to deploy this equipment when needed for use is an obvious benefit to the agency. Troopers using the equipment can maintain familiarity with operation of the tools and with that experience are able to handle the complex crashes.~~

~~The very makeup of the SDHP is a unique dynamic. South Dakota is a large rural state. The agency has limited numbers of crash reconstructionist and forensic mappers stationed throughout South Dakota. While some states can have a team that is specifically dedicated to CMV crashes, South Dakota is not able to dedicate a single team for CMV crashes. Our specialists are required to have expertise in all types of crashes.~~

There is a clear need to have equipment staged throughout the state geographically, so it is available when needed. Having just a single unit that would have to be relayed across the state covering several hundred miles and multiple hours spent relaying to a scene is not feasible and would hamper our ability to investigate and clear scenes without delay.

Last year's purchase was for Leica TS13 robotic stations. Those units are traditional set and shoot equipment. The Leica BLK2GO is a handheld imaging laser scanner that creates a 3D digital scene while you walk through a space and the RTC360 is 3D laser scanning tool which also provides the ability to create 3D scenes. The advantage of laser scanning tools is to handle the more complex scenes.

## Part 4 Section 6 - Supplies

*Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or $5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.*

*Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.*

*Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.*

*Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.*

| Supplies Project Costs | | | | | | | |
|---|---|---|---|---|---|---|---|
| Item Name | # of Units/ Unit of Measurement | Cost per Unit | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Safety Pamphlets | 11960 each | $0.25 | 100.0000 | $2,990.00 | $2,990.00 | $0.00 | $0.00 |
| NTC Instructor Uniforms | 2 each | $200.00 | 100.0000 | $400.00 | $400.00 | $0.00 | $0.00 |
| Nylon Duty Belts | 5 each | $500.00 | 100.0000 | $2,500.00 | $2,500.00 | $0.00 | $0.00 |
| Printers | 4 each | $435.00 | 100.0000 | $1,740.00 | $1,740.00 | $0.00 | $0.00 |
| MC Trooper Equipment Package | 2 each | $19,104.00 | 100.0000 | $38,208.00 | $38,208.00 | $0.00 | $0.00 |
| FMCSA Regulatory Manuals | 150 each | $54.80 | 100.0000 | $8,220.00 | $8,220.00 | $0.00 | $0.00 |
| Office Supplies | 1 each | $9,999.17 | 100.0000 | $9,999.17 | $9,999.17 | $0.00 | $0.00 |
| Trooper Level 1 Inspection Uniforms | 50 each | $100.00 | 100.0000 | $5,000.00 | $5,000.00 | $0.00 | $0.00 |
| Safety Inspection Equipment | 1 each | $4,790.00 | 100.0000 | $4,790.00 | $4,790.00 | $0.00 | $0.00 |
| HMR Software | 20 each | $475.00 | 100.0000 | $9,500.00 | $9,500.00 | $0.00 | $0.00 |
| Uniform Boot Expense | 60 each | $150.00 | 100.0000 | $9,000.00 | $9,000.00 | $0.00 | $0.00 |
| New Entrant Uniforms | 2 each | $500.00 | 100.0000 | $1,000.00 | $1,000.00 | $0.00 | $0.00 |
| Tasers | 4 each | $1,739.00 | 100.0000 | $6,956.00 | $6,956.00 | $0.00 | $0.00 |
| Central Square Mapping Software | 7 each | $173.25 | 100.0000 | $1,212.75 | $1,212.75 | $0.00 | $0.00 |
| Lidar | 15 each | $2,695.00 | 100.0000 | $40,425.00 | $40,425.00 | $0.00 | $0.00 |
| Mobile Team Vehicle Equipment | 2 each | $17,604.00 | 70.0000 | $24,645.60 | $24,645.60 | $0.00 | $0.00 |
| MC Command Staff Vehicle Equipment | 2 each | $18,754.00 | 30.0000 | $11,252.40 | $11,252.40 | $0.00 | $0.00 |
| NAS Part A Manuals | 100 each | $20.00 | 100.0000 | $2,000.00 | $2,000.00 | $0.00 | $0.00 |
| MC Trooper Equip Storage | 13 each | $3,400.00 | 100.0000 | $44,200.00 | $44,200.00 | $0.00 | $0.00 |
| Mobile Team Equip Storage | 7 each | $3,400.00 | 70.0000 | $16,660.00 | $16,660.00 | $0.00 | $0.00 |
| Inspection Facility camera system | 1 each | $10,000.00 | 100.0000 | $10,000.00 | $10,000.00 | $0.00 | $0.00 |
| TOTAL: Supplies | | | | $250,698.92 | $250,698.92 | $0.00 | $0.00 |

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

**Office Supplies**
We are budgeting **$9,999.17** for various office supplies. This would include pens paper, staples, postage, and like items used to conduct day to day operations and inspections.

**Trooper Level 1 Inspection Uniforms**

We are budgeting **$5,000** for uniforms for troopers assigned Motor Carrier Services. This is to replace current uniforms as they become unserviceable due to wear and damage. These uniforms are a utility set of uniforms that will be worn when troopers intend to perform primarily level 1 inspections during their shift. Current issued uniforms for troopers are a tailored wool uniform that do not hide dirt and grease, and require dry cleaning. These utility uniforms are machine washable and better suited for the more intensive inspections.

**Uniform Boot Expense**

The SDHP adapted a program to reimburse employees up to $150.00 per year to either purchase or resole boots up to $150.00 per year that are required for work. The boots provide protection for inspectors and troopers while working with CMVs, crawling over or under them and are part of a professional law enforcement uniform. Cost is based on 100% for 60 total troopers and inspectors for a total expense of **$9,000.00**.

