



NORTH DAKOTA

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027

Date of Approval: March 11, 2026

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

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

REMINDERS FOR FY 2025:

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

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

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2025 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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 North Dakota Highway Patrol (NDHP) is the administrator for the Commercial Vehicle Safety Plan (CVSP). The NDHP mission is *to make a difference every day by providing high quality law enforcement services to keep North Dakota safe and secure*. It strives to promote and maintain a spirit of teamwork that is the tradition of the North Dakota Highway Patrol, through core values of loyalty, integrity, commitment and respect. The Motor Carrier Safety Assistance Program (MCSAP) goal, which is consistent with the NDHP mission, is to reduce CMV-involved crashes, fatalities and injuries through consistent, uniform, and effective CMV safety programs.

The NDHP continues to improve CMV safety through:

Strategy 1: Reduced MCV Fatal and Injury-Related Crash Rates

- Objective 1.1: Compliance & enforcement
- Objective 1.2: Thoroughly investigate all fatal and injury commercial vehicle crashes to determine causation factors and plan operations based on findings.
- Objective 1.3: Improve data collection and analysis.

Strategy 2: Community Outreach & Policing

- Objective 2.1: Create public awareness of sharing the road with commercial vehicles.
- Objective 2.2: Work with North Dakota motor carriers to conduct training and informational seminars.
- Objective 2.3: Establish liaison with community organizations for support.
- Objective 2.4: Publicize agency objectives.
- Objective 2.5: Educate high-risk and high-exposure driver groups.

Strategy 3: Employee Development and Safety

- Objective 3.1: Conduct safety training programs.
- Objective 3.2: Ensure personnel have all equipment and information necessary to carry out MCSAP duties.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
☒	☐	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
☒	☐	Are initiatives involving rural roads included in the CVSP?
☐	☒	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
☒	☐	Are initiatives regarding human trafficking/smuggling included in the CVSP?
☒	☐	Are activities regarding drug interdiction included in the CVSP?
☒	☐	Are initiatives regarding work zone safety included in the CVSP?
☒	☐	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

Federal Fiscal Year 2024 Annual Update: NDHP Motor Carrier Division (MCD) structure. MCSAP is staffed through the Motor Carrier Region which is statewide. The MC region is allocated 23 total sworn officers. MCD also includes (3) civilian permit staff. The NDHP's Motor Carrier Operations Commander, along with the NDHP Project and Grant Specialist, will jointly serve as the MCSAP Grant Coordinator. The breakdown of MCD is: (1) Motor Carrier Operations Commander, (3) sergeants, (15) dedicated MCSAP troopers and (6) size and weight troopers. MCD also includes (1) civilian inspector and (1) administrative assistant. The New Entrant program consists of (3) civilian auditors. The NDHP Project and Grant Specialist (1) is partially funded by the MCSAP grant for relevant projects and duties. In addition, McKenzie County Sheriff's Office has (2) sworn deputies that are certified in level 1 inspections and recently Watford City Police Department has (1) sworn officer certified to conduct level 1 inspections. Both of these agencies are non-funded from the MCSAP grant.

In addition to the dedicated MCSAP team, the MCD has six Motor Carrier Operations troopers who focus efforts on size and weight enforcement and support the safety efforts lead by the core MCSAP staff. These troopers focus their patrol time on CMV size and weight issues, and do level 1, 2 or level 3 inspections on those CMVs stopped for size and weight violations. The MCSAP Sergeants, MCSAP inspectors, MC (size and weight) troopers have each successfully completed the North American Standard (NAS) Part A and B Courses and a majority have Advanced Level I training. There are currently (July 29, 2024) 30 inspectors certified to conduct NAS Level I inspections and are provided MCSAP overtime to conduct them. In addition, 90 traffic troopers (July 29, 2024) are certified to conduct NAS Level II & III inspections and participate in joint enforcement strike forces and saturation details.

Four regional sergeants have opted to maintain their inspection certification as their work load allows. Based on MC Division records, we currently have a total 117 CVSA certified employees (July 29th, 2024) in the NDHP, or operating under the NDHP authority, that conduct inspections.

The MCSAP Grant Coordinator has oversight of the MCSAP program and is responsible for creation and submission of the MCSAP CVSP. Under the direction of the Motor Carrier Operations Commander the activities outlined in the eCVSP are implemented and progress reports are submitted. The MCSAP Grant Coordinator is responsible for the overall oversight, performance of the personnel and activities in the MCSAP program. The MCSAP Grant Coordinator works to assure that adequate resources are provided to accomplish the activities in the MCSAP program.

The Motor Carrier Operations Commander is also responsible for implementation of the MCSAP CVSP in the field. Working with the MCD sergeants activities are planned, personnel scheduled and resources are cordiated to accomplish stated MCSAP activities. The Motor Carrier Operations Commander supervises the three sergeants and the New Entrant Safety coordinator and auditors.

The sergeants act as the first line supervisor for the line-level personnel in the MCSAP program. They act as mentors and trainers. The sergeants review and evaluate the day to day performance of the line level personnel. They also perform inspections and assure adherence to policies, plans, schedules and planned activities. The sergeants complete performance appraisals on line level personnel. They report back to the Motor Carrier Operations Commander on inspection activities.

The troopers and civilian inspectors/auditors perform inspections, safety investigations, New Entrant safety audits, educational activities, and take enforcement action when appropriate. These are the line level personnel that are tasked with performing and accomplishing activities outlined in the MCSAP CVSP. The NDHP has maintained the position of "MCSAP Coordinator". The repsonsibilites of this position will be to process DATA Q's with assistance from the Operational Commander develop training curriculum, instruct on CMV topics related to MCSAP and FMCRs and to provide input to the commanders on regulations. The MCSAP coordinator will be additional duties for a trooper postion.

The NDHP continues to work closely with NDDOT, FMCSA and our IT section to assure our Data Quality is at the highest level possible. We have overcome historical challenges and succeeded in sustaining our Overall Data Quality rating at the "good" level.

Process: In order to monitor performance and assure that performance goals and activities are being accomplished and met, the Motor Carrier Operations Commander will review statistical performance levels of each MCSAP trooper, civilian inspector and safety auditor. Realistic, attainable, individual performance goals in regard to inspections, enforcement activities and educational presentations are discussed with each employee. First line supervisors meet with the troopers, inspectors and auditors at the beginning of each year and discuss the goals listed in the CVSP. Individual work and career goals are discussed and set with each trooper and inspector as to how they will contribute to the overall success of the CVSP goals. Periodically, or as needed, first line supervisors do a review of work performance and progress of the individual trooper, inspector and auditor activities. Strategies for successes and challenges in meeting goals are discussed. Formal performance appraisals are conducted annually with each employee to assure that standards in all areas of performance are being met.

