eCVSP

SOUTH DAKOTA

Commercial Vehicle Safety Plan

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

Fiscal Years 2019 - 2021
Annual Update FY 2020

Date of Approval: April 16, 2020

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 350.201 and 205. The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to "prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety."

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2019 - 2021)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2019 - 2021)
- Part 4: Financial Information (FY 2020)
- Part 5: Certifications and Documents

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

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit 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 2020:

Multi-Year plans–For FY 2020, 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–Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked**.

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2019 plans. States must carefully review and update this information to reflect FY 2020 activities prior to submission to FMCSA.

States are reminded to **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.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that 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.

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 integrety and acoutability in all aspects of our duties

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

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

- To maintain public trust

-To grain voluntary complaince with laws and regulations pertaining to motor carriers

-To remain commited 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. 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 State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

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

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 have 110 SD Highway Patrol Troopers that are certified and perform a minimum of 32 Level 3 inspections per year. Currently,there are 64 personnel dedicated to motor carrier enforcement full time when fully staffed. There are 17 sworn personnel, 43 non-sworn inspectors, and 2 New Entrant safety auditors, and 2 administrative staff. Sworn personnel consist of 14 motor carrier troopers and 3 command staff (2 Lieutenants and 1 Captain). Currently 34 of the 43 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. 9 additional inspectors will be certified when we have another class. Eleven of our fourteen authorized Motor Carrier Troopers are Level I certified, with 2 of the 14 positions currently open. One of the troopers, a sergeant, is not certified but we do plan on him becoming certified. Neither of our Lieutenants are certified but plan to certify both. The commander of the motor carrier services section is also not certified to perform Level 1 inspections. Our certified inspectors are located at 4 permanent ports of entry, 7 mobile 2-person teams and 14 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. 9 of our inspectors are now Master Inspectors.

In FFY2016 we were able to add 3 additional troopers to the motor carrier division, going from 11 to 14.

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. 5 of the 7 troopers eligible have become Specialists and currently there are 2 open trooper positions to be filled. Four troopers are not eligible due to supervisory duties.

Beyond 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, eleven of whom also 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 188 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	43	140	140
Total	43	140	140

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.

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	188
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	185
Traffic Enforcement Activities	140
Investigations*	2
Public Education and Awareness	183
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:	190

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 2019 - 2021 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 current and past two fiscal years using the Activity Dashboard and/or the CVSP Toolkit 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: http://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 2013 - 2017

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: 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			
01/01/2017	12/31/2017	20	0.1140	0.1450
01/01/2016	12/31/2016	5	0.1140	0.0530
01/01/2015	12/31/2015	14	0.1140	0.15
01/01/2014	12/31/2014	23	0.1140	0.2180
01/01/2013	12/31/2013	20	0.1140	0.2080

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			
01/01/2017	12/31/2017	1	0	1
01/01/2016	12/31/2016	1	0	1
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	1	0	1
01/01/2013	12/31/2013	4	0	4

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			
01/01/2017	12/31/2017	1	0	1
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	1	0	1

Enter the data sources and capture dates of the data listed in each of the tables above.
MCMIS data covering calendar years 2013-2017 and 2013-2017 FARS as of 07-1618, A&I state specific crash records.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
South Dakota met our goal of less than .15 large truck fatal crashes per 100M VMT by achieving a rate of .145 large truck fatal crashes per 100M VMT. This exceeded 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. One crash involved 5 fatalities alone. While we certainly saw success in CY2017 for our overall CMV 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. 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 one fatal crash involving a CMV carrying a hazardous materials. Crash data from A&I indicates a hazardous material was released in 10 crashes in SD, but 7 are believed to be an error as they likely include diesel fuel and engine oil from a ruptured fuel tank (diesel or motor oil is listed as the commodity released and only 3 indicate a hazmat number.) This is an education issue for investigating officers that we try to remedy through instruction. While we would like to 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. We will operate planned hazmat specific enforcement operations, and education whenever possible. South Dakota was able to send 3 staff memebers to the Other Bulk Packaging class in FY18 to further hazardous materials knowledge and enforcement.

In FY18, SDHP MCS conducted a 3 month long operation from October 1, 2017 to Dec 31, 2017 with the specific focus to reduce the number of CMV crashes, including fatal, injury, and property damage only crashes. The operation was focused around the city of Sioux Falls SD. The location was picked due to Interstate 90 and Interstate 29 intersecting, and Interstate 229 connecting the two from the south side of Sioux Falls to the east side of Sioux Falls. Crash records indicated this area had a higher occurrences of crashes than other parts of the state, and of those crashes, October though the end of December had the most frequent occurrences. The crash statistics indicated Tuesday through Thursday, and from 12:00pm to 1:00pm had the most crash occurrences. SD MCS directed enforcement staff to do traffic enforcement in that area in the general time frame of the majority of crashes on both CMV's and non-CMV's committing traffic violations around a CMV. Time spent inspecting or completing vehicle exam reports on CMV's stemming from the enforcement efforts was documented as MCSAP eligible activities as well as traffic enforcement on non-CMV's when conducting operations specific to the operation. This enforcement plan was not a 24/7 type operation for 3 months. While we were unable to keep statistics that would differentiate traffic stops on non-CMV's, the overall operation was successful. For enforcement, SD MCS completed 314 VERS, issued 58 seat belt citations, issued 405 citations and warnings for non-moving violation, issued 66 speed citations/warnings, issued 33 citations for hazardous moving violations, made 4 arrests for DUI and/or drug possession offenses, and issued a total of $25,486 in total fines. This enforcement plan saw a drastic reduction (77% reduction) in traffic offenses as the cause of the CMV being involved in the crash. Of the crashes that did occur during this time period, 23% were wild animal crashes, and 64% were weather related such as snow and ice.

Narrative Overview for FY 2019 - 2021

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

MCMIS 2017 SD crash statistics, in CY17 South Dakota had 55 injury crashes and 15 fatal crashes involving CMV's. South Dakota has a current CMV fatal involved crash rate of .145 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 90% 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 violation will be addressed with a citation.

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 CY2017, only 2 counties had more than 1, with a total of 2 fatal crashes involving a CMV in those two counties. When you look at injury crashes, one county in South Dakota had 7 injury crashes, 1 county had 4 crashes, and only 29 counties of 66 even reported an injury crash. Thirty seven 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 FY17 we conducted 2253 hours of public education and through the first three quarters of FFY18, we have 1583 hours. 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 FY19.

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 opportuntity to address driver and vehicle conditions that contribute to crashes on this class of vehicles that we previously had limitied influence on.

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.

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 FY2019 when conducting seatbelt surveys.

The enforcement of drug and alcohol offenses will continue to be a priority for SD Highway Patrol. In CY2017, we detected 22 drug and alcohol violations, which was lower than CY2016 in which we had 40. Drug and alcohol violations were 2% of the overall OOS driver violations in CY2017. Continued awareness of removing impaired drivers will be stressed to all personnel.

South Dakota motor carrier 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. Further education appears to have reduced the number of past inconsistencies in our reporting. Our SafetyNet Program manager also double checks these records for consistency.

In FY2016 starting in the beginning of the 3rd quarter, we were able to add an additional 3 motor carrier troopers to our division. This additional staff focusing on CMV enforcement will assist in meeting the crash reduction goals.

Enter the data source and capture date:
MCMIS data covering calendar years 2014-2018 and 2014-2018 FARS, as of 07-16-18.

Projected Goal for FY 2019 - 2021:

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 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2019	3
2020	3
2021	3

South Dakota's goal will be to achieve a .15 or lower Large Truck Fatal Crashes per 100M VMT. A 3 year goal of a 9% reduction in all crashes, based on CY2017's total of 349 crashes would be 10.47 less crashes per year.

Program Activities for FY 2019 - 2021: 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 17 of the 60 MCS personnel have the authority to stop a CMV for a traffic violation. Three of the 17 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 a minimum of 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 40 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, Oilfield Operations and Intercity Marathons, our inspectors will utilize the TACT high-visibility enforcement methodology in identifying non-CMV violations around CMV traffic.

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 90% 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 40 motor carrier special enforcement checks in FY19. 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 8 - Level 3 Marathons.

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 crash rate per 100 million VMT through South Dakota Accident 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 as work at increasing or maintaining the current 90% 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 40 motor carrier special enforcement checks in FY19. They will be tracked and reported in the quartely 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 2019 - 2021.

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 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	2754	2804	2680	2500	2421
Level 2: Walk-Around	9773	8771	8130	9175	8903
Level 3: Driver-Only	15155	15664	16787	17073	18905
Level 4: Special Inspections	2	55	135	174	310
Level 5: Vehicle-Only	27	49	82	82	75
Level 6: Radioactive Materials	0	0	0	0	0
Total	**27711**	**27343**	**27814**	**29004**	**30614**

Narrative Overview for FY 2019 - 2021

Overview:

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

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.
South Dakota's general roadside and fixed facility inspection program consists of 4 ports of entry, 2 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 inspection; and 14 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 110 Trooper that perform the minimum 32 commercial vehicle inspection 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. 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.

Projected Goals for FY 2019 - 2021

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2019 - 2021. For FY 2020, 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 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3000	250	20	3270	12.11%
Level 2: Walk-Around	9550	400	20	9970	36.93%
Level 3: Driver-Only	13500	150	10	13660	50.59%
Level 4: Special Inspections	80	0	0	80	0.30%
Level 5: Vehicle-Only	0	0	20	20	0.07%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**26130**	**800**	**70**	**27000**	

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 2020 - 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 2020 - 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 2020:	0

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 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	3000	250	20	3270	12.11%
Level 2: Walk-Around	9550	400	20	9970	36.93%
Level 3: Driver-Only	13500	150	10	13660	50.59%
Level 4: Special Inspections	80	0	0	80	0.30%
Level 5: Vehicle-Only	0	0	20	20	0.07%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	**26130**	**800**	**70**	**27000**	

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 3,270 inspections. We plan to maintain or modestly increase L-1's each year until the 25% recommendation is met. Previous MCSAP Policy goals were far exceeded as the goal of 33% L-3 inspections was met at greater than 50%. 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. An overall reduction in projected inspections of 2,000 inspections is anticipated. A reduction of goals were made for Level 1 inspections, 500 fewer, 300 less Level 2 inspections, and 1,200 less Level 3 inspections, We have had significant employee turnover is 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 also anticipate the possibility of significant manpower being dedicated to civil disturbance duties in the 2020 grant year due to construction of an oil pipeline. These non-MCSAP duties have the potential to affect the amount of MCSAP inspections some categories of employees would be able to perform. If staff are not needed for civil disturbance duties, they will continue with MCSAP inspections and we may exceed the stated goals. Other factors contribute as well. SD currently does not have an NTC instructor that can teach NAS Part A & B in state. We rely on out of state instructor and classes. While we have a modest 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. We currently have 3 staff that have tested to become NTC instructors to aid in the reduction of time an employee works before being Level 1 certified.