### Duty Belts

We currently have 14 sworn personnel who perform L-1 inspections. We are budgeting for **five** complete duty belts and additional belt items to replace equipment that becomes unserviceable due to wear and or damage. The duty belt include the belt, holster, magazine holder, Taser holster, handcuff case, baton holder, and flashlight holder. Cost of **five** new belts and equipment is $500 per set. Total cost is a total of **$2,500.00.**

### Printers

We are budgeting for 4 in car printers to replace printers that no longer function. These are thermal printers installed inside vehicles of troopers or mobile team inspectors to print Vehicle Examination Reports and citations to give the CMV drivers at the time of inspection. These printers are purchased from a competitive bid process for $435 each. This totals **$1,740.**

### Safety Inspection Equipment

We have estimated $2,500 to replace inspection equipment such as creepers, wheel chocks, and inspector safety equipment that is no longer serviceable. We are budgeting for 10 pairs of winter gloves at $59.00 each and 60 pairs of non-insulated gloves at $12.00 each to perform inspections. This is to replace worn gloves throughout the year. The winter gloves cost is $590.00 and the cost of the non-insulated gloves are $720.00. We also are budgeting for 20 high visibility safety vest for inspectors to replace unserviceable equipment. Cost is $49.00 a vest for a total of $980.00. Total cost of safety inspection equipment is **$4,790.00.**

### HMR Software

RegScan Hazmat Software - We budgeted **$9,500** for the annual subscription to RegScan Hazmat Software for 20 licenses to assist inspectors with knowledge and enforcement of hazardous material rules and regulations, and inspections.

### New Entrant Uniforms

$1,000 is budgeted for uniform replacements for the two safety auditors and one set of new vehicle inspection uniforms and gloves for two safety auditors. This is to replace current uniforms as they become unserviceable due to wear and damage.  Total cost is **$1,000**.

### Tasers

There are 16 sworn/uniformed members in the Motor Carrier Division. Each of these members are required to carry a Taser as part of their uniform and is a department wide purchase. The Taser has a life span of 5 years. We are budgeting for 4 Tasers this year to replace them as they expire at $1,739.00 each. This totals **$6,956.00**. We intend to replace these on a staggered schedule, replacing 20% per year.

### Central Square Mapping Software

We are budgeting for maintenance of 7 Central Square mapping software licenses for the 7 supervisors assigned to the Motor Carrier Division. The mapping software allows the supervisors to know where their troopers are located during the course of their shift. This aides in officer safety and dispatching the proper trooper to the appropriate calls for service.  All supervisors in the South Dakota Highway patrol have this software. Maintenance of the software is $173.25 per year per license. **Total cost is $1,212.75**

### Safety Pamphlets

We are budgeting **$2,990** to purchase or print pamphlets that can be given to CMV drivers and passenger car drivers to educate them on a variety of topics. Topics would include pre-trip inspection, L-1 inspection procedures, Share the Road, "Who has to comply" with FMCSR's and other safety campaigns encouraging safe operation of other trucks and passenger vehicles operating around CMVs. Cost are estimated by available products on the market and printing cost estimation. This purchase can assist us with our community outreach goals, driver education, and crash reduction goals.


### Motor Carrier Trooper vehicle equipment package

We are budgeting equipment for two Ford pickups to be used by a motor carrier troopers. The employees using these vehicles will perform MCSAP activities 100% of the time. A motor carrier trooper equipment package contains a cargo slide pullout $2,500, a radio equipment console $2,500, a prisoner transport cage $850, patrol vehicle camera system $6,200, a light bar $3,000, a topper $3,200, a patrol rifle securement rack $650, a Tremco anti-theft device $119, and a Cencom communication cable $85. Total cost for 2 vehicles x $19,104 = **$38,208.**


### Motor Carrier Mobile Team vehicle equipment package

We are budgeting equipment for two Ford pickups to be used by a motor carrier troopers. The employees using these vehicles will perform MCSAP activities 70% of the time. A motor carrier mobile team equipment package contains a cargo slide pullout $2,500, a radio equipment console $2,500, patrol vehicle camera system $6,200, a light bar $3,000, a topper $3,200, a Tremco anti-theft device $119, and a Cencom communication cable $85. Total cost for 2 vehicles x $17,604 x 60% = **$24,645.60**


### Motor Carrier Command staff vehicle equipment package

We are budgeting equipment for two Ford F150 pickups to be used by motor carrier command staff. The staff using these vehicles will perform MCSAP activities 30% of the time. Command staff vehicle equipment package contains a cargo slide pullout $2,500, a radio equipment console $2,500, a topper $3,200, patrol vehicle camera system $6,200, slick-top lightbar package $3,500, a patrol rifle securement rack $650, a Tremco anti-theft device $119, and a Cencom Communication cable $85.00. Package cost $18,754. Equipment cost adjusted at 30% for two vehicles is **$11,252.40.**

### Motor Carrier Trooper Equipment storage

We are planning to update aging vehicle equipment storage boxes used for safely storing and maintaining equipment used by motor carrier troopers while completing MCSAP activities. Cost for each unit is $3,400. We are budgeting for 13 units for a total cost of $44,200.

**Motor Carrier Mobile Team Equipment storage**

We are planning to update aging vehicle equipment storage boxes used for safely storing and maintaining equipment used by motor carrier mobile teams while completing MCSAP activities. The employees using these vehicles will perform MCSAP activities 70% of the time. Cost for each unit is $3,400. We are budgeting for 7 units x 70% x $3,400 for a total cost of **$16,660**.

**NTC Instructor Uniforms**

We are budgeting **$400** for uniforms for instructors that teach NTC classes. This is to replace uniforms that are unserviceable due to wear and damage.

## FMCSA Regulatory & Other Misc Manuals

We are budgeting for FMCSA Safety Regulation manuals, CVSA Out-of-Service Criteria, and other FMCSA (Hazmat/Cargo tank) related manuals. We plan to purchase 60 FMCSA Regulation manuals (60x$60=$3,600), **CVSA Out-of-Service manuals (60x$47=$2,820)**, and misc. manuals (30x$60=1800). **Total cost: $8,220**.