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	NORTH DAKOTA STATE PATROL
Enter total number of personnel participating in MCSAP activities	171
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	117
Traffic Enforcement Activities	171
Investigations*	5
Public Education and Awareness	171
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	3

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 2025 - 2027 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – *States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.*

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – *This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.*

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- *States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.*
- *States can also use internal State data sources.*

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2019 - 2023

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: 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			
10/01/2022	09/30/2023	21	0.19	0.23
10/01/2021	09/30/2022	27	0.19	0.29
10/01/2020	09/30/2021	14	0.19	0.15
10/01/2019	09/30/2020	14	0.19	0.17
10/01/2018	09/30/2019	21	0.19	0.24

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			
10/01/2022	09/30/2023	2	0	2
10/01/2021	09/30/2022	1	0	1
10/01/2020	09/30/2021	0	0	0
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0

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			
10/01/2022	09/30/2023	1	0	1
10/01/2021	09/30/2022	0	0	0
10/01/2020	09/30/2021	1	0	1
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0

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

SAFETYNET Query 8/6/2024 All CMV Crashes • A count of the number of fatal crashes, and a count of the number of fatalities in crashes, involving a large truck or bus for each of the below years. • A large truck or bus has a gross vehicle weight rating over 10,000 pounds. o 10/01/2018-9/30/2019 – 22 fatal crashes – 25 total fatalities o 10/01/2019-9/30/2020 – 15 fatal crashes – 16 total fatalities o 10/01/2020-9/30/2021 – 14 fatal crashes – 16 total fatalities o 10/01/2021-9/30/2022 – 27 fatal crashes – 27 total fatalities o 10/01/2022-9/30/2023 – 21 fatal crashes – 24 total fatalities North Dakota Total VMT by Year 2016 2017 2018 2019 2020 2021 2022 9,739 9,717 9,856 9,826 8,768 9,256 9,180 Fatality Rate is equal to the "Number of Fatal Crashes Involving a Large Truck or Bus" divided by the "State Total VMT" multiplied by 100. Fatality Rate figures represent Fatalities per 100 Million Vehicle-Miles Traveled. Data Source: USDOT/FHWA, Highway Statistics (annual series) Note: VMT data is not yet available for 2023, so 2022 data was used for that year. Motorcoach/Passenger Carrier Crashes • A count of the number of fatal crashes, and a count of the number of fatalities in crashes, involving a motorcoach/passenger carrier for each of the below years. • In SafetyNet there is not a definition of motorcoach. The criteria are either bus (9-15 passengers) or bus greater than 15 passengers. Also, unable to tell how many fatalities there are. All we can tell is how many crashes there were that involved a bus with the breakout by the size of the bus. This data is coming from the ND TracS Report which does not break out bus and motorcoach. The below numbers are number of crashes, not able to tell if there were any fatalities resulting from these crashes. o 10/01/2018-9/30/2019 Bus 9-15 people – 0, Bus 15+ - 30 – Total=30 o 10/01/2019-9/30/2020 Bus 9-15 people – 1, Bus 15+ - 21 – Total=22 o 10/01/2020-9/30/2021 Bus 9-15 people – 1, Bus 15+ - 22 – Total=23 o 10/01/2021-9/30/2022 Bus 9-15 people – 0, Bus 15+ - 30 – Total=30 o 10/01/2022-9/30/2023 Bus 9-15 people – 0, Bus 15+ - 20 – Total=20 • Completed a query on A&I 8/14/2024 for MCMIS fatal crashes involving a bus in ND for FY2020 through FY2023, and it showed one (1) fatal crash in FY2022 and two (2) fatal crashes in FY2023. Hazardous Materials (HM) Crash Involving HM Release/Spill • A count of the number of fatal crashes, and a count of the number of fatalities in crashes, involving a HM crash involving a HM release/spill as defined for each of the years. • There is no SafetyNet data available for this field. In the Crash Characteristic Report from SafetyNet it does not specify HM crashes, just smaller vehicles. • Completed a query on A&I 8/14/2024 for MCMIS fatal crashes involving a truck or bus with an HM placard in ND for FY2020 through FY2023 that resulted in a cargo release, and it showed one (1) fatal crash in FY2021 and one (1) fatal crash in FY2023.

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

Winter weather conditions in North Dakota often lead to hazardous road conditions, significantly impacting the safety of trucking operations.

Crashes among heavy vehicles (weight more than 10,000 pounds) more often occur during cold weather months, from October through March, than during the warmer weather months. Further, 69% of the winter months crashes occur on rural roadways, where storm response is often impeded by limited visibility and reduced road surface friction. In calendar years 2019 and 2020 North Dakota experienced a reduction in CMV related fatalities. The reasoning for the overall reduction is not clear, but overall crash numbers statewide were reduced over that time frame. One contributing factor was COVID and the ramifications of government regulations which greatly reduced traffic volumes on ND highways. Between 2019 and 2020 there was a reduction of 1,058 VMT which directly correlated to the reduction of fatal crashes and fatalities involving CMVs. As the VMT increased through years 2021-2023, the number of fatal crashes and fatalities also increase. There was also an update in the number of crashes reported in 2019 and 2020, between the 2024 CVSP and the 2025. The difference is attributed to the updated data being provided in the CVSP tool between the two fiscal years.

Weather was the largest contributing factor in truck-involved crashes involving injuries, whether single- or multi-vehicle, or other vehicles since 2012. In years with particularly harsh winters with more than the average number and severity of storms, heavy-vehicle crashes tend to increase. The NDHP is examining strategies to help mitigate this.

Narrative Overview for FY 2025 - 2027**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.

By FY2027, the NDHP will strive to attain a CMV fatality rate of 0.19 or less considering traffic trends and historical incidence rates. Our long-term goal to achieve a zero fatality rate is consistent with our state partners. The NDHP will continue to promote fewer driver violations for both CMV drivers and non-CMV drivers interacting with trucks; it will also increase safety belt compliance through inspection, enforcement, and education.

In compliance with 49 CFR 350.201(q), the NDHP will continue to train all troopers to recognize and remove drivers impaired by alcohol and controlled substances from the highways. In addition, troopers will have access to many detection tools, including the use of up to seven NDHP drug dogs. In compliance with 49 CFR 350.201(t), 49 CFR 392.9a is enforced by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority; and 49 CFR 387 is enforced during driver/vehicle inspections and CRs. First-line supervisors monitor this during special enforcement blitzes and when doing periodic performance checks. Quarterly performance checks and yearly performance appraisals are conducted by first-line supervisors to assure OOS carriers are being checked by inspectors and troopers.

Regarding motor coach/passenger transportation, data analysis has not identified a safety problem in North Dakota. Historically, we have not had an extensive passenger carrier inspection program given limited motor coach traffic. With the requirement to conduct inspections at destinations and terminals, we have few opportunities to do inspections on motor coaches passing through North Dakota.

The NDHP has also not identified a specific hazardous material problem in North Dakota as it contributes to CMV crashes. The number remains low. Less exposure, with the recent decline in energy sector activity, as well as ongoing MCSAP efforts to ensure compliance reinforce safety in the hazardous material (HM) sector.