Projected Goals for FY 2020 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	29000	0	0	29000
Enter total number of certified personnel	185	0	0	185
Projected Goals for FY 2021 Roadside Inspections				
Enter total number of projected inspections	29000	0	0	29000
Enter total number of certified personnel	185	0	0	185

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 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.**

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, 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.**

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

Trend Analysis for 2013 - 2017

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		
01/01/2017	12/31/2017	1424	1641
01/01/2016	12/31/2016	1458	1570
01/01/2015	12/31/2015	1716	1874
01/01/2014	12/31/2014	2085	2261
01/01/2013	12/31/2013	2017	2224

☑ *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		
01/01/2017	12/31/2017	0	566
01/01/2016	12/31/2016	0	0
01/01/2015	12/31/2015	0	0
01/01/2014	12/31/2014	0	0
01/01/2013	12/31/2013	0	0

Enter the source and capture date of the data listed in the tables above.
A&I data snapshot as of 07-18-18 and SD operation plan reports. In FY18, SDHP MCS conducted a 3 month long operation from October 1, 2017 to Dec 31, 2017 with the specific focus to reduce the number of CMV crashes, including fatal, injury, and property damage only crashes. The operation was focused around the city of Sioux Falls SD. The location was picked due to Interstate 90 and Interstate 29 intersecting, and Interstate 229 connecting the two from the south side of Sioux Falls to the east side of Sioux Falls. Crash records indicated this area had a higher occurrences of crashes than other parts of the state, and of those crashes, October though the end of December had the most frequent occurrences. The crash statistics indicated Tuesday through Thursday, and from 12:00pm to 1:00pm had the most crash occurrences. SD MCS directed enforcement staff to do traffic enforcement in that area in the general time frame of the majority of crashes on both CMV's and non-CMV's committing traffic violations around a CMV. Time spent inspecting or completing vehicle exam reports on CMV's stemming from the enforcement efforts was documented as MCSAP eligible activities as well as traffic enforcement on non-CMV's when conducting operations specific to the operation. This enforcement plan was not a 24/7 type operation for 3 months. While we were unable to keep statistics that would differentiate traffic stops on non-CMV's, the overall operation was successful. For enforcement, SD MCS completed 314 VERS, issued 58 seat belt citations, issued 405 citations and warnings for non-moving violation, issued 66 speed citations/warnings, issued 33 citations for hazardous moving violations, made 4 arrests for DUI and/or drug possession offenses, and issued a total of $25,486 in total fines. This enforcement plan saw a drastic reduction (77% reduction) in traffic offenses as the cause of the CMV being involved in the crash. Of the crashes that did occur during this time period, 23% were wild animal crashes, and 64% were weather related such as snow and ice.

Narrative Overview for FY 2019 - 2021

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 14 state troopers whose primary focus in commercial motor vehicle enforcement and another 110 state troopers 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. In the 3rd quarter of FY16 we were able to add 3 motor carrier troopers to the motor carrier division increasing our numbers from 11 troopers to 14 which will assist in meeting traffic enforcement goals and activities. In the past SDHP Motor Carrier has attempted to develop an enforcement effort similar to the TACT program used in other states. We faced difficulty in doing so without having additional funding available for the effort. 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 current does not have a method to track which non-CMV stops occurred with a CMV in the vicinity for every traffic stop the SDHP makes. 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. 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 inspector at quarterly and annual meeting 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 and non-CMV's in FY19 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 SD Accident Records 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 will be done in FY19, and the effectiveness will be evaluated before doing the activities in grant years 2020 and 2021. We intend to use the aircraft for 56 hours of flight time. Those expenses are budgeted for in the FY19 spending plan, and would be included in future budget updates if proven to be effective and worthwhile. 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.

Projected Goals for FY 2019 - 2021

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019 - 2021. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)		
Yes	**No**	**Traffic Enforcement Activities**	**FY 2019**	**FY 2020**	**FY 2021**
⦿	○	CMV with Inspection	1500	1650	1800
○	⦿	CMV without Inspection			
⦿	○	Non-CMV	80	100	120
⦿	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	100	120	140

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

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

FY 2020 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2020 Activities	Average 2004/05 Activities
27000	0	190	27190	25363

Describe how the State will 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. Currently we have no method to track which non-CMV traffic stops occurred where a CMV was in the vicinity or involved. When South Dakota does conduct special enforcement details, we will be able to record the specific number of stops on non-CMVs and those related to

CMV traffic and report those focused effort statistics to FMCSA on a quarterly basis. SDHPMCS staff monitors vehicle exam reports to help ensure traffic enforcement efforts on CMV's are properly marked on the vehicle examination reports.

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.**

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in 49 CFR 350.201 (aa). States must achieve full participation by October 1, 2020. 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.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM (49 CFR 350.201(aa) (cc)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Exceeds Full Participation	Yes

Avaliable data sources:

- FMCSA website ITD information
- FMCSA website PRISM information

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: South Dakota Department of Transportation

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: South Dakota Department of Revenue

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative and Projected Goal:
If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to implement full participation

in PRISM.

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

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.

Trend Analysis for 2013 - 2017

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

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	0	2064	2284	1994	2027
CMV Safety Belt Education and Outreach	0	0	167	191	61
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	106	258	165

Narrative Overview for FY 2019 - 2021

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 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, an increase of 100 hours. We will utilize our public safety education to help meet our goal through FY19 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. 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 90%. 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 FY2019 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.

Projected Goals for FY 2019 - 2021

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 2019	FY 2020	FY 2021
◉	○	Carrier Safety Talks	950	950	950
◉	○	CMV Safety Belt Education and Outreach	150	150	150
◉	○	State Trucking Association Meetings	100	100	100
◉	○	State-Sponsored Outreach Events	100	100	100
◉	○	Local Educational Safety Events	250	250	250
◉	○	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 FY19. In FY17 we performed in excess of 2253 hours of public presentations, well above our intended goal. 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. 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.

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 also update the newly added Crash VIN Accuracy category rating. 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.**

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

SSDQ Compliance Status

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

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

Available data sources:

- FMCSA website SSDQ information

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2019 - 2021.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019	Goal for FY 2020	Goal for FY 2021
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.
August 07, 2019

Narrative Overview for FY 2019 - 2021

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

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

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

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.

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

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

Yes	No	Question
◉	○	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 2013 - 2017

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

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	46	211	313	213	189
Intrastate	0	0	0	0	0
Total Audits	**46**	**211**	**313**	**213**	**189**

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 2019 - 2021

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

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

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

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

Projected Goals for FY 2019 - 2021

For the purpose of completing the table below:

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

Projected Goals for FY 2019 - 2021 - New Entrant Safety Audits						
	FY 2019		**FY 2020**		**FY 2021**	
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 no 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.

2013: 46 safety audits, 20 non-audit resolutions, Total 66.

2014: 211 safety audits, 125 non-audit resolutions, Total 336.

2015: 313 safety audits, 165 non-audit resolutions, Total 478.

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

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

New Entrants to the SDHP Safety Assurance Program have been consistent over the past five years with no significant increases or decreases. The increase in safety audits in 2015 and a portion of 2016 was largely due to catching up past due carriers from the backlog that existed when the program began in late 2013, and due to the change from the 18 month to 12 month requirement to conduct safety audits for new entrants after October 1, 2013. 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 FY2019 through FY2021.

Activity Plan for FY 2019 - 2021: 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 FY2019 through FY2021 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 timeline 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. 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. New Entrant safety audit failure rates will be monitored and compared to past rates as well as comparative rates with other states New Entrant Programs. 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

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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 2019 - 2021).

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 OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

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

Narrative Overview for FY 2019 - 2021

Enter your State's OOS Catch Rate percentage if below 85 percent: 71%

Projected Goals for FY 2019 - 2021: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2019	85
2020	85
2021	85

As of 10-22-19, according to provided FMCSA data, South Dakota has a 66.67% catch rate for FY2019 YTD (August 2019 Results) and a 71.43% catch rate of OOS carriers in FY18. Reports show in FY2019 YTD we have inspected 15 carriers under some sort of OOS order and have identified 10. For Unsat/Unfit carriers, we have inspected 1 carrier and did not identify it.

South Dakota will continue to implement strategies and practices to meet and exceed the minimum goal of 85% of out of service carriers identified during roadside inspections. We monitor reports provided by FMCSA and will investigate any occurrence where an employee fails to identify an OOS carrier that has been placed OOS for any reason. Steps will be taken to resolve and prevent any further occurrences until the 85% goal is met or exceeded.

When we fail to identify an out of service carrier, it is nearly always due to the carrier not being in ASPEN or SAFER.

We may encounter a company that once had a DOT number but then let it pass with no action. The driver is unaware of any number or that the company ever had a number. For example, a contractor from a neighboring state. At one point the company had a DOT number but either stopped using it or was placed out of service. Several years go by without using the number or having it displayed on the vehicle the employee/driver is unaware. We stop the vehicle for inspection due to the interstate nature of the trip. When we look at ASPEN and search by name, the company name does not come back due to variations in the comapany name, or it is out of the system. If we search is SAFER, we do not find it either. The inspetion is completed and then later identified as OOS. To help combat this we have trained personnel to go to MCMIS generic view which provides better search results.

We have also started using the iTeris CVIEW program. This program is easier to use and more readily identifies carriers and their operating status. Its search tools make it easier to identify companies that may not display in ASPEN or Safer. We can credit this program in identifying at least 2 of the carriers idententified that we may have missed using traditional carrier status identification programs.