## NAS Part A Manuals

We are budgeting for Part A manuals used for the two schedule classes for students to use. This includes the NAS Part A Student Guide and NAS Part A Toolkit. These manuals are printed using the state printing service. Cost is $20 per manual. Total cost is manual $20 x 2 per student x 25 students x 2 classes =  **$2,000**

### Lidars

We are budgeting for 15 Lidar units to be used by troopers who are assigned to motor carrier duties and are performing MCSAP-eligible activities. These units will be used when enforcing speeding violations on commercial motor vehicles in high traffic areas. 15 units x $2,695 each = **$40,425**

## Tilford POE Inspection Facility Video Camera System

We are budgeting **$10,000** for additional cameras for the newly constructed Tilford Port of Entry. The plan is to add additional cameras to previously purchased and installed equipment that was used at the old structure. The added cameras would offer more views of MCSAP related activities at the new inspection facility.

## Part 4 Section 7 - Contractual and Subaward

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

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

*Note: Contracts are separate and distinct from subawards; see 2 CFR §200.330 for details.*

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

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

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

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

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

*Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.*

*Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.*

*Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)*

| Contractual and Subaward Project Costs | | | | | | | |
|---|---|---|---|---|---|---|---|
| Legal Name | UEI Number | Instrument Type | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Vehicle Inspection Systems, Inc | 431652552 | Contract | 100.0000 | $4,500.00 | $4,500.00 | $0.00 | $0.00 |
| Description of Services: PBBT Service and calibration system maintenance agreement | | | | | | | |
| Convergint Technologies | 900881132 | Contract | 100.0000 | $4,870.00 | $4,870.00 | $0.00 | $0.00 |
| Description of Services: Video camera system maintenance agreement | | | | | | | |
| SD Dept. of Transportation | LWAMCP81LP14 | Subrecipient | 100.0000 | $555,000.00 | $471,805.50 | $83,194.50 | $0.00 |
| Description of Services: Operating and Maintenance-ITD | | | | | | | |
| SD Dept. of Revenue | 809587892 | Subrecipient | 100.0000 | $291,800.00 | $248,030.00 | $43,770.00 | $0.00 |
| Description of Services: IRP/IFTA Operating and Maintenance | | | | | | | |
| SD BIT | G2JLSU952E73 | Contract | 100.0000 | $2,580.48 | $2,580.48 | $0.00 | $0.00 |
| Description of Services: NetMotion | | | | | | | |
| CW Suter & Sons INC. | 470528839 | Contract | 100.0000 | $2,150.00 | $2,150.00 | $0.00 | $0.00 |
| Description of Services: Jefferson Inspection HVAC Maintenance | | | | | | | |
| Central Square | 364521321 | Contract | 100.0000 | $39,504.86 | $39,504.86 | $0.00 | $0.00 |
| Description of Services: Records Management System | | | | | | | |
| NWE Clock Towers | 460172190 | Contract | 100.0000 | $6,600.00 | $6,600.00 | $0.00 | $0.00 |
| Description of Services: New Entrant Auditor Rent | | | | | | | |
| VAST Broadband | 462667900 | Contract | 100.0000 | $1,680.00 | $1,680.00 | $0.00 | $0.00 |
| Description of Services: New Entrant Office Phone and Fax | | | | | | | |
| SD BIT | G2JLSU952E73 | Contract | 100.0000 | $118,766.25 | $118,766.25 | $0.00 | $0.00 |
| Description of Services: Compute IT accounts | | | | | | | |
| Portable Computer Systems INC | 841396969 | Contract | 100.0000 | $35,234.00 | $35,234.00 | $0.00 | $0.00 |
| Description of Services: Laptop Computers | | | | | | | |
| Lawrence & Schiller | 460343641 | Contract | 100.0000 | $300,000.00 | $300,000.00 | $0.00 | $0.00 |
| Description of Services: Media Campaign | | | | | | | |
| TOTAL: Contractual and Subaward | | | | $1,362,685.59 | $1,235,721.09 | $126,964.50 | $0.00 |

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

**Computer/email maintenance accounts**

The computer user fees are based on 69 computer accounts associated with the motor carrier services section. These accounts assist with computer access and security, as well as management emails and communication. The South Dakota Bureau of Information and Technology, a state government agency, charges all state agencies a fee of $191.25 per month for every computer account. We are budgeting MCSAP funds to be used for an average of 75% of this cost which totals $9,897.19 for 69 accounts per month for an annual total of **$118,766.25** These expenses allow us to effectively communicate in performing our jobs, upload inspection reports, and verify carrier's status at the roadside.

These costs are allocated at 75% based on a conservative best estimate. The vast majority of activity on the IT accounts and software licenses revolves around MCSAP eligible activities. We have other ways complete job duties that are not MCSAP activities without the IT accounts such as size and weight permits. We choose not to seek 100% reimbursement due to the occasional non-MCSAP activity done over email. There is no practical way to determine and track if an individual email is a question on a MCSAP inspection, portal account information, or if the email was notification of a co-workers retirement party. The email accounts are intended to allow for efficient communication between employees and agency supervisors. With each user having their own IT account, network safety and accountability for the computer use, and employee communications are enhanced. We can ensure personnel are receiving information

such as inspection bulletins or regulatory changes and not just hoping they saw the information before it was deleted from a shared account. These accounts also provide the mechanism for driver utilizing eRODs to transmit log book pages and information to the inspector at the time of inspection. The 75% is a conservative estimate in absence of a practical way to track subject matter of the accounts.

### NetMotion

NetMotion is a network program that keeps our remote laptop computers connected to any available internet service. This software was purchased by the state through a competitive bid process. 48 licenses are required for the motor carrier division at $53.76 each. This is an annual cost of $2,580.48.