Each year we complete a number of oil field strike forces in northwest North Dakota, where the bulk of the HM loads and cargo tank loads operate. We are on schedule to complete blitz events again in FY2025, FY2026 and FY2027.

As of July 2024, 22 troopers are certified to complete hazardous materials inspections; 2 are certified to conduct passenger vehicle inspections, and 15 are certified to conduct cargo tank inspections. In the HM partnership arena, the state of ND has a HM response plan that is tied to multiple partners and the national threat level. The NDHP has 17 personnel who routinely conduct HM inspections. In the HM review arena, the NDHP has 2 officers who will begin conducting safety investigations of HM carriers. We have a goal that all MCSAP and MC troopers in the NDHP will be HM and cargo tank certified inspectors within 3 years of joining the MC Region.

The USDOT and the Federal Motor Carrier Safety Administration identified "work zone safety" as an area of special emphasis to reduce CMV fatal crashes in construction zones nationwide. The North Dakota Highway Patrol will support that mission by changing some quarterly "mixed traffic enforcement blitzes" to "construction zone enforcement blitzes" when those work zones are present. These blitzes will be coordinated by MC sergeants; the results from those blitzes will be recorded on the quarterly MCSAP events spreadsheet, and forwarded to the MC Regional Commander each quarter. The NDHP cannot specifically identify certain areas of our state where work zone crashes occur more frequently, as specific work zones change every season in North Dakota to different locations throughout our state. Our work zone/construction season, at best, is only 6 to 7 months long per year, and that length changes every season. NDDOT notifies our agency of where they will be conducting construction, on May 1st of each year, and the construction zone season usually ends in October. We do our best to work the construction zones that we are advised of by our department of transportation in the limited time that we have to work them. It is not feasible for the NDHP to identify specific zones or areas in our CVSP.

In addition, to support national safety goals the NDHP will target human trafficking, drug interdiction, enforcement of out of service orders, electronic logging devices, new entrant safety audits and compliance reviews, and hazmat reviews. The NDHP will continue to work with our criminal interdiction team to address several of these issues. Special details will be planned in conjunction with Motor Carrier troopers conducting inspections alongside criminal interdiction officers.

Although FMCSA identifies migrant worker transportation in rural areas and motor coach safety there does not appear to be a definitive problem within the boundaries of North Dakota.

Enter the data source and capture date:

Projected Goal for FY 2025 - 2027:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2025	5
2026	5
2027	5

This is reflected as a percentage each year.

Program Activities for FY 2025 - 2027: 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.

The NDHP will strive to accomplish this goal by completing a total of 11,000 CMV inspections, dedicating 15 MCSAP troopers, one MCSAP civilian inspector, and three MCSAP sergeants to do the bulk of these inspections; with 117 traffic troopers supporting the MC safety effort by conducting inspections on traffic stops of CMVs. As stated in the in the budget section, the NDHP will dedicate on average, 82% total hours of the MCSAP sworn trooper's time, 75% total hours of the MCSAP sergeant's time, and 75% total hours of the civilian inspector's time toward MCSAP eligible activities. Sworn traffic and motor carrier troopers dedicate 3% of their time toward MCSAP activities, conducting a minimum of 32 level 1 or 3 inspections per year. The 100 hours, as stated by the NDHP, covers a wide range of activities that sworn officers are required to perform while on "road patrol." The 100 hours for MCSAP personnel encompasses eligible traffic control time, truck enforcement time related to roadside and fixed inspections, assisting with post-crash inspections of CMVs, roadside reporting requirements, and any criminal interdiction efforts while conducting inspections. There are a number of variables in a sworn officer's day that make it difficult to specifically dedicate a set number of hours to conducting inspections.

****"Traffic control time" is just a general term used to describe a trooper's activities in relation to being present and visible on or next to the roadway in the capacity of CMV traffic. Any time a marked patrol car is driving down a roadway, or parked on the side of the road visible to CMV drivers, it is controlling traffic and affecting CMV driver's behavior. In regards to that term being used for this MCSAP grant, it would be the time where a trooper is working trucks, but not actively physically conducting an inspection. For example, a trooper sitting on the side of the road, inbetween inspections, waiting for the next CMV to drive past that they are going to inspect. If a trooper is assigned to enforce CMV laws all day long, we dont expect them to "log off" MCSAP time inbetween inspections while they are actively looking for another truck to inspect. This can also include the time spent at the scene of a CMV crash while our troopers are conducting traffic control during the lengthy process of cleaning up a CMV crash scene for towing, scene clean up, etc.

One large oil field blitz, in an oil producing area of our state, is conducted between August and October. All available MCSAP personnel will participate as determined by the MC regional operations commander. The large blitz is a multiple-day saturation event at various inspection locations in the northwest region. Criminal Interdiction and human trafficking will also be an emphasis during this blitz.

Smaller blitzes, which will include hazmat carrying CMV's, will be completed annually FY2025 through FY2027. Those smaller blitzes will be completed quarterly. The staffing levels will be determined by the motor carrier regional commander. The small blitzes will be one or two days in duration.

Complete 8 out of the 16 safety investigations on carriers with high unsafe driving, fatigued driving, and/or driver fitness BASICS.

Quarterly MTE enforcement blitzes should also occur each year. There will be one held in each of the four regional locations. An invitation to the traffic regional staff will be extended to participate as determined by the operations commander.

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.

Eight (8) of the sixteen (16) safety investigations on carriers with high driver BASICS will be completed during each fiscal year. The MC Commander will review monthly safety investigation reports, provided by FMCSA, to track unsafe driving, fatigued driving, and/or driver fitness investigations and complaint safety investigations. The commander will analyze the results of each strike force and submit this analysis to FMCSA.

The large blitz will have as many MCSAP employees assigned as the schedule allows and also to include criminal interdiction team troopers.

The four MTE details will be monitored for activity. One MTE detail will be held each quarter in one of the regional locations. Citations and warnings issued will be forwarded to the regional commander for analysis at the end of each detail. The MC Operations Commander will share any relevant information with FMCSA. All four MTE details will be completed by September 30 of each fiscal year.

The assistant operations commander will study state traffic fatality statistics as maintained by the NDDOT on a quarterly basis to determine trends and factors in fatal crashes involving CMVs. The Motor Carrier Operations Commander will review monthly safety investigation reports, provided by FMCSA, to track unsafe driving, fatigued driving, and/or driver fitness investigations and complaint safety investigations. The Motor Carrier Operations Commander will analyze the results of each strike force and submit results to the NDHP MCSAP Grant Coordinator and FMCSA.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2019 - 2023

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	2282	2328	2880	2586	2717
Level 2: Walk-Around	3947	4279	3727	3756	3935
Level 3: Driver-Only	4849	3404	2777	2375	2833
Level 4: Special Inspections	4	3	5	5	1
Level 5: Vehicle-Only	86	57	82	64	39
Level 6: Radioactive Materials	3	3	0	5	1
Total	11171	10074	9471	8791	9526

Narrative Overview for FY 2025 - 2027

Overview:

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

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

SafeSpect is now the exclusive inspection program used by the NDHP. A CVIEW tool was implemented in July of 2024.