Program Activities for FY 2019 - 2021: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

To achieve at least the minimum of 85% of out of service carriers identified during the roadside inspection, South Dakota will:

1. South Dakota Highway Patrol has a formal written directive which is considered policy upon issuance and was issued in FY2013. Internal discipline can and will be done when an employee fails to make every effort to check a carrier's status. Failure to perform the check by the inspector will result in individual education, and up to and including formal discipline being issued to the employee.

2. With past updates by FMCSA, some technical issues seem to have been resolved. Each inspector has access to the portal and Query Central. Any technical issues will be resolved by VOLPE or the state's computer technicians. All South Dakota Highway Patrol Personnel has been upgraded to the latest version of ASPEN that will identify OOS carriers when connected to the internet.

3. South Dakota will investigate and evaluate granting access for inspection personnel to CVIEW. This option was identified during South Dakota's PRISM review in May of 2018. If this is determined to be a practical, or more importantly, more accurate and timely than other systems, we will grant access and train inspectors to use the system. We are tentatively scheduling personel from iTeris to come to SD in late summer/early fall of 2018 to go over the system. The system is currently being used by SD Department of Revenue for registration renewals with success.

4. Training and education has been performed to instruct roadside inspectors on the use of Query Central and the other systems such as SaferSys.org and ISS. If technical or connectivity issues prevent the use of Query Central, inspectors may have to rely on the other avenues of identifying the carrier's status, such as CDLIS, SaferSys.org, or ISS must be used, the inspectors have been trained in the terminology of the separate systems and how to investigate further if the status is still questionable. We will take the approach that unknown or unverified status is not acceptable.

5. Due to inspectors not being able to find OOS carriers that have no DOT number roadside by a name search in ASPEN, Query Central, or Safer, in July of 2016 all inspectors have been given portal access to MCMIS Generic View. Staff has been instructed to seek company information and carrier status through MCMIS anytime a vehicle or driver is inspected when they have no DOT number or the carrier status can not be determined in ASPEN. If a carrier is found to be OOS under MCMIS Generic View, the company information can then be transferred to ASPEN to properly document the OOS status and take appropriate enforcement actions.

6. By using our existing Drivewyze bypass system, we are now able to run a report of any carriers enrolled in that program and have been OOS, that approach one of our inspection sites, whether the site is open or closed. While we would identify the carrier if open, this allows us to identifiy an OOS carrier operating at odd times, or attempting to bypass open facilities on another route. This quarterly report will be forwarded to FMCSA staff for possible compliance review actions if an OOS carrier is identified as operating. In the 3rd quarter of FY18 the report did not identify any OOS carriers bypassing a closed station, No carriers were identified in FY2019 YTD. The volume and frequency is unknown at this time but hope using this method would bolster any FMCSA actions. This would also assist in identifying a carrier operating when the OOS order is relatively new. Some owner operator operation leased on to another carrier may be unaware of the OOS order, and continue operating.

7. SD Motor Carriers inspectors will use iTeris CVISN program to check the operating status of carriers.

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.

South Dakota will monitor reports received from FMCSA to monitor the success of these strategies. Any failure to identify an OOS carrier will be investigated and strategies implemented to prevent future occurrences, until the 85% catch rate is achieved. Results of the catch rate and report on any missed carriers will be reported quarterly through SF-PPR reporting.

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 FY2018 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 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 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.
CMV Drug Interdiction- Police Service Dog Unit

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
Our goal for FY 18 was to perform 650 total L-2 and L-3 inspections and 15% increase in drug and alcohol violations discovered in CY 2016

Actual: Insert year to date progress (#, %, etc., as appropriate).
Through the first 3 quarters of FY18, Police Service Dog teams have conducted 223 L-2 and L-3 inspections and completed 636 inspections in CY17. The inspections completed in the first 3 quarters in FY18 have resulted in 1 drug related violation and 1 alcohol related violation in a CMV found by Police Service Dog Teams. In CY16 there were also 2 drug and alcohol violations found by Police Service Dog teams. The entire agency found 22 drug violations and 21 alcohol violations in CY17 and have found 14 drug and 24 alcohol violation in the first 3 quarter of FY18.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
We are on moving toward the goal of 650 CMV inspections completed by the police service dog teams. We will do more education for the police service dog teams that assists in the interdiction aspect and provides cues and indicators useful to the investigator. We have found that setting a high goal for the L-1 certified police service dog teams may not be the most useful goal. These individuals often concentrate efforts on simply completing inspections, rather than criminal interdiction.

Activity #2

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

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
South Dakota's goal for Oilfield Operations was to operate a minimum of three special enforcement marathons targeted at areas where oilfield traffic has increased in the state. These efforts were to assist us to meet our FY2017 goal to reduce the current fatal involved crash rate to less than 0.20 fatalities per 100 million VMT.

Actual: Insert year to date progress (#, %, etc., as appropriate).
Through the 3 quarters to date of FY18, we have completed 2 Oilfield Marathons. These marathons have resulted in 101 trucks inspected, 5 OOS violation on the vehicle, 4 drivers placed OOS.

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

The Northwest part of South Dakota has remained steady through the 3 quarters of FY18. The oil prices remain low so oil field traffic has slowed over past years. Commercial vehicles supporting oilfield operations inspected in South Dakota are near or lower than the n ational averages for vehicle OOS violations and driver OOS violations. Market fluctuation in oil prices will dictate the level of CMV traffic. As the price of oil rises, CMV traffic from exploration and well drilling increases exponentially. If the oil prices would increase we will adjust our operations for the increased oil field traffic.

Activity #3

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

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
South Dakota will contact all 9 tribal jurisdictions to offer assistance in CMV enforcement in education or joint enforcement ventures. If an opportunity is available, we will conduct education and enforcement operations in conjunction with tribal authorities.

Actual: Insert year to date progress (#, %, etc., as appropriate).
South Dakota has contacted all 9 of the 9 tribal jurisdictions to offer assistance or education in CMV enforcement. To date, no enforcement or education programs have been attempted.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
Priorities and other issues vary from tribal jurisdiction to tribal jurisdiction. It is common for the tribal law enforcement to be understaffed or unable to provide manpower for these operations. Some simply aren't able to do CMV enforcement due to other priorities on their law enforcement officials. Two reservation highway authorities were receptive and actively pursuing ways the SD MCS can assist. Approval for these types of operations is at the discretion of the tribal councils. To date we have not been able to receive approval for an enforcement operation, but efforts will be continued through the FY18 grant year and beyond to provide these resources to the tribal jurisdictions.

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 2019 - 2021. 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.
Reservation CMV Enforcement

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
One of the South Dakota Highway Patrol's core values and priorities is working in partnership with other law enforcement agencies within the state. We have invested time and effort in joint operations, assistance, and support for other state, city, and county agencies. We frequently respond to other jurisdictions to address CMV issues. For example, beyond normal enforcement activities, we conduct intra-city enforcement activities to address CMV concerns within several cities in SD. Native American Indian reservations within South Dakota do not traditionally have motor carrier enforcement programs. Due to jurisdictional issues, South Dakota Highway Patrol Motor Carrier enforcement has only had limited activities within tribal reservation boundaries. The state has received complaints about interstate truck traffic on various tribal reservations. There has been media coverage regarding interstate CMV traffic across SD reservations. Several US and State highways cross reservations in SD. There are 9 tribal reservations within South Dakota. Crashes on reservations are accounted for in crash and fatal traffic crash statistics, but we have had limited opportunity to address driver and traffic issues within the reservation boundaries. This was a goal in FY18. While we have not been able to conduct any enforcement operations on the reservations in the first three quarters of FY18, we would like to continue to make efforts to address concerns of CMV operation within the reservations in the next grant year(s). Periodic changes in enforcement or tribal government personnel may provide an opportunity for enforcement or education.

Projected Goals for FY 2019 - 2021:
Enter performance goal.
South Dakota Highway Patrol will contact all 9 tribal jurisdictions to offer assistance in CMV enforcement in education or joint enforcement ventures. If an opportunity is available, we will conduct education and enforcement operations in conjunction with tribal authorities.

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.
South Dakota Highway Patrol with contact all 9 tribal jurisdictions within the state to offer education and/or enforcement operations that address CMV traffic. We will offer classroom and practical education to tribal enforcement authorities regarding CMV enforcement. If available, we will conduct enforcement operations with tribal authorities on the reservation.

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.
We will make contact with 9 tribal enforcement authorities and report the status of any opportunities. If available, we will perform enforcement activities on the reservation and report relevant enforcement statistics from those operations.

State Objective #2

Enter the title of your State-Identified Objective.
Oilfield and Pipeline Operations

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
South Dakota does not have active oilfield operations to speak of, but traffic on some routes through South Dakota has fluctuated due to the oilfield operations in North Dakota. CMV traffic on US85 from MM 50 to MM 162, the main route to North Dakota oilfields through South Dakota, has remained stable in the past 4 years. South Dakota has taken a proactive approach to address any of the traffic problems associated with the industry. In the past, Motor Carrier Services has added manpower to the area. We have stationed one of the motor carrier troopers in the area as well as a mobile team of two inspectors. These three individuals try to specifically work associated commercial vehicle traffic on the routes and areas that we have seen the increased traffic. The Highway Patrol has re-allocated manpower and stationed an entire squad on the main corridors to work general traffic and commercial vehicle traffic along these routes. The motor carrier section performs special focused enforcement on the routs as well as day to day enforcement. While the traffic volumes and crash rate has remained stable, both can fluctuate quickly depending on industry activity and commodity prices. As on now, starting in 2019, the Keystone XL Pipeline will begin construction. We intend to focus attention on CMV traffic that is supplying goods and services to the pipeline construction. Construction would likely take 2 years to complete in South Dakota. We anticipate high CMV traffic volumes that are sporadic throughout the construction.

Projected Goals for FY 2019 - 2021:
Enter performance goal.
In FY19, South Dakota will operate a minimum of three special enforcement marathons targeted at areas where oilfied traffic has increased in the state. These efforts will help us to meet our FY18 goal to reduce the current fatality involved crash rate to less than 0.20 fatalities per 100 million VMT. In FY 19 and FY 20, South Dakota will operate a minimum of three special enforcement marathons each year targeted at areas where pipeline construction traffic will increase.