### Jefferson Port Maintenance

We pay **$2,150** annually for a maintenance contract for the Jefferson Port of Entry inspection building. The contract is for the maintenance of the Jefferson POE inspection building's heating and cooling system. This inspection building is used only for the performance of Level 1 to Level 4 inspections. The building serves no other purpose other than performing MCSAP eligible inspections, so 100% of the contract is included in the proposed budget.

### Central Square Program Maintenance

SD Highway Patrol uses a RMS/CAD program called Central Square for records management, case reports, police dispatching and electronic citation completion and issuance. The annual maintenance agreement for the software is $158,019.50. Motor Carrier Services makes up approximately 25% of the agency. We are budgeting 25% of the $158,019.50 maintenance cost for a total of **$39,504.86**. This software is necessary for dispatching troopers and inspectors, traffic stop management, criminal case reports, and is how the SD Highway Patrol issues all citations. All of these functions are necessary for MCSAP activities and the completion of CMV inspections.

### Laptop Computers

The South Dakota Highway Patrol changed the way it procures laptop computers in FY2020. Instead of purchasing each unit, the SDHP has entered into a lease agreement that leases each computer for 5 years, for $5,000. This includes the computer and vehicle docking station. The cost breaks down to approximately $4,200 for the computer and $800 for the vehicle dock. Port replicators for use in an office setting are also needed and cost $300. We have 37 personnel that need the computer and docking station, and or a port replicator. Of the 37 people 24 of these need a computer and a docking station. (24 @ $5,000 = $120,000). 2 need a computer and port replicator. (2 @ $4,500= $9,000). 8 need a computer, docking station and port replicator (8 @ $5,300 = $42,400). We also have 3 command staff that need the computer and docking station, and port replicator but this cost will be pro-rated at 30% of the cost due to time spent on MCSAP eligible activities (3 @ $5,300= $15,900 X 30% = $4,770). The total cost is $176,170 for the 5 year lease.  Annually this is **$35,234**.

The price for these computer is reasonable for the type of laptop with the required features to fulfill our reporting requirements. While the employees that use these computers may not perform MCSAP eligible activities 100% of the time, the need for the computer is virtually 100% based on using it to perform those MCSAP activities. There is work performed on the computers such as management emails and some report writing on non-eligible activities, but this is out of convenience since the computer is available. The computer's main use is for recording, reporting, issuing, and transmitting Vehicle Examination Reports and citations that are a result of MCSAP eligible inspections. Other uses include programs such as FMCSA's Guard, Safer, Query Central, FMCSA Portal, RegScan Hazardous Materials software and similar programs that assist inspectors in performing CMV inspections. For those listed as MC Trooper at 100%, they are law enforcement officers, they may still have to respond or take action on highway emergencies or obvious unsafe conditions such as an injury crash or drunk driver that do not involve a CMV.  We would not bill MCSAP personnel funds for those activities. When those occasions occur, they respond, but then turn investigations over to non-MCSAP personnel in most occasions and then return to CMV enforcement. For personnel listed as MC Inspector inspector at 60%, their goal and job description is to go to various locations and perform MCSAP eligible inspections among other duties. They occasionally have to write a size and weight permit. This is usually the result of a safety inspection where it was discovered that a permit was required. A violation would be noted on the VER and driver issued a permit with the laptop computer. The computer is necessary to perform their MCSAP functions and only occasionally used in non-MCSAP functions. The 60% time allocation is an average. The users of these laptops are members of our mobile teams that do a higher number of MCSAP inspections, but are the same pay grade as those inspectors in the ports of entry, so are listed together. Their time allocation is higher than 60%, but there are only 14 mobile team members compared to 33 port employees, which results in a lower average. Non-MCSAP use of the computers is out of convenience since the computer is available, but could and have been done without the computer. Since the employees that are using the laptop computers only use them incidentally for non-MCSAP activities, we are seeking 100% reimbursement.

### New Entrant/Compliance Review Office Space

Office space is required for the state New Entrant program to house one of the safety auditors where there are no other available state facilities. One auditor uses an existing state facility where no rent is required. The office space will be used exclusively for the purpose of conducting the state's new entrant safety assurance program. The costs are a recurring monthly expense and include utility and maintenance expenses (minus communication) at a monthly rate of $550. The total requested for office space is **$6,600** ($550 x 12 months = $6,600).

### New Entrant/Compliance Review Office phone and fax

Phone and fax connections necessary to conduct New Entrant programs from two offices are calculated at the cost to the state of $70 per month for a total of **$1,680** annually (2 x $70 x 12 = $1,680).

### Department of Transportation Operating and Maintenance

The South Dakota Dept. of Transportation is the agency that applied for and managed the former CVISN and, PRISM grants. That agency still manages the the ITD grant, and the agency responsible for operating and maintenance expenses associated with CVISN/ITD programs. The CVISN program manager is budgeting a total cost of $555,000 in operating and maintenance expenses.

This request includes cost associated with CVIEW ($40,000), SDAPS ($133,000), E-Screening ($382,000) for a total of $555,000. This includes cost for personnel and fringe benefits for administration of the programs and time traveling to conferences. Cost are also associated with travel to the CVISN program managers meeting, CVIEW users group meeting, site inspection, and supplies. Supply items are used by the CVISN program manager for the monthly administration of the program to include items such as office supplies, presentation documents to include relevant information for staff, and handouts at program meetings.  The budget includes $40,000 for

CVIEW annual support (Iteris) and $133,000 for annual maintenance and support of SDAPS (Bentley Systems) the automated permitting system. We are budgeting $382,000 for E-Screening annual support (International Road Dynamics) at our facilities, which includes $900 internet service for pre-screening equipment at a rural facility. Internet services provide for the basic functionality of the system at the inspection facility south of Rapid City. The roadside equipment is approximately three miles away from the inspection facility and needs an internet connection to communicate/transfer the information gathered.