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.

The NDHP has six fixed locations where inspections can be conducted on a random basis. All are outdoor facilities. In addition, there are numerous turnout location sites around North Dakota in the form of old rest areas with paved surfaces and turnouts that are parallel to highways with paved surfaces. Several of the DOT yards have areas where trucks can be inspected. We continue to work with NDDOT to identify fixed areas and turnout locations to conduct inspections.

Troopers are deployed to high CMV traffic areas such as the interstate system and US highway systems, including I-94, I-29, US 85, US 2, and US 83. North Dakota is the third largest US state for oil production (2024 U.S. Energy Information Administration). Inspection details are held routinely in northwestern North Dakota. When conducting a CMV inspection, the USDOT number will be entered into SafeSpect and CVIEW to verify carrier status. If the USDOT shows out of service, SafeSpect and CVIEW will alert the inspector that the carrier is currently under a federal OOS order. CVIEW will indicate the date and reason the carrier was placed out of service. If the carrier is operating intrastate and is Unsat/Unfit, or is an imminent hazard, the OOS order will be enforced and contact will be made with the FMCSA ND Division for further actions. If the carrier is operating in interstate commerce and an OOS order is noted, contact will be made with the FMCSA ND Division for further actions. A carrier found to be operating under a valid OSS order will immediately be placed out of service until resolved. If an officer is unable to verify status through SafeSpect and CVIEW, they will contact FMCSA Western Service Center to verify operation status per the MCSAP comprehensive policy. Fifteen line level MCSAP assigned personnel conduct roadside and fixed-site inspections. Three MCSAP sergeants conduct roadside and fixed-site inspections. Six regional motor carrier "size and weight" troopers conduct roadside and fixed site inspections on a limited basis. Each traffic trooper has a goal to complete 32, with a minimum of 32 Level II or III, inspections each year to remain CVSA certified.

The projected goals for FY2025 through FY 2027 are in the following tables (per the roadside inspection section), in relating

the more recent figures to national inspection type encouraged percentages and the average activity level for 2025/2027, it is important to recognize the following factors:

1. It is only possible to consistently do Level 1 inspections during about six months of the year due to inclement weather conditions. Several months of winter and sporadic occurrences of extreme heat during the summer prohibit troopers from safely conducting Level 1 inspections.
2. The NDHP does not have an inspection barn or pit facility to accommodate year-round inspections. All inspections are outdoors.
3. In addition, the NDHP has moved to a more roadside and mobile approach that allows flexibility to address traffic all traffic corridors in the state, while maintaining limited use of the traditional fixed station locations that have very limited siting across the road system.
4. The NDHP has transitioned from a mix of civilian and trooper in the MCD to strictly enlist all sworn troopers in these positions. While this does mean some increased training time, the change has allowed the NDHP MCD to improve quality in the inspection activities and permit much more latitude in their ability to issue citations, conduct arrests, and make criminal interdiction. This latitude has been especially critical during the influx of motor carrier traffic associated with the energy exploration.
5. The violation detection rate has gone up with more time and greater scrutiny in the trooper conducted inspections, evidence that a focus on quality, rather than quantity, is critical in increased CMV safety.
6. The NDHP is still committed to completing an overall number of 11,000 inspections in 2025-2027. This total will cover all levels of inspections completed. The goals for each individual level of inspection have been adjusted to match the percentage of certified inspectors the NDHP has at that level.

The North Dakota Highway Patrol's level 5 inspection program is as follows: During safety compliance audits, our inspectors are periodically required to do a "driverless" inspections on a number of vehicles at that carrier to make sure that carrier is in compliance. In addition, to maintain a "motor coach" certification, our inspectors that are motor coach certified have to conduct a number of those inspections annually. Level 5 inspections are also conducted at carriers place of business at the request of FMCSA while FMCSA is conducting on-site investigations.

Projected Goals for FY 2025 - 2027

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. For FY 2025, 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: NORTH DAKOTA STATE PATROL

Enter the total number of certified personnel in the Lead agency: 117

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2000	185	8	2193	19.94%
Level 2: Walk-Around	3900	225		4125	37.50%
Level 3: Driver-Only	4500	160	0	4660	42.36%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			20	20	0.18%
Level 6: Radioactive Materials	2			2	0.02%
Sub-Total Lead Agency	10402	570	28	11000	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	3
Enter the total number of inspections projected for FY 2025:	200

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: NORTH DAKOTA STATE PATROL					
# certified personnel: 117					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 2					
# certified personnel: 3					
# projected inspections: 200					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2000	185	8	2193	19.94%
Level 2: Walk-Around	3900	225		4125	37.50%
Level 3: Driver-Only	4500	160	0	4660	42.36%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			20	20	0.18%
Level 6: Radioactive Materials	2			2	0.02%
Total MCSAP Lead Agency & Subrecipients	10402	570	28	11000	

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.

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

Projected Goals for FY 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	11000	0	0	11000
Enter total number of certified personnel	120	0	0	120
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	11000	0	0	11000
Enter total number of certified personnel	120	0	0	120

Part 2 Section 4 - Investigations

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

☐

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

Trend Analysis for 2019 - 2023

Investigative Types - Interstate	2019	2020	2021	2022	2023
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site	0	8	20	5	1
CSA On-Site Focused/Focused CR	15	12	8	18	8
CSA On-Site Comprehensive	10	9	2	1	3
Total Investigations	25	29	30	24	12
Total Security Contact Reviews					
Total Terminal Investigations					

Investigative Types - Intrastate	2019	2020	2021	2022	2023
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	3	1	3	0	0
Total Terminal Investigations	0	0	3	3	0

Narrative Overview for FY 2025 - 2027**Instructions:**

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

Projected Goals for FY 2025 - 2027

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2025 - 2027.

Projected Goals for FY 2025 - 2027 - Investigations						
Investigation Type	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	4	0	4	0	4	0
CSA On-Site Comprehensive	12	0	12	0	12	0
Total Investigations	16	0	16	0	16	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

It is the goal of the NDHP over the FFYs 2025 thru 2027 to have two additional investigators trained and certified.

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

Previously the NDHP had a goal that was set at 40, however, a reduction in investigators has occurred. The NDHP currently has two troopers that conduct compliance reviews will have a goal to complete 6 comprehensive reviews each by March 31 of each fiscal year, to maintain their certifications. 4 additional on-site focused investigations will also be completed.

Two additional troopers will be trained to conduct compliance reviews during FFYs 2025 to 2027. They will be utilized for compliance reviews upon successful completion of training and the overall compliance review goal will be adjusted accordingly. The NDHP is committed to staying in compliance with the FAST Act.