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.
South Dakota will continue to operate special enforcement details as well as day to day operations that focus on traffic related to oilfield and pipeline activities. We will operate a minimum of three special enforcement marathons in FY 19 and FY 20 for both oilfield and pipeline related traffic, as well as day to day operations that focus on commercial vehicle traffic associated with oilfield and pipeline operations.

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.
Outside of the 3 special enforcement marathons for each and the day to day
enforcement along the heavily traveled routes, SD will monitor the crash and traffic rates
on these travel corridors. We will analyze the out of service rates of the commercial traffic
to best focus on the problematic areas discovered, whether it be driver or vehicle related
violations. We can then tailor enforcement tactics to address the most frequent and
dangerous out of service conditions.

State Objective #3

Enter the title of your State-Identified Objective.
Small intrastate CMV Enforcement

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
In the 2018 legislative session South Dakota changed which intrastate vehicles must
comply with federal regulations. Previously, a CMV over 26,000 GVWR had to have 4 or
more axles to be subject to the FMCSR's. In the last legislative session, it was changed to
vehicles over 26,000 GVWR and 3 or more axles. This brings an entirely new class of
vehicles under the federal safety regulations. Since this class of intrastate vehicles was
not previously under the FMCSR's, we have no baseline data to begin with. Since this
small change does not produce heavy media coverage, there are intrastate carriers who
may be unaware of the new regulations they are subject to.

Projected Goals for FY 2019 - 2021:
Enter performance goal.
South Dakota will perform 4 special enforcement projects specifically focused on these
smaller 3 axle CMV's in FY19 and FY20. After FY20, we well evaluate the saturation of
educational efforts, as well as enforcement efforts involving the regulations that are new
to this class of vehicle in order to tailor FY21 activities. A goal of a 15% reduction in
violation rates in the class of vehicles between FY19 and FY20 is believed to be a
reachable goal. With no baseline data to begin with, the goal is a simple estimation and
reasonable belief that our education and enforcement efforts will result in the reduction.

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.
South Dakota will perform 4 special enforcement projects per year in FY19 and FY20.
These will be done in various areas of the state where CMVs in this class are prevalent.
Regional staff will set up an inspection facility and sworn staff will stop the vehicle and
bring back to the site for inspection. Roadside inspection will be performed as well. A
special study field in ASPEN will be used to track inspections on this class of vehicle.

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.
South Dakota will report quarterly on the number of special enforcement projects,
inspections done on this class of vehicle, and driver and vehicle violation rates.

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 2020 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. Federal share is 85 percent of the total project costs for this FMCSA grant program.*
- *__State Share__ means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.*
- *__Total Project Costs__ means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.*
- *__Maintenance of Effort (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 an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system 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 insure 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 the FMCSA limit.*
  - *Planned MOE Costs equal or exceed FMCSA limit.*
  - *States' proposed Federal and State share totals are each within $5 of FMCSA's Federal and State share estimated amounts.*
  - *Territories' proposed Total Project Costs are within $5 of $350,000.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$2,398,422.00	$423,249.00	$2,821,671.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$423,249.00
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.

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):	$423,249.00

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
MCSAP Admin staff	1	0.0000	$13,096.72	$0.00	$0.00	$0.00	$13,096.72
K9 Troopers	13	0.0000	$5,363.54	$0.00	$0.00	$0.00	$5,363.54
HP Trooper	110	0.0000	$31,465.82	$0.00	$0.00	$0.00	$31,465.82
MC Command Staff	3	0.0000	$75,254.40	$0.00	$0.00	$0.00	$75,254.40
MC Troopers MOE	1	0.0000	$728,172.80	$0.00	$0.00	$0.00	$728,172.80
MC Trooper Federal Share	1	100.0000	$100,000.00	$100,000.00	$100,000.00	$0.00	$0.00
New Entrant Auditor	2	100.0000	$46,009.60	$92,019.20	$92,019.20	$0.00	$0.00
MC Inspector State Share	1	100.0000	$304,583.10	$304,583.10	$0.00	$304,583.10	$0.00
MC Inspector MOE	1	0.0000	$437,159.21	$0.00	$0.00	$0.00	$437,159.21
MC Inspector Federal Share	1	100.0000	$302,559.13	$302,559.13	$302,559.13	$0.00	$0.00
Subtotal: Salary				**$799,161.43**	**$494,578.33**	**$304,583.10**	**$1,290,512.49**
Overtime Project Costs							
MC Inspector OT	1	100.0000	$51,082.50	$51,082.50	$51,082.50	$0.00	$0.00
MC Trooper OT	1	100.0000	$53,325.00	$53,325.00	$53,325.00	$0.00	$0.00
New Entrant OT	1	100.0000	$3,185.28	$3,185.28	$3,185.28	$0.00	$0.00
Subtotal: Overtime				**$107,592.78**	**$107,592.78**	**$0.00**	**$0.00**
TOTAL: Personnel				**$906,754.21**	**$602,171.11**	**$304,583.10**	**$1,290,512.49**
Accounting Method:	**Accrual**						

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

Sixty Five employees are assigned to the motor carrier section when fully staffed. All work on MCSAP eligible activities. There are 14 Motor Carrier Troopers dedicated to the MCSAP program, 4 of which are sergeants and 10 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 cilvilian Highway Patrol employee is assigned to work on MCSAP activities 35% of their time. This employees responsibility is to submit reimbursment requests, reconcile monthly reports, overlook MCSAP eligable expenses, submit information for monthly federal auditing, and other financial activities related to MCSAP.

There are 43 civilian (non-sworn) inspectors. Time record estimations indicate the motor carrier inspectors spend 60% 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 MC Troopers is $28.44 per hour. The average pay rate for MC Inspectors is $19.46 per hour. The average pay rate for Command Staff is $40.20 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 $26.54 per hour. (110 troopers X 32 inspections X 20 minutes= 70,400 minutes/60= 1173 hours X $26.54= $31,131.42). 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 $31,465.82 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 11 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 13 handlers will spend an average of 20 minutes on each of the 32 required inspections. This equates to 138.66 hours. We then add 20 dog deployments that these 13 handlers will do for an average of 10 minutes per deployment. This equates to 2,600 minutes or 43.33 hours for a total of 182 hours dedicated to MCSAP eligible activities for the certified police service dog teams. We then multiply the average wage of $29.47 per hour for a total cost of $5,363.54. 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 FY2019. At a rate of 22.12 per hour, the auditor FTE's equal the budgeted amount of $92,019.20.

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 $19.46/hour at an overtime rate of 1.5 equates to $29.19. 1,750 hours at $29.19 is a total of $51,082.50. An average rate for MC Troopers is $28.44/hour at an overtime rate of 1.5 equates to $42.66 and is a total of $53,325.00. To show in the above table, for MC Inspector OT, we show 1 FTE working 100% of their time at a salary of $51,082.50. For MC Trooper OT we show 1 FTE working 100% of their time at a salary of $53,325.00. This totals $104,407.50. 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 $33.18 per hour, this equates to $3,185.28. In order to show in the above table, we show 1 auditor working 100% of their time at an annual salary of $3,185.28. Only MCSAP eligible activities will be performed under this overtime program. Reimbursement will only be sought for actual time worked, not on budgeted amounts.

Since we attribute personnel costs to the federal share, state share, MOE, or a combination of all three, to make full account of the program and costs, we have had to alter the above chart. It accurately reflects the estimated costs but not the personnel, estimated % of time on MCSAP, or salary for the MC Trooper or MC Inspctor.

For MC Trooper- We are budgeting for 14 personnel to spend 100% of time on MCSAP activities at an average salary of $59,155. Total project costs are $828,172.80. We show $100,000 as federal share and $728,172.80 as MOE.

For MC Inspector- We are budgeting for 43 personnel to spend 60% of time on MCSAP activities at an average salary of $40,476.80. Total project costs are $1,044,301.44. We show $302,559.13 as federal share, $304,583.10 as state share, and $437,159.21 as MOE.

Position(s)	# of staff	% of Time	Annual salary	Total project Costs	Federal Share	State Share	MOE
HP Trooper	1	57%	$55,203.20	$31,465.82			$31,465.82
MC Inspector	43	60%	$40,476.80	$1,044,301.44	$302,559.13	$304,583.10	$437,159.21
MC Trooper	14	100%	$59,155.20	$828,172.80	$100,000.00	$0.00	$728,172.80
MC Command Staff	3	30%	$83,616.00	$75,254.40	$0.00	$0.00	$75,254.40
MCSAP Admin	1	35%	$37,419.20	$13,096.72	$0.00	$0.00	$13,096.72
New Entrant Auditor	2	100%	$46,009.60	$92,019.20	$92,019.20	$0.00	$0.00
K9	1	9%	$61,297.60	$5,363.54	$0.00	$0.00	$5,363.54
Totals				$2,089,673.92	$494,578.33	$304,583.10	$1,290,512.49
MC Inspector OT	1	100%	$51,082.50	$51,082.50	$51,082.50	$0.00	$0.00
MC Trooper OT	1	100%	$53,325.00	$53,325.00	$53,325.00	$0.00	$0.00
New Entrant OT	1	100%	$3,185.28	$3,185.28	$3,185.28	$0.00	$0.00
Totals				$107,592.78	$107,592.78	$0.00	$0.00

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 approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided 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 benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

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

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

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

*The **Fringe Benefit Rate** is:*

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

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is $150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $150,000 x 64.8 x 50% / 100 = $48,600 Total Project Costs.*

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

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
Overtime	37.2100	100.0000	$107,592.78	$40,035.27	$40,035.27	$0.00	$0.00
New Entrant Auditor	37.2100	100.0000	$92,019.20	$34,240.34	$34,240.34	$0.00	$0.00
MC Trooper MOE	100.0000	0.0000	$270,953.10	$0.00	$0.00	$0.00	$270,953.10
MC Trooper Fed Share	100.0000	100.0000	$37,210.00	$37,210.00	$37,210.00	$0.00	$0.00
MC Inspector MOE	100.0000	0.0000	$279,875.07	$0.00	$0.00	$0.00	$279,875.07
HP Trooper MOE	100.0000	0.0000	$11,708.43	$0.00	$0.00	$0.00	$11,708.43
MC Command Staff MOE	100.0000	0.0000	$28,002.16	$0.00	$0.00	$0.00	$28,002.16
K9 MOE	100.0000	0.0000	$1,995.77	$0.00	$0.00	$0.00	$1,995.77
MCSAP Admin MOE	100.0000	0.0000	$4,873.29	$0.00	$0.00	$0.00	$4,873.29
MC Inspector Federal Share	100.0000	100.0000	$108,709.50	$108,709.50	$108,709.50	$0.00	$0.00
TOTAL: Fringe Benefits				**$220,195.11**	**$220,195.11**	**$0.00**	**$597,407.82**

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 37.21% applied to all MCSAP salaries. When paid time off is removed from the calculations, the following percentages are being claimed: Health Insurance 20.87%, Social Security/Medicare 7.65%, Unemployment Insurance .1%, Worker's Comp 2.59%, and mandatory retirement of 6%, for a total of 37.21%. Leave for all South Dakota State Employees is accural 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.