**Department of Revenue Operating and Maintenance**

The South Dakota Department of Revenue is the agency responsible for IRP and IFTA registration and operating and maintenance expenses associated with those programs. The SD Dept. of Revenue budgeting a total of $291,800 for cost associated to operating and maintenance for these programs.  $260,000 is associated with IRP/IFTA Annual Support (Explore Systems), $14,800 is associated with the IRP clearinghouse and dues, and $17,000 associated with the IFTA clearing hours and dues. <span style="color:red">Department of Revenue program operating and maintenance expense for  IRP is in support of the PRISM program, and IFTA operating and maintenance cost is in support of the ITD Program</span>

**Convergint Annual Maintenance Agreement.**

With the installations of camera systems to record MCSAP activities at the Sisseton and Sioux Falls Port of Entries we have incurred ongoing cost for service and support for those systems. The estimated annual maintenance agreement cost for the facilities is $2,435 for each port for a total cost **$4,870**.

**PBBT Service and Calibration Service**

The SDHP has a MCSAP purchased performance based brake tester. A service and calibration agreement for one year is needed to be renewed for one of the PBBT. The cost is estimated at **$4,500** per year.

## Lawrence and Schiller Media Campaign

We intend to contract with a media company to design, create, and distribute safety messages intended to reach CMV and non- CMV drivers and educate them in safe driving around CMVs. These messages will be distributed mostly through social media platforms for maximum engagement and distribution. We will focus on CMV safety on rural roads, improve CMV safety and compliance with federal regualtions, and reaching the 16-25 year age group of drivers to recieve messages on operating safely around CMV's. The cost is estimated at <span style="color:red">**$300,000**</span>.

**Part 4 Section 8 - Other Costs**

*Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.*

***Operations and Maintenance****-If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.*

*Enter a description of each requested Other Cost.*

*Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for $2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is $400.*

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

***Indirect Costs***

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

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

**Your State will claim reimbursement for Indirect Costs.**

| Indirect Costs | | | | | |
|---|---|---|---|---|---|
| Cost Basis | Approved Rate | Eligible Indirect Expenses | Total Indirect Costs | Federal Share | State Share |
| Other | 6.80 | $1,981,680.37 | $134,754.26 | $134,754.26 | $0.00 |
| **TOTAL: Indirect Costs** | | | **$134,754.26** | **$134,754.26** | **$0.00** |

| **Other Costs Project Costs** | | | | | | | |
|---|---|---|---|---|---|---|---|
| Item Name | # of Units/ Unit of Measurement | Cost per Unit | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Mileage | 1 each | $279,000.00 | 0.0000 | $0.00 | $0.00 | $0.00 | $279,000.00 |
| Inspection Site Building Maintenance | 1 annual | $10,000.00 | 100.0000 | $10,000.00 | $10,000.00 | $0.00 | $0.00 |
| Communications | 1 year | $37,584.42 | 100.0000 | $37,584.42 | $37,584.42 | $0.00 | $0.00 |
| CVSA Decals | 4700 each | $0.32 | 100.0000 | $1,504.00 | $1,504.00 | $0.00 | $0.00 |
| CVSA Dues | 1 each | $10,300.00 | 100.0000 | $10,300.00 | $10,300.00 | $0.00 | $0.00 |
| Sisseton Inspection Building Utility Costs | 1 year | $4,500.00 | 100.0000 | $4,500.00 | $4,500.00 | $0.00 | $0.00 |
| Central Services | 1 annual | $28,200.00 | 100.0000 | $28,200.00 | $28,200.00 | $0.00 | $0.00 |
| Conference Registrations | 1 various | $9,950.00 | 100.0000 | $9,950.00 | $9,950.00 | $0.00 | $0.00 |
| **TOTAL: Other Costs** | | | | **$102,038.42** | **$102,038.42** | **$0.00** | **$279,000.00** |

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

**Conference Registration Costs**

Registration fees for 9 total people to attend two CVSA conferences at $700 per person per conference. This totals $6,300.   Registration fees for 3 people to attend COHMED at $700 per person totals $2,100. 1 person to attend the CVSA Data Management, Quality and FMCSA Systems Training. Registration fees for two people to attend the TAARs conference is $850  Total conference registration costs total **$9,950**.

**CVSA Decals**

We purchase 4,700 CVSA Inspection decals at $0.32 a piece for issuance to equipment that meets the inspection criteria. This totals **$1,504**. In our internal evaluation year that covers most of FFY22, we have completed 2840 Level 1 and Level 5 inspections, with an additional month left. On average, these inspections are done on 2 unit combinations so both units are eligible for a CVSA sticker if critical violations are not discovered. This totals 5,680 units eligible for CVSA Stickers. Clearly, not all units receive a sticker. In FFY22 1,850 inspections show issuance of a sticker. ASPEN software does not total the number of stickers issued, just how many inspection reports have one of more entries in that data field. If we estimate that 75% of the time one of the units is issued a sticker, the other unit is also issued a sticker, that totals 3,262. In South Dakota not all inspections are performed in one location. We have several work sites and several inspectors that change work locations. Stickers are issued to 28 separate "units." The majority are issued to inspection facilities. The stickers are issued 4 times per year to the units. SInce all inspections are not completed at the same location, we try to balance issuing these all across the state and minimizing any unused stickers. We obviously can't predict the exact amount of sticker that will be used. A variety of factors can effect the numbers such as weather, traffic patterns, locations of inspections, and changes in vehicle condition by geographical area. (OTR trucks would be in general better shape than construction gravel haulers.) We also cannot run out and fail to issue the sticker when deserved. Geography is a critical factor since an inspector just can't walk down the hall if they run out. It is not practical or more importantly cost effective to drive 2 hours each way to replenish supply. US mail often takes 3-5 days to deliver larger than envelope sized mail which is not always practical unless the quarterly supply runs dry quickly and the individual anticipates running out, before they run out. With 5,680 potential units eligible, we feel 4,700 stickers is a good balance between potential issuance and then need to have the stickers issued and on hand for personnel. We will continue to evaluate future needs, minimize waste, and maintaining a usable supply across the state.