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

Our goal in FFY 2025 is to complete 16 investigations. The investigations will be composed of approximately 4 interstate CSA on-site focused/focused CR and 12 interstate CSA on-site focused comprehensive. The change in goals are because one investigator left the NDHP and we are still working to identify and train additional investigators. Additionally, FMCSA imposed new criteria for certifications that require more categories to be covered during investigations to maintain certifications. Our two current investigators have been working to complete investigations outside the normal times of the year in order to meet this criteria. It is our request that NDHP investigators are assigned comprehensive investigations to create an efficiency in the certification process.

The NDHP Motor Carrier Operations Commander, along with the NDHP MCSAP Coordinator, will monitor the investigations for quantity and quality of work each month during the months when investigations are completed (November-April). The NDHP will review the monthly investigation report provided to them by the ND FMCSA Division office. The motor carrier

commander will discuss any issues with ND FMCSA Division office. The Grants Specialist and the Motor Carrier Operations Commander will monitor the progress of the compliance reviews on a quarterly basis and report that activity to the local FMSCA office. All troopers assigned to compliance reviews will conduct these reviews on a part time basis from November to April.

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2019 - 2023

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2022	09/30/2023	1516	1988
10/01/2021	09/30/2022	1329	1723
10/01/2020	09/30/2021	1406	1731
10/01/2019	09/30/2020	1937	1364
10/01/2018	09/30/2019	2589	1788

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

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

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

NDHP ARIES query, August 2024.

Narrative Overview for FY 2025 - 2027

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](#).

Updated to FFY 2025.

The NDHP currently has 171 sworn members that can conduct traffic enforcement as of August 1, 2024. 104 troopers dedicated to traffic enforcement.

The motor carrier commander monitors NDDOT traffic data on a regular basis to determine trends in traffic flow, traffic volumes, causation factors, time of day and week and locations on specific roadways. The agency reviews all crash reports submitted by the troopers to assess causation factors, locations of occurrence, and time of day and week, and to monitor any developing trends. Troopers are deployed to work areas to have an impact in high traffic crash areas.

The Upper Great Plains Transportation Institute is in the process of developing a CMV dashboard for the NDHP to utilize crash and citation data to direct our patrol efforts in the State.

Increase traffic enforcement accompanied by an inspection through regional traffic enforcement saturation:

- Conduct four (MTE) mixed traffic enforcement blitzes in the eastern half of the state, and four in western North Dakota by September 30. The NDHP will try to concentrate these efforts in work zones (construction zones) during quarters where construction is taking place.
- Four seat belt enforcement blitzes will take place annually.
- The NDHP department goals established 100 hours of road patrol hours per month for each sworn officer. The 100 hours are for roadside inspections, inspections at a fixed site, and for inspections and enforcement when on active roving patrol.
- In 2019 and 2020 the state of North Dakota experienced a large reduction in VMT due to COVID and the government mandates that were put into place. The reduction in VMT had a direct correlation with several statistical categories for the NDHP to include the number of traffic stops, citations and warnings in relation to CMVs. It is the goal of the NDHP to continue to increase these numbers through FFYs 2025-2027.

Since 2016, North Dakota has adopted Vision Zero strategy to work towards 0 fatal crashes on ND highways. The NDHP works towards this initiative through high emphasis traffic enforcement campaigns along with focusing daily patrol routines. Vision Zero is an initiative that falls in line with the NRSS. North Dakota has designated safety corridors on four of our state highways focusing on safer speeds and attentive driving by vehicle operators.

Projected Goals for FY 2025 - 2027

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2025	FY 2026	FY 2027
☒	☐	CMV with Inspection	1800	1800	1800
☐	☒	CMV Non-Inspection	0	0	0
☐	☒	Non-CMV	0	0	0
☐	☒	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

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

The Motor Carrier Operations Commander, or designee, will schedule and track the progress of each blitz. The MC Operations Commander will track CMV inspection progress each quarter and report this progress to FMCSA. The four regional commanders will also coordinate with their sergeants to make sure that CMV inspections are completed by the (non-MCSAP) traffic troopers. The time is logged on the trooper's daily activity report. The area assignments are made on a weekly basis and placed on a schedule for the troopers to follow. Traffic troopers will also periodically participate in special events geared towards CMV safety and enforcement during emphasis weeks such as International roadcheck, operation safe driver week and brake safety campaigns.

Supervisors review NDHP and NDDOT traffic data and crash data to determine assignments of troopers to specific work areas. Line patrol and area patrol assignments are placed on a weekly schedule by the shift sergeants. Troopers work 8- or 10-hour shifts as determined by each regional commander. Troopers assigned under the MCSAP program will conduct an inspection on every CMV stop for a traffic violation. All traffic troopers will have a goal to conduct a minimum of 32 CMV inspections, at their highest level of certification, while on traffic patrol during. Work area assignments are determined with the assistance of traffic data reports and crash report summaries to identify areas of concern.

MCSAP assigned employees and Motor Carrier troopers will log MCSAP time for all work doing inspections and during special enforcement blitzes and saturation details. Overtime may be allowed at the approval of the Motor Carrier Operations Commander.

Factors dictating the ability to conduct roadside inspections in ND are: 1. It is only possible to consistently do Level 1 inspections during certain times of the year due to inclement weather conditions. Several months of winter and sporadic occurrences of extreme heat during the summer prohibit troopers from safely conducting Level 1 inspections. 2. The NDHP does not have an inspection barn or pit facility to accommodate year-round inspections. All inspections are outdoors. 3. The NDHP has a roadside and mobile approach that allows flexibility to address all traffic corridors in the state, while maintaining limited use of the traditional fixed station locations that have very limited siting across the road system. 4. The NDHP has a mix of civilians and troopers in the Motor Carrier Division to accomplish their mission.

****Due to the requirement of the FAST act, and the direction provided to us by our local FMCSA office, the NDHP is not eligible to seek reimbursement for non-CMV traffic enforcement. Therefore, the North Dakota Highway Patrol will not seek reimbursement for "non-CMV" traffic enforcement. This includes during the annual MTE events (mixed traffic enforcement events).

Part 2 Section 6 - Safety Technology

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	No
PRISM	Full Participation	No

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: North Dakota ITD

Enter the agency name responsible for PRISM in the State: North Dakota Department of Transportation

Narrative Overview for FY 2025 - 2027

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

On July 11, 2024 the NDHP launched implemented a completed CVIEW product and has become ITD core compliant.