FRINGE

Position(s)	Fringe Benefit Rate	Base	Total	Federal Share	State Share	MOE	
HP Trooper	37.21%	$31,465.82	$11,708.43	$0.00	$0.00	$11,708.43	
MC Inspector	37.21%	$1,044,301.44	$388,584.57	$108,709.50	$0.00	$279,875.07	
MC Trooper	37.21%	$828,172.80	$308,163.10	$37,210.00	$0.00	$270,953.10	
MC Command Staff	37.21%	$75,254.40	$28,002.16	$0.00	$0.00	$28,002.16	
K9	37.21%	$5,363.54	$1,995.77	$0.00	$0.00	$1,995.77	
MCSAP Admin	37.21%	$13,096.72	$4,873.29	$0.00	$0.00	$4,873.29	
New Entrant Aud	37.21%	$92,019.20	$34,240.34	$34,240.34	$0.00	$0.00	
OT	37.21%	$107,592.78	$40,035.27	40035.27	$0.00	$0.00	
Totals			$817,602.94	$220,195.11	$0.00	$597,407.82	

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, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

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

List the purpose, number of persons traveling, number of days, 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	11	24	100.0000	$23,540.00	$23,540.00	$0.00	$0.00
Training Travel	98	41	100.0000	$60,506.00	$60,506.00	$0.00	$0.00
TOTAL: Travel				**$175,586.00**	**$175,586.00**	**$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 onsite safety audits for non-offsite eligible companies. South Dakota is a large rural state and in some cases auditors will need to trave several hundred miles to perform onsite saftey 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). Instate perdiem for meals and expenses for 20 days for two auditors at the set in-state 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 instate travel to perform safety audits is $3,100.

South Dakota has updated in-state lodging rates and daily perdiem rates. Starting in state FY20 in-state lodging is paid at $75 per night.
In-state perdiem changes to $40 per day and out of state perdiem changes to $56 per day.

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

Conference Travel-
CVSA- We intend on sending three people to ~~each of~~ the ~~two~~ CVSA Conference~~s~~. We estimate cost of 3 people ~~at each~~ to attend conference at $550 per person ~~per conference~~ for registration fees. This totals $1,650. Airfare for three people ~~for two~~ for the conference~~s~~ is estimated at $600 per airline ticket for a total of $1800. We are budgeting 5 motel nights for each person at $200 per night for ~~both~~ the conference~~s~~ for a total of $3,000. Per diem cost are calculated at the South Dakota out of state per diem rate of $56 per day, for 5 days for 3 people ~~at 2 conferences~~. This totals $840. The total conference travel cost for CVSA conferences total $7.290 The conference registration fees of $1,650 are shown in the conference costs line item and $5,640 for all other cost is shown as part of Conference Travel.

NAIC- We plan to send 3 people to NAIC in FY2020. We are budgeting 3 airline tickets for $600 per person for a total of $1800. We are budgeting 5 motel nights for each person at $200 per night for a total of $3000. Per diem costs are calculated at the South Dakota out of state per diem rate of $56 per day, for 5 days for 3 people for a total of $840. There are no registration fees for this conference. The total conference travel costs for NAIC is $5,640.

COHMED- We plan to send 3 people to COHMED in FY2020. We are budgeting 3 airline tickets for $600 per person for a total of $1800. We are budgeting 4 motel nights for each person at $180 per night for a total of $2160. Per diem costs are calculated at the South Dakota out of state per diem rate of $56 per day, for 5 days for 3 people for a total of $840. The conference registration fees are $550 per person for a total of $1650. The total conference travel cost for COHMED totals $6,450. The conference registration fees of $1650 are shown in the conference costs line item and $4,800 for all other costs are shown as part of Conference Travel.

Winter Executive meeting- We are budgeting for 1 person to attend the CVSA winter executive training meeting. We estimate 5 days of per-diem at $56.00 a day. (5x56= $$280, $600 for airline ticket and 5 nights in a hotel at $180.00 a night (5X180= $900).This totals$1,780.

CVSA Data Management, Quality, and FMCSA Systems Training- We are budgeting to send 1 person to the data management conference. Conference registration cost is $550. We are budgeting $600 for flight expenses. We are estimating 4 nights in a motel at $200 per night for a total of $800. We are estimating 5 days of perdiem expenses at $56 per day for a total of $280. The total conference travel cost for the Data Management Workshop is $2,230. The conference registration fee of $550 is shown in the conference costs line item and $1,680 for all other costs are shown as part of Conference Travel.

We are budgeting $4,000 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.

Confernece travel totals ~~$29,180~~ $23,540

Training Travel
MCSAP Grant Management Training- We are budgeting budgeting for 2 people to attend the 3 day meeting. We estimate 2 persons lodging for 3 nights at $200 per night. This totals $1200. We estimate airline tickets at $600 each for a total of $1200. Per diem costs are calculated at the South Dakota out of state per diem rate of $56 per day for 4 days for 2 people which totals $448. The total training costs for the MCSAP Grant Management training is $2,848.

NAS General Hazardous Materials and Cargo Tank Inspection class- We are budgeting for travel expenses for 4 people to attend both Hazmat and Cargo Tank training in a neighboring state We are estimating motel expenses for 4 people for 5 nights for each class at $100 per night for a total of $4,000. We are budgeting perdiem expenses at the state's out of state perdiem rate of $56 per day. 4 people for 5 days for two classes at $56 per day totals $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 expenses budgeted for General Hazardous Materials and Cargo Tank Inspection classes total $6,240.

NAS Part A&B- South Dakota plans to host NAS Part A&B this fixcal year. We are planning to have 25 students in the class. Due to the continuously full training schedule at theSouth Dakota's Law Enforcement Training Center, we may not be able to house students in the dormitory. We will plan on hotel lodging but will use the training center dorms if possible which are at no cost if available. Due to some students being able to stay at their residence during the training, we will budget expenses for 20 students. We are budgeting for 20 motel rooms at the state lodging rate of $75 pernight. 20 students, for 10 motel nights at $75 per night totlas $15,000. We are budgeting perdiem expenses at the state's long form perdiem rate of $56 per day. 20 students for 10 days at $56 per day totals $11,200. There are no registration fees for these classes. Total expenses budgeted for NAS Part A&B to are $26,200.

We are budgeting $13,200 for a district meeting. District meetings are where all 60 motor carrier personnel in South Dakota gather for training. Training includes anything from traffic enforcement, hazardous materials training, inspection training and similar subjects. We are planning for one district meeting. 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 60 people in 40 motel rooms rooms for two nights at South Dakota's state rate of $75 per night. This totals $6,000. We estimate 60 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 $7,200. The total meeting cost is estimated at $13,200.

We are budgeting $5,000 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.

~~We are budgeting for expenses related to Instructor development training. We intend to send 3 individuals to training that will qualify them to teach NAS part A, NAS Part B, and/or General Hazardous Materials. All three will need to attend a 2 week Instructor Development class. This class is conducted by the National Training Center. We are budgeting motel costs for 3 people, for 12 nights at $150/night for a total of $5,400. We are budgeting 12 days of perdiem expenses at South Dakota's in out of state per diem rate of $56 per day for 3 people for a total of $2,016. We are budgeting for flight expenses of $600 for 3 people for a total of $1800. All other known expenses related to instructor certification are paid for the the National Training Center. This totals $9,216.~~

<u>We are budgeting to have one inspector attend Passenger Vehicle Inspection course. We are planning 5 hotel night s at $150 per night for out of state lodging for a total of $750. We are budgeting $600 for air travel due to the low frequency this</u>

class is offered in surrounding states. We will try to send the inspector to a neighboring state to minimize expenses but may not be able to. We are budgetin 6 per diem dates at the states out of state perdiem rate of $56 per day. This totals $336 dollars. There are no registration costs for the event. Total budgeted for PVI class is $1686.

We are budgeting MCSAP funds to be used to host a Field Training Officer class. The class would be hosted at the states law enforcement training center. Students will be housed at the training center at no cost. we are budgeting in state long form perdiem for 8 students. The approved perdiem rate for in-state travel is $40 per day. Eight students for 5 days perdiem totals $1,600. at a pro-rated 60% of that is $960. The cost of the class is $10,000. We are budgeting $2,700 for tuition for the class. While LET does not charge a specific cost per student, in order to be guaranteed space in the class for the non-sworn inspectors, we need to pay for a portion of the class. We use FTO's throughout our agency. For this class, we want to send non-sworn personnel who train new employees and who train these same employees later after they attend NAS Part A & B classes. The primary use of these trained FTO's would be for training staff that have completed NAS Part A & B but some or all would also be used to train new employees in general motor carrier knowledge . Our Law Enforcement Training (LET) gives priority to sworn law enforcement since it is a state wide, all agency training facility. Since a large portion of our staff is non-sworn, our staff is not given priority for training, and we don't usually have enough staff needing the training at one time to justify having a class made entirely of our non-sworn staff.