**CVSA Dues**

CVSA dues are set by CVSA and are **$10,300** this fiscal year.

**Communications**

The SDHP uses mulitple platforms for mobile communication equipment which inclueds Cradlepoint and mobile WiFi (MiFi) devices for troopers and mobile teams. This provides cellular internet service for locations other than fixed facilities. This system provides a flexible and higher level of reliability than past wireless mobile connections.

We are budgeting for 19 Cradlepoint devices. The Cradlepoint use both 1st Net (AT&T) and Verizon for a total cost of $76.81 per month. We are budgeting annually at 75% MCSAP funding for 19 devices x $76.81 x 12 months x 75% MCSAP funding = $13,134.51

Air cards (MiFi) will still be used at a reduced number by staff that does not use Cradlepoint. We will budget for 26 MiFis at an estimated annual cost of $40.04 per month x 12 months at 75% MCSAP funding for a cost annually of $9,369.36.

We are budgeting for an additional 2 air cards for the 2 new entrant auditors. These two air cards will be 100% MCSAP funded for a total of $80.08 per month and $960.96 per year.

All air cards total $23,464.83 per year.

We are budgeting for 33 smart phones at $45.41 per month. 75% of 31 smart phones will be paid by MCSAP funds. This total is $1,055.78 per month and $12,669.39 per year.

Two smart phones are for the new entrant program staff and will be 100% funded with MCSAP funds. This total for the new entrant program is $90.82 per month and $1,089.84 per year.

Total smart phone cost is $13,759.23.

We are budgeting for 75% of an AT&T service account for an iPad to be used when motor carrier personnel are away from their office computer. The cost of this account is $40.04 X 75%= $30.03 per month and $360.36 per year.

This totals **$37,584.42** per year for communications expenses.

These services ensure computer connectivity for roadside personnel tocomplete and transfer vehicle inspection, access Query Central, SAFER, ASPEN, QC Mobile, SaferBus and general communications that support daily motor carrier enforcement operations.

**Sisseton Inspection Building Utility Costs**

We are budgeting **$4500** annually for propane to heat the Sisseton Port of Entry Inspection Building. This building is used only for the performance of Level 1 to Level 4 inspections. The building serves no other purpose other than performing MCSAP eligible inspection, so 100% of the cost is included in the proposed budget.

**Inspection Site Building Maintenance**

We currently have 3 buildings that we use to perform Level 1 to Level 3 inspections. These buildings serve no other purpose than to perform these inspections indoors and are separate buildings than locations performing size and weight enforcement. These building are in need a various upkeep expenses. We are budgeting a flat cost of $10,000 for expenses such as a bathroom fixture, tile replacement, light bulbs, sewer or plumbing needs and etc.

**Mileage**

There are 30 vehicles that are used to directly support MCSAP activities. Based on past records, MCSAP personnel travel about 450,000 miles per year. We are applying a mileage rate of $.62/mile, which totals **$279,000**. The MCSAP fleet is made up largely of SUVs and pick-ups. We are attributing these expenses as MOE. $.62 is an average cost per mile for expenses incurred such as fuel, maintenance, registration, and insurance costs charged to the agency.

**Central Services**

The South Dakota Highway Patrol is assessed administrative fees by various other state agencies and are called Central Services. These fees are specific to the type of expense and can be allocated between MCSAP and non-MCSAP eligible expenses. We are budgeting $12,000 for the SD Bureau of Finance Management. We are assessed a fee for every financial transaction we do to pay a bill, for example when we purchase office supplies and a check is sent from the state to the vendor, a fee is assessed by BFM. We are budgeting $14,000 for fees assessed by the SD Bureau of Human Resources. These are fees for processing payroll and time records as well as employee management services. We are budgeting 2,200 for fees assessed by the SD Bureau of Administration. These are fees based on procurement services, property management services, and records management services. Procurement fees go towards the centralized bidding process and contract administration, property management fees go towards a central capital asset system and surplus property disposal system, records management fees go towards record storage and retention. Central Services are not included in SD's indirect cost rate agreement and not treated or billed as indirect costs. Central Services costs are assigned to purchases encoded as MCSAP eligible purchases and assessed to personnel costs based on time sheet categories for MCSAP eligible work performed. The amount budgeted is based on historical data and past records associated to MCSAP eligible expenses.Total budgeted for Central Services totals **$28,200**.

## Part 4 Section 9 - Comprehensive Spending Plan

*The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).*

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|---|---|---|---|
| | 95% Federal Share | 5% State Share | Total Estimated Funding |
| Total | $3,392,009.00 | $178,527.00 | $3,570,536.00 |

| Summary of MCSAP Funding Limitations | |
|---|---|
| Allowable amount for Overtime without written justification (15% of MCSAP Award Amount): | $535,580.00 |
| MOE Baseline: | $345,623.00 |