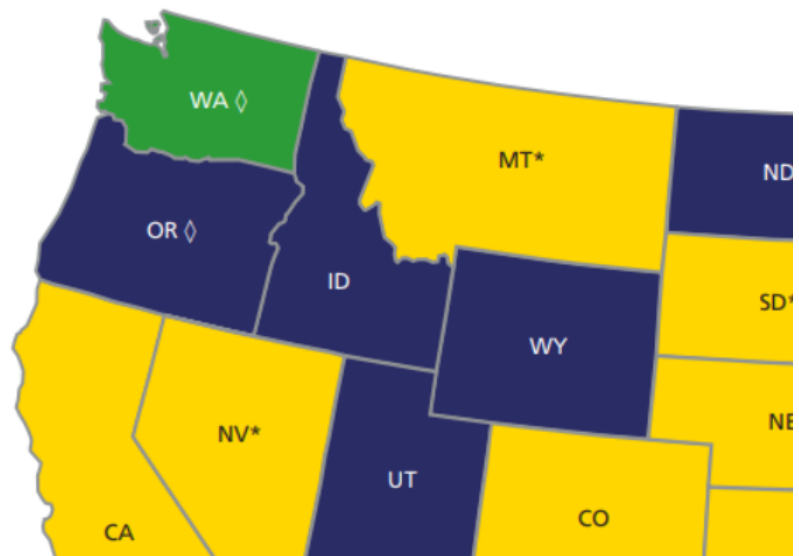
NDHP is in full participation with PRISM and carriers are in full compliance.

PRISM Implementation Status



◇ Real-time PWS for registration

* Retrieve suspended plates



Program Activities for FY 2025 - 2027: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

The NDHP CVIEW project was completed in August of 2024. The actual CVIEW program was implemented in July of 2024. The CORE compliance checklist was completed in July of 2024 as well.

The implementation of CVIEW will improve both ITD and PRISM programs as everything will be integrated into one system. The PRISM program will be enhanced as Federal OOS order will be more easily monitored. At the time of this grant application there are no ITD, High Priority or PRISM related O&M costs. If an application for an ITD or High Priority grant is made it will be updated on our PP/TLD.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting). Quarterly PRISM reports will be submitted as required by the North Dakota Department of Transportation (Motor Carrier Services).

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2019 - 2023

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

Public Education and Outreach Activities	2019	2020	2021	2022	2023
Carrier Safety Talks	12	14	15	24	22
CMV Safety Belt Education and Outreach	10	11	13	22	13
State Trucking Association Meetings	11	15	7	7	5
State-Sponsored Outreach Events	4	6	4	6	13
Local Educational Safety Events	6	5	5	4	9
Teen Safety Events	5	5	2	8	9

Narrative Overview for FY 2025 - 2027

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

Describe the activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

For FFY 2025-2027

The NDHP will schedule and staff booths at large public events, such as the ND Motor Carriers Association Conference and the North Dakota State Fair. We receive several requests from industry representatives to conduct regulations education at training events. We will develop and conduct educational presentations to industry or civic organizations on FMCSAs, CMV traffic safety topics, hazardous materials safety, and other related topics. Our public education and outreach is almost exclusively from inquiries made by carriers, civic groups or the general public. NDHP motor carrier operations does not actively solicit presentations due to the low number of staffing within our group. Any increase or decrease experienced between fiscal years is dependent on requests we receive. Based on that, the goals provided for FFY 2025-2027 are both reasonable and attainable. The public education and outreach activities chart above has been updated to reflect completed events from FFY 2019 to FFY 2023.

The NDHP Motor Carrier Region will participate in statewide traffic messaging with a special focus on higher-risk traffic areas/times, such the oil region, winter driving periods, and grain harvest season.

The NDHP will also participate with Vision Zero coordinators throughout the State to assist with traffic safety details and other community events.

Focusing on NRSS values, the NDHP has begun a program to educate CMV drivers on safe driving speeds and operations during inclement weather. This is being done through a series of videos that will be put on a YouTube channel, that will be accessed to QR codes displayed in inspection facilities and other DOT or properties frequenting by CMV drivers.

Projected Goals for FY 2025 - 2027

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

			Performance Goals		
Yes	No	Activity Type	FY 2025	FY 2026	FY 2027
☒	☐	Carrier Safety Talks	16	16	16
☒	☐	CMV Safety Belt Education and Outreach	4	4	4
☒	☐	State Trucking Association Meetings	6	6	6
☒	☐	State-Sponsored Outreach Events	2	2	2
☒	☐	Local Educational Safety Events	5	5	5
☒	☐	Teen Safety Events	2	2	2

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.

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The MC Operations Commander will track education and outreach activities each month and submit periodically (on the quarterly PPRs) to FMCSA, to show that they have conducted:

- Two industry seminars coordinated with FMCSA ND Division and the ND Motor Carriers Associations.
- Two Share the Road Safely/No Zone presentations (one in the east and one in the west).
- 35 safety presentations throughout the state during the fiscal year.
- Conduct monthly paid media and outreach related to no-zone and safe driving around trucks, as described in the financials.
- The NDHP will explore spending increases in media funding targeting CMV related crashes (safety messages, driver improvement, reminders, etc.)

The NDHP will be renewing our contract with "Off the Wall" and "Peak" advertising services to put out printed safety and anti-human trafficking advertising at high-traffic areas and businesses such as movie theaters, truck stops, restaurants, etc. We also use these advertising services to put out safety messages on electronic billboards across our state in our most populated cities such as Fargo, Bismarck, Williston, etc. We are also interested in exploring radio, television or social media messaging campaigns for CMV safety or safety around CMVs. These campaigns will be focused around November and March of each calendar year as those months have been identified as higher CMV crash periods each year. The month of March has been identified through the FMCSA crash statistic visualization tool as the most problematic, with 50 crashes reported in 2024. The NDHP will increase our safety messages through all forms of media in the month of February on safely operating CMVs and passenger vehicles operating around CMVs. The goal of the media campaign will be to reduce the number of CMV related crashes by 20% or 10 crashes overall in 2025.

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

SSDQ Compliance Status

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

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

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: ND Highway Patrol

Enter the agency or agencies name responsible for DataQs: ND Highway Patrol

Enter the agency name responsible for the Crash Data Repository: ND Department of Transportation

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 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
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	Fair	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.

FMCSA Analysis and Information Online (A & I) data quality snapshot as of 8/22/2024.

Narrative Overview for FY 2025 - 2027

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Almost all SSDQ categories are currently listed as "Good"; with only Inspection Timeliness listed as "Fair". This was attributed to a recent change auto approval process with SafeSpect. This has been adjusted and should improve back to "Good" over time.

Program Activities FY 2025 - 2027: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.

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Almost all SSDQ categories are currently listed as "Good". To maintain a "good" rating, the NDHP MC Operations Commander reviews the data quality rating each quarter and will host the meeting each year to discuss any data improvements and state safety data quality each quarter. The MC Operations Commander will coordinate with FMCSA ND Division and the NDDOT throughout this process.

In addition, the ND Police Basic is two times per year on average at the ND Law Enforcement Training Academy (LETA), and crash accuracy instruction will be completed during the crash investigation portion of the training. This has been coordinated with the training director. The LETA is the primary training facility for all law enforcement in North Dakota. Local agency personnel must complete this course to become a licensed peace officer in North Dakota. This topic will be addressed at the Motor Carrier Division in-service with MCSAP personnel and MC troopers.

Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

***Pursuant to NDHP Policy 9-27, Data "Q's" are reported and come to our agency through the PORTAL account. The reported data "Q's" are received by our Motor Carrier Operations MCSAP Coordinator and then resolved by him. If they cannot be resolved by the MCSAP coordinator, then a contested data "Q challenge" would be forwarded to the review and repeal process by the Motor Carrier Operations Commander, and the next step in the process would be a NDHP review panel consisting of the Motor Carrier Operations Commander, the North Dakota Motor Carrier's Association executive vice-president, and an "at large" motor carrier industry representative for a decision. If that decision is challenged, a formal administrative hearing can be held, and if that is contested it can go to a district court hearing. The decision of a district court is final.

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

The NDHP's goal is to maintain "Good" overall ratings in all the FMCSA state data quality measures.

The NDHP achieved "Good" ratings in 100% of the inspection data quality measure months. The NDHP achieved Good in the crash data quality for months measured after non-fatal crash completeness was eliminated from the rating system.

A meeting will be held by the end of each calendar year. NDHP MC Operations Commander reviews the data quality rating each quarter and will host the meeting each year to discuss any data improvements and state safety data quality each quarter. The MC Operations Commander will coordinate with FMCSA ND Division and the NDDOT throughout this process.

The ND Police Basic is two times per year on average at the ND Law Enforcement Training Academy (LETA), and crash accuracy instruction will be completed during the crash investigation portion of the training. This has been coordinated with the training director. The LETA is the primary training facility for all law enforcement in North Dakota. Local agency personnel must complete this course to become a licensed peace officer in North Dakota. This topic will be addressed at the Motor Carrier Division in-service with MCSAP personnel and MC troopers.

Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

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

Trend Analysis for 2019 - 2023

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	187	233	240	256	265
Intrastate					
Total Audits	187	233	240	256	265

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 2025 - 2027

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/26/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	186
Current Number of Past Dues	0

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

have effective safety management programs.

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

Projected Goals for FY 2025 - 2027

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
	FY 2025		FY 2026		FY 2027	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	50	0	50	0	50	0
# of Safety Audits (Offsite)	224	0	224	0	224	0
# Group Audits	1	0	1	0	1	0
TOTAL Safety Audits	275	0	275	0	275	0
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

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

Strategies:

1. Conduct at least 275 SAs of new entrant carriers annually in North Dakota. This is based on the previous 5 year average of audits completed by the NDHP.
2. Monitor SA timeliness on an ongoing basis.
3. Maintain high standard for coordinator and auditors, assuring qualifications through training.
4. Assess data to identify specific safety problems during SAs.
5. A minimum of one New Entrant Safety Audit blitz will be conducted in conjunction with FMCSA in an area in North Dakota that has onsite audits that need to be completed.
6. Utilize the 3 new entrant employees to conduct presentations to CMV industry.

In support of these strategies, the ND Highway Patrol Motor Carrier Division will:

- Maintain a close working relationship with FMCSA to support the goal of reducing the number of crashes and fatalities involving large trucks and commercial buses
- Monitor status of all SAs quarterly to complete 100% within the first 12 months, as reasonably possible, of operation for carrier's entry date of October 1, 2013 or later
- Monitor status of all SAs quarterly to complete 100% within the first 18 months, as reasonably possible, of operation for carrier's entry prior to October 1, 2013 and 180 days for motor carriers of passengers
- Ensure the quality of all SAs
- Provide in-service training to the coordinator and auditors
- Target specific, data-based safety problems during SAs
- Assign new entrant employees to conduct presentations to CMV industry.

FY2025-FY2027 SA Annual Goals/Numbers

Coordinator	35

Auditor 1	120
Auditor 2	120
Total	275

Activity Plan for FY 2025 - 2027: 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.
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Activity Plan:

1. Assign and complete all SAs due during FY2025 through FY2027 – at least 275 SAs annually (based on a previous 5 year average completed). The amount would be adjusted based on the previous 5 year average to use as a goal for completing the SAs.
2. One safety audit blitz will be conducted in conjunction with FMCSA in ND to have an impact on the high number of new carriers.
3. Require auditors to promptly (within 3 days) submit each SA to the coordinator for review.
4. Coordinate with FMCSA to develop and deliver in-service training for the coordinator and auditors as needed.
5. Evaluate program continuity plan to assess the need for training, personnel, or other resources.
6. As available, utilize new entrant employee when requests are made by CMV industry in their assigned work area for presentations.

The consolidated MSCAP program provides a new, valuable flexibility to reassign auditors, if time is available in the new entrant program, to do inspections at fixed or roadside facilities.

FY2025-2027 New Entrant Annual Roadside Inspections, Estimated	Level I	Level II	Level III	Level IV	Level V	Level VI	FY2025, FY2026, FY2027 Goal
Auditor 1	32	0	0	0	0	0	32
Auditor 2	32	0	0	0	0	0	32
Coordinator	32	0	0	0	0	0	32
Totals	96	0	0	0	0	0	96

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.

Activity Performance Metrics:

1. Number of SAs completed during each fiscal year, 2025-2027.
2. Number of SA blitzes completed during each fiscal year, 2025-2027.
3. Share of SAs submitted within three days during each fiscal year, 2025-2027.
4. Completion of in-service training for coordinator and auditors by September 30 each fiscal year.
5. 32 fiscal year NAS roadside inspections; each inspector will include HazMat to maintain the HazMat certification.

The MC Operations Commander will have direct supervision of the program while helping to ensure that the program goals are accomplished. The MC Operations Commander will report any issues to the MCSAP Grant Coordinator and will also discuss program successes, failures, and progress with the FMCSA division administrator; providing quarterly progress

reports to the division administrator. A program evaluation will be submitted to the division administrator after the end of each fiscal year program period.

Part 2 Section 10 - Border Enforcement

States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2019 - 2023

In the table below, provide the number of inspections conducted in the past 5 years.

The Trend Analysis area is only open for editing during Year 1 of a 3-year plan.

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	196	415	434	350	447
Level 2: Walk-Around	347	984	984	788	712
Level 3: Driver-Only	768	922	922	464	356
Level 4: Special Inspections	1	0	1	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	1	0	4	2	3
Total	1313	2321	2345	1604	1518

Narrative Overview for FY 2025 - 2027

☐ The State chooses not to engage in border enforcement activities in FY 2025 - 2027. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:

Program Objectives: In addition to the primary goal of the program as stated below, to be considered for participation within this focus area, a State must identify at least one of the following priority objectives within their border enforcement program.

Program Goal: Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.

Check all objectives that apply (minimum of 1):

☐ **Objective 1: International Motorcoach Inspections** — Facilitate the conducting of inspections of motorcoaches engaged in international commerce. These International Motorcoach Inspections should be conducted at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). FMCSA encourages States to examine their previous years of data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

☒ **Objective 2: High Crash Corridor Enforcement Focused on International Commerce** — Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.