We believe training employees for field training post Part A & B class graduates is clearly and obviously MCSAP eligible. We can also allocate training new employees for MCSAP eligibility reasonably. We budget 60% of a non-sworn inspectors time toward MCSAP activities. The required training new employees receive for the first 8 weeks of employment cover multiple subjects, many of which are MCSAP expenses. Training subjects include IRP, IFTA, UCR, Title VI, as well as state size and weight regulations, and permitting, among others. They are also exposed to Level 3 inspections but do not perform them. They learn the regulations and requirements and observe the FTO complete them. 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 cost budgeted for this training is $3,660. ($2,700 for tuition + $960 perdiem expenses)

We are budgeting expenses to send 2 people to post crash inspection training at the Nebraska Law Enforcement Training Center in Grand Island NE. We are budgeting 6 days of perdiem expenses for both people at South Dakota's out of state per diem rate of $56 per day for a total of $672. We are budgeting motel expenses of $100 per night for 5 nights for a total of $1000. 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 $1,672

The Total for Training Travel is $60,506

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
New Entrant Auditor SUV	1	$32,500.00	100	$32,500.00	$32,500.00	$0.00	$0.00
Mobile Team Vehicle	3	$32,737.00	60	$58,926.60	$58,926.60	$0.00	$0.00
TOTAL: Equipment				**$91,426.60**	**$91,426.60**	**$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 to various levels. For FY2020 we are budgeting MCSAP funds to be used to purchase 4 of those 47 vehicles that will be used by MCSAP dedicated personnel to various levels. We plan to purchase 3 mobile team vehicles and 1 Dodge Durango.

We are estimating the purchase price of a Dodge Durango to be used by a New Entrant Auditor at $32,500. New Entrant auditors perform MCSAP eligible expenses 100% of the time.

We are budgeting for 3 vehicles to be used by a motor carrier mobile teams. A mobile team designates 60% of their time to MCSAP eligible activity. The estimated cost of a pickup is $32,737. 60% of $32,737 is $19,642.20, for a total of $58,926.60 .

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
Aircraft Operation	56 hours	$353.00	0.0000	$0.00	$0.00	$0.00	$19,768.00
Office Supplies	1 each	$3,500.03	100.0000	$3,500.03	$3,500.03	$0.00	$0.00
Trooper Level 1 Inspection Uniform	10 each	$100.00	100.0000	$1,000.00	$1,000.00	$0.00	$0.00
Nylon Duty Belts	2 each	$400.00	100.0000	$800.00	$800.00	$0.00	$0.00
New Entrant Uniforms	2 each	$330.00	100.0000	$660.00	$660.00	$0.00	$0.00
Printers	4 each	$400.00	100.0000	$1,600.00	$1,600.00	$0.00	$0.00
Safety Inspection Equipment	1 each	$1,500.00	100.0000	$1,500.00	$1,500.00	$0.00	$0.00
HMR Software	20 each	$475.00	100.0000	$9,500.00	$9,500.00	$0.00	$0.00
Safety Pamphlets	4000 each	$0.25	100.0000	$1,000.00	$1,000.00	$0.00	$0.00
Taser	4 each	$1,161.61	100.0000	$4,646.44	$4,646.44	$0.00	$0.00
Zuercher Mapping Software	7 each	$165.00	100.0000	$1,155.00	$1,155.00	$0.00	$0.00
Inspection facility camera system	2 each	$8,000.00	100.0000	$16,000.00	$16,000.00	$0.00	$0.00
Mobile Team Equipment Package	3 each	$13,619.20	60.0000	$24,514.56	$24,514.56	$0.00	$0.00
Police Radios	49 each	$4,800.00	100.0000	$235,200.00	$235,200.00	$0.00	$0.00
NTC Instructor Uniform	2 each	$170.00	100.0000	$340.00	$340.00	$0.00	$0.00
TOTAL: Supplies				**$301,416.03**	**$301,416.03**	**$0.00**	**$19,768.00**

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

Office Supplies- We are budgeting $3500 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 Uniform- We are budgeting $1000 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.

Duty Belts- We currently have 14 sworn personnel who perform L-1 inspections. We are budgeting for 2 duty belts to replace equipment that becomes unserviceable due to wear and or damage. The duty belts include the belt, holster, magazine holder, Tazer holster, handcuff case, baton holder, and flashlight holder. The duty belts are $400 each for the 2 belts for a total of $800.

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 $400 each. This totals $1,600.

Safety Inspection Equipment- We have estimated $1500 to replace inspection equipment such as creepers, wheel chocks, and inspector safety equipment that is no longer serviceable.

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- $660 is budgeted for one set of uniform replacements for 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.

Tasers- There are 17 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 tasers have a life span of 5 years. We are budgeting for 4 taser this year to replace tasers as they expire at $1,161.61 each. This totals $4,646.44. We intend to replace these on a staggered schedule, replacing 20% per year.

Zuercher Mapping Software- We are budgeting for maintenance of 7 Zuercher 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 thier 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 will have this software. Maintenance of the software is $165 per year per license.

Inspection Facility Video Camera System- We are budgeting $8,000 to replace the Jefferson Port of Entry video camera system, and $8000 to replace the Tilford Port of Entry video camera system. The current video systems no longer copy/saves video off of the obsolete DVR. The cameras are intended to film the counter where inspections are completed, the parking lot to show the trucks, and in the future for the Tilford Port of Entry, show the interior of the planned inspection building, similar to a camera mounted inside a patrol vehicle. Theses are intended to be used to record the interaction between driver and inspector, to record statements made by both, and the documents presented at the time and used as evidence in court proceedings for violations written during an inspection. The cameras outside the building can show the vehicle to present evidence in court such as lack of load securement, vehicle lighting (or absence of lighting), and any other defect visible from the outside of the vehicle. In the future when the inspection building is completed in Tilford, it would show the same interatction and vehicle while performing inspections inside the inpection bay. The current TIlford Port needs a new camera system but a remodel and construction of the inspection builidng is not planned to begin until 2022. We intend to replace the camera in the current facility only, transfer the equipment to the new building when complete, and add one in the future for the inspection building. There is an employee security component to the outside cameras. For example, if a driver is sent back to the vehicle for additional paper work such as a vehicle registration or proof of annual inspection, the inspector could monitor the driver returning to their vehicle to ensure nothing is changed on the vehicle, or more inportantly, the driver is not returning to the facility planning an assualt and bringing a gun, bat, or other device.

The primary use for the cameras is to provide video evidence in court proceedings.

As far as what we do at the facilities, currently the Tilford facility is an office, parking lot, and a permanent scale. There is not an inspection building. At the Jefferson Facility, there is an office, inpsection building, and parking lot. CMV's are required to pull in to the facility where they are first weighed. Depending on current duties, an inspector may select the vehicle for inspection based on randomness or visual screening. Sometimes the vehicle is chosen for inspection based on a weight violation. Others may be selected for load securement, light defects, tire defects, or any other reason that is observed. South Dakota does not conduct stops on CMV's without an associated L-1 to L-3 inspection. If we stop the CMV, an inspection is conducted. We do not for example stop a CMV and write a weight enforcement ticket and release the driver without at least a L-3 inspection. Typically we have a staff member operating the scale controls and visually screening the CMV's for violations. That inspector can select the vehicle and perform the inspection, or hand the vehicle over to an available inspector. We also sell size, weight, and credentialing permits at these facilities that are not MCSAP eligible activities. The cameras would not be monitoring or recording that activity such as monitoring or recording phone lines, or even the area of the office staff uses to sell the permits. Once a vehicle is selected for inspection, the cameras would show the parking lot, and the vehicle. It would show our inspector's actions and inspection procedures. We would not intend to have audio recordings for this particular example, but we would have audio and visual recording while the driver is inside the building and that portion of the inspection is being completed. The cameras would not show the scale or weights derived from the scale. The video system would not show the vehicle until after it is selected for inspection.

The Tilford facility is planned to undergo a major renovation/replacement starting in the fall of 2022. Our intention would be to transfer this equipment to the new facility and add the camera(s) for an inspection building that will be constructed. For the Jefferson facility, new equipment purchased would replace existing equipment that is beyond repair. Our current camera systems are not functioning and beyond simple repairs.

While non-MCSAP eligible activities are being conducted at the facility, the purpose of these cameras are to record activities that are

MCSAP eligible.

Aircraft Operation- We are budgeting for operating expenses for the SD Highway Patrol owned aircraft. We are using the aircraft as part of our traffic enforcement and crash reduction efforts in FY19. We intend to use the video and FLIR equipped aircraft in special enforcement operations to detect and record traffic violations committed by CMVs and non-CMVs in our higher traffic volume areas in the state. The operating expenses cover the pilot, fuel, and maintaince fees as a general rate, similar to a per-mile rate for an automobile. We plan to use the aircraft for 56 flight hours in these operations.

Safety Pamphlets- We are budgeting $1,000 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 could include pre-trip inspection, L-1 inspection proceedures, Share the Road, who has to comply with FMCSR's and other safety campaigns encouraging safe operation of trucks or 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 coummunity outreach goals, driver education, and crash reduction goals that have increased to 1700 hours in FY19.

Mobile Team Pickup equipment package- We are budgeting for equipment for pickups used by three of our mobile teams. Employees using these vehicle perform MCSAP activities on average of 60% of their time. The package includes 3 bed slides at $1,300 each (60% of $3900= $2340, 3 radio equipment consoles at $2,000 each (60% of $6000= $3600), 3 video cameras at $5,000 each (60% of $15,000= $9,000), 3 light bars at $3,000 each (60% of $9,000= $5,400), 3 toppers at $2319.20 each (60% of $6957.60= $4174.56) Each package totals $13,619.20 at 60%= $8171.52 for a total of $24514.56.

Encrypted Radios- All law enforcement in South Dakota is required to move to an encrypted police radio. Our agencey is equipping all personnel with the upgraded radio. The Motor Carrier section of the agency has 14 Troopers, 3 command staff, 7 mobile teams, 4 port manager vehicles, and 4 ports of entry the require the new radio. Sworn law enforcement require 2 radios, one for the patrol car and one worn on their duty belt. Mobile team vehicles, port manager vehicles, and the ports of entry requrire 1 for the vehicle or building. Each radio, whether portable or vehicle are $4,800. 14 Motor Carrier troopers are 100% MCSAP activities. 3 motor carrier command staff require 2 radios, one for the duty belt and one for the vehicle, which totals 34 radios at $4,800 each for a total of $163,200.

7 mobile teams, 4 port manager vehicles, and 4 ports of entry each require one radio for the vehicle and/or facility. We are budgeting for 15 radios at 100% MCSAP eligibility at $4,800 each for a total of $72,000.