| Estimated Expenditures | | | | |
|---|---|---|---|---|
| **Personnel** | | | | |
| | Federal Share | State Share | Total Project Costs (Federal + Share) | MOE |
| MC Inspector | $590,255.31 | $51,562.50 | $641,817.81 | $800,728.75 |
| MCSAP Admin staff | $0.00 | $0.00 | $0.00 | $25,494.56 |
| K9 Troopers | $0.00 | $0.00 | $0.00 | $5,968.20 |
| HP Trooper | $0.00 | $0.00 | $0.00 | $31,553.70 |
| MC Command Staff | $0.00 | $0.00 | $0.00 | $87,478.56 |
| MC Troopers | $100,000.47 | $0.00 | $100,000.47 | $792,589.93 |
| New Entrant Auditor | $102,003.20 | $0.00 | $102,003.20 | $0.00 |
| **Salary Subtotal** | **$792,258.98** | **$51,562.50** | **$843,821.48** | **$1,743,813.70** |
| MC Inspector OT | $55,335.00 | $0.00 | $55,335.00 | $0.00 |
| MC Trooper OT | $61,900.00 | $0.00 | $61,900.00 | $0.00 |
| New Entrant OT | $3,530.88 | $0.00 | $3,530.88 | $0.00 |
| **Overtime subtotal** | **$120,765.88** | **$0.00** | **$120,765.88** | **$0.00** |
| **Personnel total** | **$913,024.86** | **$51,562.50** | **$964,587.36** | **$1,743,813.70** |

| Fringe Benefits | | | | |
|---|---|---|---|---|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| MC Inspector | $214,886.46 | $0.00 | $214,886.46 | $290,870.36 |
| Overtime | $42,340.51 | $0.00 | $42,340.51 | $0.00 |
| New Entrant Auditor | $35,762.32 | $0.00 | $35,762.32 | $0.00 |
| MC Trooper | $35,060.16 | $0.00 | $35,060.16 | $277,882.03 |
| HP Trooper | $0.00 | $0.00 | $0.00 | $11,062.73 |
| MC Command Staff | $0.00 | $0.00 | $0.00 | $30,669.98 |
| K9 | $0.00 | $0.00 | $0.00 | $2,092.45 |
| MCSAP Admin | $0.00 | $0.00 | $0.00 | $8,938.39 |
| **Fringe Benefits total** | **$328,049.45** | **$0.00** | **$328,049.45** | **$621,515.94** |

| Travel | | | | |
|---|---|---|---|---|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Routine MCSAP related travel lodging/meal allowance | $91,540.00 | $0.00 | $91,540.00 | $0.00 |
| Conference Travel | $35,266.00 | $0.00 | $35,266.00 | $0.00 |
| Training Travel | $119,916.00 | $0.00 | $119,916.00 | $0.00 |
| **Travel total** | **$246,722.00** | **$0.00** | **$246,722.00** | **$0.00** |

| Equipment | | | | |
|---|---|---|---|---|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Command Staff | $25,800.00 | $0.00 | $25,800.00 | $0.00 |
| MC Trooper | $95,000.00 | $0.00 | $95,000.00 | $0.00 |
| MC Mobile Team Vehicle | $60,200.00 | $0.00 | $60,200.00 | $0.00 |
| **Equipment total** | **$181,000.00** | **$0.00** | **$181,000.00** | **$0.00** |

| Supplies | | | | |
|---|---|---|---|---|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Safety Pamphlets | $2,990.00 | $0.00 | $2,990.00 | $0.00 |
| NTC Instructor Uniforms | $400.00 | $0.00 | $400.00 | $0.00 |
| Nylon Duty Belts | $2,500.00 | $0.00 | $2,500.00 | $0.00 |
| Printers | $1,740.00 | $0.00 | $1,740.00 | $0.00 |
| MC Trooper Equipment Package | $38,208.00 | $0.00 | $38,208.00 | $0.00 |
| FMCSA Regulatory Manuals | $8,220.00 | $0.00 | $8,220.00 | $0.00 |
| Office Supplies | $9,999.17 | $0.00 | $9,999.17 | $0.00 |
| Trooper Level 1 Inspection Uniforms | $5,000.00 | $0.00 | $5,000.00 | $0.00 |
| Safety Inspection Equipment | $4,790.00 | $0.00 | $4,790.00 | $0.00 |
| HMR Software | $9,500.00 | $0.00 | $9,500.00 | $0.00 |
| Uniform Boot Expense | $9,000.00 | $0.00 | $9,000.00 | $0.00 |
| New Entrant Uniforms | $1,000.00 | $0.00 | $1,000.00 | $0.00 |
| Tasers | $6,956.00 | $0.00 | $6,956.00 | $0.00 |
| Central Square Mapping Software | $1,212.75 | $0.00 | $1,212.75 | $0.00 |
| Lidar | $40,425.00 | $0.00 | $40,425.00 | $0.00 |
| Mobile Team Vehicle Equipment | $24,645.60 | $0.00 | $24,645.60 | $0.00 |
| MC Command Staff Vehicle Equipment | $11,252.40 | $0.00 | $11,252.40 | $0.00 |
| NAS Part A Manuals | $2,000.00 | $0.00 | $2,000.00 | $0.00 |
| MC Trooper Equip Storage | $44,200.00 | $0.00 | $44,200.00 | $0.00 |
| Mobile Team Equip Storage | $16,660.00 | $0.00 | $16,660.00 | $0.00 |
| Inspection Facility camera system | $10,000.00 | $0.00 | $10,000.00 | $0.00 |
| **Supplies total** | **$250,698.92** | **$0.00** | **$250,698.92** | **$0.00** |

### Contractual and Subaward

| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
|---|---|---|---|---|
| Vehicle Inspection Systems, Inc | $4,500.00 | $0.00 | $4,500.00 | $0.00 |
| Convergint Technologies | $4,870.00 | $0.00 | $4,870.00 | $0.00 |
| SD Dept. of Transportation | $471,805.50 | $83,194.50 | $555,000.00 | $0.00 |
| SD Dept. of Revenue | $248,030.00 | $43,770.00 | $291,800.00 | $0.00 |
| SD BIT | $2,580.48 | $0.00 | $2,580.48 | $0.00 |
| CW Suter & Sons INC. | $2,150.00 | $0.00 | $2,150.00 | $0.00 |
| Central Square | $39,504.86 | $0.00 | $39,504.86 | $0.00 |
| NWE Clock Towers | $6,600.00 | $0.00 | $6,600.00 | $0.00 |
| VAST Broadband | $1,680.00 | $0.00 | $1,680.00 | $0.00 |
| SD BIT | $118,766.25 | $0.00 | $118,766.25 | $0.00 |
| Portable Computer Systems INC | $35,234.00 | $0.00 | $35,234.00 | $0.00 |
| Lawrence & Schiller | $300,000.00 | $0.00 | $300,000.00 | $0.00 |
| **Contractual and Subaward total** | **$1,235,721.09** | **$126,964.50** | **$1,362,685.59** | **$0.00** |

### Other Costs

| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
|---|---|---|---|---|
| Mileage | $0.00 | $0.00 | $0.00 | $279,000.00 |
| Inspection Site Building Maintenance | $10,000.00 | $0.00 | $10,000.00 | $0.00 |
| Communications | $37,584.42 | $0.00 | $37,584.42 | $0.00 |
| CVSA Decals | $1,504.00 | $0.00 | $1,504.00 | $0.00 |
| CVSA Dues | $10,300.00 | $0.00 | $10,300.00 | $0.00 |
| Sisseton Inspection Building Utility Costs | $4,500.00 | $0.00 | $4,500.00 | $0.00 |
| Central Services | $28,200.00 | $0.00 | $28,200.00 | $0.00 |
| Conference Registrations | $9,950.00 | $0.00 | $9,950.00 | $0.00 |
| **Other Costs total** | **$102,038.42** | **$0.00** | **$102,038.42** | **$279,000.00** |

### Total Costs

| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
|---|---|---|---|---|
| **Subtotal for Direct Costs** | **$3,257,254.74** | **$178,527.00** | **$3,435,781.74** | **$2,644,329.64** |
| Indirect Costs | $134,754.26 | $0.00 | $134,754.26 | NA |
| **Total Costs Budgeted** | **$3,392,009.00** | **$178,527.00** | **$3,570,536.00** | **$2,644,329.64** |

## Part 4 Section 10 - Financial Summary

*The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).*

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

### ESTIMATED Fiscal Year Funding Amounts for MCSAP

|  | 95% Federal Share | 5% State Share | Total Estimated Funding |
|---|---|---|---|
| Total | $3,392,009.00 | $178,527.00 | $3,570,536.00 |

### Summary of MCSAP Funding Limitations

| | |
|---|---|
| Allowable amount for Overtime without written justification (15% of MCSAP Award Amount): | $535,580.00 |
| MOE Baseline: | $345,623.00 |

### Estimated Expenditures

|  | Federal Share | State Share | Total Project Costs (Federal + State) | Planned MOE Costs |
|---|---|---|---|---|
| Salary Subtotal | $792,258.98 | $51,562.50 | $843,821.48 | $1,743,813.70 |
| Overtime Subtotal | $120,765.88 | $0.00 | $120,765.88 | $0.00 |
| Personnel Total | $913,024.86 | $51,562.50 | $964,587.36 | $1,743,813.70 |
| Fringe Benefits Total | $328,049.45 | $0.00 | $328,049.45 | $621,515.94 |
| Travel Total | $246,722.00 | $0.00 | $246,722.00 | $0.00 |
| Equipment Total | $181,000.00 | $0.00 | $181,000.00 | $0.00 |
| Supplies Total | $250,698.92 | $0.00 | $250,698.92 | $0.00 |
| Contractual and Subaward Total | $1,235,721.09 | $126,964.50 | $1,362,685.59 | $0.00 |
| Other Costs Total | $102,038.42 | $0.00 | $102,038.42 | $279,000.00 |
|  | **95% Federal Share** | **5% State Share** | **Total Project Costs (Federal + State)** | **Planned MOE Costs** |
| Subtotal for Direct Costs | $3,257,254.74 | $178,527.00 | $3,435,781.74 | $2,644,329.64 |
| Indirect Costs | $134,754.26 | $0.00 | $134,754.26 | NA |
| **Total Costs Budgeted** | **$3,392,009.00** | **$178,527.00** | **$3,570,536.00** | **$2,644,329.64** |

---

# Part 5 - Certifications and Documents

---

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

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

## Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Jon Stahl
2. What is this person's title? Lieutenant
3. Who is your Governor's highway safety representative? Amanda Kurth
4. What is this person's title? Governor's Highway Safety Director

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

( ● )  Yes

( )  Yes, uploaded certification document

( )  No

**State Certification declaration**:

> I, Jon Stahl, Lieutenant, on behalf of the State of SOUTH DAKOTA, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in 49 C.F.R. § 350.211.

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

---

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

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

1. What is the name of your certifying State official? Jon Stahl
2. What is the title of your certifying State official? Lieutenant
3. What are the phone # and email address of your State official? 605-773-4578 jon.stahl@state.sd.us

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

◉ Yes

◯ Yes, uploaded certification document

◯ No

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

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below. South Dakota does not require intrastate drivers to have a medical card unless required by an employer. Intrastate vehicles are exempt from parts 390-399 if the combination has only two axles and a GVWR or GCWR of less than 26,000 pounds, and not carrying a placardable amount of hazardous materials or more than 15 passengers.

**Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety**

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

( ● ) Yes    ( ) No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

| Legislative Adoption | | | |
|---|---|---|---|
| Bill Number | Effective Date | Code Section Changed | Summary of Changes |
| HB 1003 | 07/01/2022 | 49-28A-3 | Annual Adoption of Federal Motor Carrier Safety Regulations. https://sdlegislature.gov/Session/Bill/22971/225594 |

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

( ● ) Yes    ( ) No

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

| Administrative and Policy Adoption | | |
|---|---|---|
| Section Changed | Effective Date | Summary of Changes |
| Adoption of CVSA Out of Service Criteria | 08/30/2021 | Annual adoption of the CVSA Out of Service Criteria. https://sdlegislature.gov/Rules/Administrative/20513 |