All radios total $235,200.00.

We are budgeting these radios at 100% MCSAP funding for employees that normally spend less than 100% of their time on MCSAP eligible activities, i.e. mobile teams, port managers, command staff, and ports of entry. We do not use these radios for non-MCSAP related activities. We do not use them to sell CMV size, weight, or credentialing permits. We do not use the radios to weigh a vehicle or coordinate the weighing of vehicles. We do not use the radios for personal communication. The radios are used for dispatching law enforcement. They are used for running MCSAP required driver license checks, vehicle license plate checks, telling dispatchers where inspectors and troopers are, and when they are available for work or ending their shift. They are used to notify troopers that a CMV has bypassed an open inspection location, and other violations. The radios are used to perfom MCSAP eligible activities.

We are budgeting $340 for uniforms for instructors that teach NTC classes. We are purchasing 5 polo style shirts and 1 pullover style long sleeve shirt for 2 instructors. For each instructor this totals $170.

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.

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

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

Total Project Costs should be determined by State users and input in the table below. 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	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
SD Dept. of Transportation	DUNS 809588098	Subrecipient	100.0000	$499,306.00	$424,410.10	$74,895.90	$0.00
Description of Services: Operating and Maintenance-ITD							
SD Dept. of Revenue	DUNS 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	DUNS 961584880	Contract	100.0000	$1,575.00	$1,575.00	$0.00	$0.00
Description of Services: NetMotion							
CW Suter & Sons INC.	EIN 470528839	Contract	100.0000	$1,550.00	$1,550.00	$0.00	$0.00
Description of Services: Jefforson Inspection HVAC Maintenance							
Zuercher Technologies	EIN 364521321	Contract	100.0000	$35,969.85	$35,969.85	$0.00	$0.00
Description of Services: Records Management System							
NWE Clock Towers	EIN 460172190	Contract	100.0000	$6,600.00	$6,600.00	$0.00	$0.00
Description of Services: New Entrant Auditor Rent							
VAST Broadband	EIN 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	DUNS 961584880	Contract	100.0000	$91,030.56	$91,030.56	$0.00	$0.00
Description of Services: Compute IT accounts							
Portable Computer Systems INC	EIN 841396969	Contract	100.0000	$35,234.00	$35,234.00	$0.00	$0.00
Description of Services: Laptop Computers							
TOTAL: Contractual and Subaward				$964,745.41	$846,079.51	$118,665.90	$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 66 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 $153.25 per month for every computer account. We are budgeting MCSAP funds to be used for an average of 75% of this cost which totals $7,585.88 for 66 accounts per month for an annual total of $91,030.56. 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 EOBR's 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 is a computer program that keeps our laptop computer connected to any available internet service. This software was purchased by the state through a competitive bid process. 35 licenses are required for the motor carrier division at $45 each. This is

an annual cost of $1575.

Jefferson Port Maintenance- We pay $1,550 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.

Zuercher Program Maintenance- SD Highway Patrol uses a software program call Zuercher for records management, case reports, police dispatching and electronic citation completion and issuance. The annual maintenance agreement for the software is $143,879.40. Motor Carrier Services makes up approximately 25% of the agency. We are budgeting 25% of the $143,879.40 maintenance cost for a total of $35,969.85. 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 has changed the way it procures laptop computers. 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 $4200 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 copmputer 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 29 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 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 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 $499,306 for operating and maintenance expenses. This includes $13,379.00 for personnel and fringe benefits for administration of the programs and time traveling to conferences. $4,200 is associated with travel to the CVISN program managers meeting, CVIEW users group meeting, and site inspection.$9,179 is associated with salary and fringe benefits for program administration. The budget includes $36,000 for CVIEW annul support (Iteris) and $140,000 for annual maintenance and support of SDAPS (Bentley Systems) the automated permitting system. We are budgeting $15,000 in one time fees for maintenance to the permitting system for implementation of a truck plotooning permit. $282,927 for E-Screening annual support (International Road Dynamics) at our facilities, and $12,000 for Norpass E-Screening program dues.

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. All of the Department of Revenue programs (IRP/IFTA) listed are in support of the PRISM program.

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 may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), 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. 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
Modified Total Direct Costs (MTDC)	6.10	$1,540,580.49	$93,975.40	$93,975.40	$0.00
TOTAL: Indirect Costs			**$93,975.40**	**$93,975.40**	**$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	$3,000.00	100.0000	$3,000.00	$3,000.00	$0.00	$0.00
Communications	12 months	$2,446.52	100.0000	$29,358.24	$29,358.24	$0.00	$0.00
Conference Registration Costs	7 each	$550.00	100.0000	$3,850.00	$3,850.00	$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
Inspection Building Utility Costs	1 year	$3,500.00	100.0000	$3,500.00	$3,500.00	$0.00	$0.00
Central Services	1 annual	$15,700.00	100.0000	$15,700.00	$15,700.00	$0.00	$0.00
Safety Booth Rental	1 each	$600.00	60.0000	$360.00	$360.00	$0.00	$0.00
TOTAL: Other Costs				**$67,572.24**	**$67,572.24**	**$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 3 people to attend CVSA conferences at $550 per person per conference. This totals $1,650 Registration fees for 3 people to attend COHMED at $550 per person totals $1650. 1 person to attend the CVSA Data Management, Quality and FMCSA Systems Training. Total conference registration costs total $3,850.

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.

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

Communications- Air cards provide cellular internet service for locations other than fixed facilities. We are budgeting for 45 total computer air cards used by personnel. The air cards are split between AT&T and Verizon services due to better coverage areas throughout the state. The AT&T air cards are $40.04 per month and the Verizon air cards $40.01 per month. We are budgeting for 24 AT&T air cards at 75% MCSAP funding. This total is $720.72 per month and $8,648.64 per year. We are budgeting 19 Verizon air cards at 75% MCSAP funding. This total is 570.14 per month and $6,841.68 per year. These 2 expenses total $15,490 per year. We are budgeting for an additional 2 AT&T 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 aircards total $16,450.96 per year.

 We are budgeting for 30 smart phones at $45.46 per month. 75% of 28 smart phones will be paid by MCSAP funds. This total is $954.66 per month and $11,455.92 per year. 2 of smart phones are for the new entrant employees and will be 100% funded with MCSAP funds. This total is $90.92 per month and $1,091.04 per year. 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 $29,358.28 per year for communications expenses.These services ensure computer connectivity for roadside personnel to complete and transfer vehicle inspection, access Query Central, SAFER, ASPEN, QC Mobile, SaferBus and general communications that support daily motor carrier enforcement operations.

Inspection Building Utility Costs- We are budgeting $3500 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 building 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 $3,000 for expenses such as a bathroom fixture, tile replacement, light bulbs, sewer or plumbing needs and etc.

Mileage- There are 28 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 $10,000 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 $4,200 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 $1500 for fees assessed by the SD Bureau of Administration. These are fees based on procurement services and property management services. Procurement fees are based on capital asset purchases such as vehicles, and property management fees are based on facility maintenance and space such as heat and air conditioning. 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 $15,700.

We are budgeting funds for fees to rent booth space in farm show at a convention center. The booth will be occupied by motor carreir personnel as well as non motor carrier troopers. The majority of traffic at the booth will be regulatory questions from the agriculture industry. We are budgeting to use MCSAP funds to cover 60% of the cost of the booth. While we cannot control what topics attendees wish to discuss, the vast majority of topics generally revolve around transporting agricultural products, and regulatory issues such as hours of service regulations liek 395.1(k). With additional troopers at the booth and possible size and weight related questions, we are budgeting 60% of the total costs for the booth. THe total cost of the booth is $600. 60% of the cost is $360.

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			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$2,398,422.00	$423,249.00	$2,821,671.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$423,249.00
MOE Baseline:	$345,623.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Admin staff	$0.00	$0.00	$0.00	$13,096.72
K9 Troopers	$0.00	$0.00	$0.00	$5,363.54
HP Trooper	$0.00	$0.00	$0.00	$31,465.82
MC Command Staff	$0.00	$0.00	$0.00	$75,254.40
MC Troopers MOE	$0.00	$0.00	$0.00	$728,172.80
MC Trooper Federal Share	$100,000.00	$0.00	$100,000.00	$0.00
New Entrant Auditor	$92,019.20	$0.00	$92,019.20	$0.00
MC Inspector State Share	$0.00	$304,583.10	$304,583.10	$0.00
MC Inspector MOE	$0.00	$0.00	$0.00	$437,159.21
MC Inspector Federal Share	$302,559.13	$0.00	$302,559.13	$0.00
Salary Subtotal	**$494,578.33**	**$304,583.10**	**$799,161.43**	**$1,290,512.49**
MC Inspector OT	$51,082.50	$0.00	$51,082.50	$0.00
MC Trooper OT	$53,325.00	$0.00	$53,325.00	$0.00
New Entrant OT	$3,185.28	$0.00	$3,185.28	$0.00
Overtime subtotal	**$107,592.78**	**$0.00**	**$107,592.78**	**$0.00**
Personnel total	**$602,171.11**	**$304,583.10**	**$906,754.21**	**$1,290,512.49**

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Overtime	$40,035.27	$0.00	$40,035.27	$0.00
New Entrant Auditor	$34,240.34	$0.00	$34,240.34	$0.00
MC Trooper MOE	$0.00	$0.00	$0.00	$270,953.10
MC Trooper Fed Share	$37,210.00	$0.00	$37,210.00	$0.00
MC Inspector MOE	$0.00	$0.00	$0.00	$279,875.07
HP Trooper MOE	$0.00	$0.00	$0.00	$11,708.43
MC Command Staff MOE	$0.00	$0.00	$0.00	$28,002.16
K9 MOE	$0.00	$0.00	$0.00	$1,995.77
MCSAP Admin MOE	$0.00	$0.00	$0.00	$4,873.29
MC Inspector Federal Share	$108,709.50	$0.00	$108,709.50	$0.00
Fringe Benefits total	**$220,195.11**	**$0.00**	**$220,195.11**	**$597,407.82**

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	$23,540.00	$0.00	$23,540.00	$0.00
Training Travel	$60,506.00	$0.00	$60,506.00	$0.00
Travel total	**$175,586.00**	**$0.00**	**$175,586.00**	**$0.00**

Equipment

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
New Entrant Auditor SUV	$32,500.00	$0.00	$32,500.00	$0.00
Mobile Team Vehicle	$58,926.60	$0.00	$58,926.60	$0.00
Equipment total	**$91,426.60**	**$0.00**	**$91,426.60**	**$0.00**

Supplies

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Aircraft Operation	$0.00	$0.00	$0.00	$19,768.00
Office Supplies	$3,500.03	$0.00	$3,500.03	$0.00
Trooper Level 1 Inspection Uniform	$1,000.00	$0.00	$1,000.00	$0.00
Nylon Duty Belts	$800.00	$0.00	$800.00	$0.00
New Entrant Uniforms	$660.00	$0.00	$660.00	$0.00
Printers	$1,600.00	$0.00	$1,600.00	$0.00
Safety Inspection Equipment	$1,500.00	$0.00	$1,500.00	$0.00
HMR Software	$9,500.00	$0.00	$9,500.00	$0.00
Safety Pamphlets	$1,000.00	$0.00	$1,000.00	$0.00
Taser	$4,646.44	$0.00	$4,646.44	$0.00
Zuercher Mapping Software	$1,155.00	$0.00	$1,155.00	$0.00
Inspection facility camera system	$16,000.00	$0.00	$16,000.00	$0.00
Mobile Team Equipment Package	$24,514.56	$0.00	$24,514.56	$0.00
Police Radios	$235,200.00	$0.00	$235,200.00	$0.00
NTC Instructor Uniform	$340.00	$0.00	$340.00	$0.00
Supplies total	**$301,416.03**	**$0.00**	**$301,416.03**	**$19,768.00**

Contractual and Subaward

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SD Dept. of Transportation	$424,410.10	$74,895.90	$499,306.00	$0.00
SD Dept. of Revenue	$248,030.00	$43,770.00	$291,800.00	$0.00
SD BIT	$1,575.00	$0.00	$1,575.00	$0.00
CW Suter & Sons INC.	$1,550.00	$0.00	$1,550.00	$0.00
Zuercher Technologies	$35,969.85	$0.00	$35,969.85	$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	$91,030.56	$0.00	$91,030.56	$0.00
Portable Computer Systems INC	$35,234.00	$0.00	$35,234.00	$0.00
Contractual and Subaward total	**$846,079.51**	**$118,665.90**	**$964,745.41**	**$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	$3,000.00	$0.00	$3,000.00	$0.00
Communications	$29,358.24	$0.00	$29,358.24	$0.00
Conference Registration Costs	$3,850.00	$0.00	$3,850.00	$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
Inspection Building Utility Costs	$3,500.00	$0.00	$3,500.00	$0.00
Central Services	$15,700.00	$0.00	$15,700.00	$0.00
Safety Booth Rental	$360.00	$0.00	$360.00	$0.00
Other Costs total	**$67,572.24**	**$0.00**	**$67,572.24**	**$279,000.00**

Total Costs

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$2,304,446.60**	**$423,249.00**	**$2,727,695.60**	**$2,186,688.31**
Indirect Costs	$93,975.40	$0.00	$93,975.40	NA
Total Costs Budgeted	**$2,398,422.00**	**$423,249.00**	**$2,821,671.00**	**$2,186,688.31**

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

	85% Federal Share	15% State Share	Total Estimated Funding
Total	$2,398,422.00	$423,249.00	$2,821,671.00

Summary of MCSAP Funding Limitations

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$423,249.00
MOE Baseline:	$345,623.00

Estimated Expenditures

	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$494,578.33	$304,583.10	$799,161.43	$1,290,512.49
Overtime Subtotal	$107,592.78	$0.00	$107,592.78	$0.00
Personnel Total	$602,171.11	$304,583.10	$906,754.21	$1,290,512.49
Fringe Benefits Total	$220,195.11	$0.00	$220,195.11	$597,407.82
Travel Total	$175,586.00	$0.00	$175,586.00	$0.00
Equipment Total	$91,426.60	$0.00	$91,426.60	$0.00
Supplies Total	$301,416.03	$0.00	$301,416.03	$19,768.00
Contractual and Subaward Total	$846,079.51	$118,665.90	$964,745.41	$0.00
Other Costs Total	$67,572.24	$0.00	$67,572.24	$279,000.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$2,304,446.60	$423,249.00	$2,727,695.60	$2,186,688.31
Indirect Costs	$93,975.40	$0.00	$93,975.40	NA
Total Costs Budgeted	**$2,398,422.00**	**$423,249.00**	**$2,821,671.00**	**$2,186,688.31**

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? John Broers
2. What is this person's title? Captain
3. Who is your Governor's highway safety representative? Lee Axdahl
4. What is this person's title? Director of Highway Safety

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

- ◉ Yes

- ○ Yes, uploaded certification document

- ○ No

State Certification declaration:

> I, John Broers, Captain, 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? John Broers
2. What is the title of your certifying State offical? Captain
3. What are the phone # and email address of your State official? 605-773-4578 john.broers@state.sd.us

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

⦿ Yes

◯ Yes, uploaded certification document

◯ No

I, John Broers, 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 part 390-399 if the combination has only two axles and a GVWR or GCWR of less than 26,000 pounds.

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 1068	07/01/2019	32-26	HB 1068 allows for the South Dakota Transportation Commission to establish rules to allow CMV Truck Platooning in South Dakota. http://sdlegislature.gov /docs/legsession/2019/Bills/HB1068ENR.pdf
SB 10	07/01/2019	49-28A-3	SB 10 was South Dakota's annual adoption of the FMCSR's. http://sdlegislature.gov/docs/legsession /2019/Bills/SB10ENR.pdf

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

○ Yes   ◉ No

STATE AND LOCAL GOVERNMENTS RATE AGREEMENT

EIN: 46-6000364

ORGANIZATION:

South Dakota Department of Public Safety
118 West Capitol Avenue
Pierre, SD 57501-2000

DATE:02/07/2019

FILING REF.: The preceding
agreement was dated
11/21/2016

The rates approved in this agreement are for use on grants, contracts and other
agreements with the Federal Government, subject to the conditions in Section III.

SECTION I: INDIRECT COST RATES

RATE TYPES: FIXED   FINAL   PROV. (PROVISIONAL)   PRED. (PREDETERMINED)

EFFECTIVE PERIOD

TYPE	FROM	TO	RATE(%)	LOCATION	APPLICABLE TO
PRED.	07/01/2018	06/30/2020	6.10	All	All Programs
PROV.	07/01/2020	06/30/2022	6.10	All	All Programs

*BASE

Total direct costs excluding capital expenditures (buildings, individual items
of equipment; alterations and renovations), and pass-through funds.

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SECTION II: SPECIAL REMARKS

TREATMENT OF FRINGE BENEFITS:

The fringe benefits are specifically identified to each employee and are charged individually as direct costs. The directly claimed fringe benefits are:
FICA, GROUP HEALTH INS., RETIREMENT, SOCIAL SECURITY, SECTION 125 CAFETERIA COSTS, LIFE INS., UNEMPLOYMENT COMPENSATION, AND WORKER'S COMPENSATION

TREATMENT OF PAID ABSENCES

Vacation, holiday, sick leave pay and other paid absences are included in salaries and wages and are claimed on grants, contracts and other agreements as part of the normal cost for salaries and wages. Separate claims are not made for the cost of these paid absences.

DEFINITION OF EQUIPMENT
Equipment means tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds $5,000.

This rate is not applicable to pass-through funds.

NEXT PROPOSAL DUE DATE
A proposal based on actual costs for fiscal year ending 06/30/19, will be due no later than 12/31/19.

This Rate Agreement is issued in accordance with the Customer Service Agreement (CSA) between DHHS/CAS and the Federal Emergency Management Agency (FEMA).

ORGANIZATION: South Dakota Department of Public Safety

AGREEMENT DATE: 2/7/2019

SECTION III: GENERAL

A. LIMITATIONS:

The rates in this Agreement are subject to any statutory or administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. Acceptance of the rates is subject to the following conditions: (1) Only costs incurred by the organization were included in its indirect cost pool as finally accepted: such costs are legal obligations of the organization and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs are not claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by the organization which was used to establish the rates is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the rate(s) would be subject to renegotiation at the discretion of the Federal Government.

B. ACCOUNTING CHANGES:

This Agreement is based on the accounting system purported by the organization to be in effect during the Agreement period. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this Agreement require prior approval of the authorized representative of the cognizant agency. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain approval may result in cost disallowances.

C. FIXED RATES:

If a fixed rate is in this Agreement, it is based on an estimate of the costs for the period covered by the rate. When the actual costs for this period are determined, an adjustment will be made to a rate of a future year(s) to compensate for the difference between the costs used to establish the fixed rate and actual costs.

D. USE BY OTHER FEDERAL AGENCIES:

The rates in this Agreement were approved in accordance with the authority in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR 200), and should be applied to grants, contracts and other agreements covered by 2 CFR 200, subject to any limitations in A above. The organization may provide copies of the Agreement to other Federal Agencies to give them early notification of the Agreement.

E. OTHER:

If any Federal contract, grant or other agreement is reimbursing indirect costs by a means other than the approved rate(s) in this Agreement, the organization should (1) credit such costs to the affected programs, and (2) apply the approved rate(s) to the appropriate base to identify the proper amount of indirect costs allocable to these programs.

BY THE INSTITUTION:

South Dakota Department of Public Safety

(INSTITUTION)

Angela Lemieux (signature)

(SIGNATURE)

Angela Lemieux

(NAME)

Dir. of Administrative Services

(TITLE)

2/12/19

(DATE)

ON BEHALF OF THE FEDERAL GOVERNMENT:

FEDERAL EMERGENCY MANAGEMENT AGENCY

(AGENCY)

GREGORY L TEETS Digitally signed by GREGORY L TEETS
Date: 2019.02.12 05:35:47 -05'00'

(SIGNATURE)

Gregory L. Teets

(NAME)

Assistant Administrator for Financial Management

(TITLE)

2/7/2019

(DATE) 6127

HHS REPRESENTATIVE: Jeanette Lu

Telephone: (415) 437-7820