☒ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings** — Conduct International Commerce CMV Safety Inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders where there is no official border crossing facility. Site(s)

must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.

Projected Goals for FY 2025 - 2027

Summarize projected border enforcement activities in the table below.

Note: An inspection is counted as international commerce regardless of whether the transportation originated within the United States (US) or outside the US. All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the eCVSP, and not be indicated in BEG inspections on the inspection report which is uploaded into the inspection system.

Projected Goals for FY 2025 - 2027 - Border Enforcement			
	FY 2025	FY 2026	FY 2027
Number of International Commerce Regular CMV	1100	1100	1100
Number of International Commerce HM	100	100	100
Number of International Commerce Passenger	0	0	0
Total International Commerce Inspections	1200	1200	1200
Number of Fixed Facility International Inspections	0	0	0
Number of Non-Fixed Facility International Inspections	0	0	0
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	0	0	0

Strategies: Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.

STRATEGY 1: INSPECTIONS

- Activity 1.1: Coordinate with FMCSA, CBP, and local authorities to conduct inspections at ports of entry and at remote sites near the border.
 - Measure 1.1: The Motor Carrier Operations Commander will complete coordination by October 30 each fiscal year.
- Activity 1.2: Assign each of the 1200 inspections to include 100 HM.
 - Measure 1.2: By September 30 each fiscal year, complete 1200 border enforcement inspections.
- Activity 1.3: Conduct inspections at or near the 18 ports of entry and at numerous remote sites.
 - Measure 1.3: Throughout FY2022-FY2024, inspections are conducted at or near the 18 ports of entry and at numerous remote sites near the border, with the majority completed at Pembina, Portal and Dunseith ports. Assignments will be placed on the weekly schedule. Quarterly evaluations will be completed by first-line supervisors to provide feedback on work performance.
- Activity 1.4: Troopers in the northern tier, north of US Highway 2, will conduct a semi-annual blitz in that region dedicated to inspections on international carriers.
 - Measure 1.4: Four inspection blitzes focused on international carriers in the northern tier.

STRATEGY 2: ENFORCEMENT

- Activity 2.1: Conduct inspections (in conjunction with FMCSA personnel) during Roadcheck FFY 2025, 2026 and 2027.
 - Measure 2.1: By January 31 each year, coordination is completed.
- Activity 2.2: Conduct inspections during Road Check FFY 2025, 2026 and 2027.
 - Measure 2.2: Inspections are conducted during Roadcheck and completed by June each fiscal year.
- Activity 2.3: Conduct inspections during one Motor Coach Inspection Saturation by September 30 each fiscal year, 2025-2027.
 - Measure 2.3: If needed, conduct one motor coach saturation if available.
- Activity 2.4: Conduct a Level 3 inspection during valid traffic stops on international carriers and on passenger vehicles around international carriers along the northern border corridor (MTE). Violations will be recorded on the DVIR.
 - Measure 2.4: The assistant operations commander will review enforcement related activities on a quarterly basis to track inspection and citations issued. Inspection data from SafetyNet will be reviewed. Information will be relayed to the Motor Carrier MCSAP Grant Coordinator.

STRATEGY 3: MANAGEMENT

- Activity 3.1: Border enforcement activities are monitored on a quarterly basis.
 - Measure 3.1: Each quarter, the MCSAP administrative assistant will run the quarterly report. Those reports are submitted to the assistant operations commander, and available to the motor carrier regional commander.
- Activity 3.2: Motor Carrier Operations Commander reviews quarterly progress reports and evaluates the program and reports to the assistant operations commander.
 - Measure 3.2: At the end of the quarter, reports are reviewed and program is evaluated.
- Activity 3.3: MC Operations Commander shares relevant program information with the local FMCSA office, and the four NDHP regions.
 - Measure 3.3: At the end of the quarter, relevant program information is shared.
- Activity 3.4: NDHP Motor Carrier Operations Commander seeks and assesses program feedback from FMCSA partners and the four NDHP regions.
 - Measure 3.4: At the end of each quarter, program feedback is sought and assessed.

Activity Plan for FY 2025 - 2027: Describe the specific activities planned to reach border enforcement goals.

The Border Enforcement Program continues to be a vital part of our overall highway safety and northern border security operations. It has allowed the NDHP to increase inspections of drivers, trucks, buses (motor coaches), and HM shipments. It has enabled us to complete more CDL, operating authority, and financial responsibility checks.

Finally, it has given us the ability to establish temporary "inspection stations" at various remote locations along the northern border highways of North Dakota. For FY2025-2027, we will have activities committed to North Dakota's northern tier to conduct inspections at the port locations and remote sites. Inspections will be conducted on international carriers stopped for valid traffic violations. During FY2025-2027 all MCSAP designated troopers will receive assignments to the BEG program to meet inspection goals and support other program strategies. A border enforcement inspection blitz will occur on a monthly basis targeting international carriers along the northern tier of ND (north of US highway 2). The goals outlined for FFY2025-2027 are reasonable and attainable for the respective CVSPs. Since 2020, North Dakota has observed a decline in number of CMV miles driven, special fuel purchases made and carriers in the New Entrant program. This indicates that the opportunities for inspections to be conducted that contribute to the Border Enforcement Program have also been reduced. The NDHP will continue to work towards meeting the CVSP goals outlined.

Border enforcement inspections are completed on international passenger carriers during bus inspections if available.

Inspections done on motor vehicle carrier within the US Highway 2 corridor and north are designated as Border Inspection when they occur. MCSAP troopers within the US Highway 2 corridor, north to the Canadian border to conduct BE inspections when they encounter international carriers and during border enforcement blitzes. A Border Enforcement emphasis day will be scheduled each quarter for those personnel in the corridor area to concentrate their inspection efforts on international carriers.

Sworn troopers are issued marked patrol SUV units that are properly equipped with all necessary items to conduct inspections. The NDHP MC Operations Commander will continue to evaluate the program in order to understand and determine realistic and attainable goals for the program. Due to our longer period of colder weather, conducting Level 1 inspections becomes challenging all year-round. We will emphasize more Level 2 inspections.

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A goal of 1200 inspections was agreed upon by the NDHP and its local FMCSA office for FFY 2025, 2026, and 2027. With current staffing numbers we cannot guarantee an increase of border inspections without significantly impacting our other FMCSA goals. Regular work details will be scheduled for our current staff to work more frequently north of US Highway 2, where they may encounter more Canadian carriers.

1. Conduct 1200 inspections at ports of entry and at remote sites near the border.
2. Participate in Road Check FFY 2025, 2026 and 2027.
3. Complete one motor coach inspection saturation at Norsk Hostfest.
4. Conduct traffic enforcement during travel to and from inspection sites.
5. Conduct 1 Border enforcement inspection high emphasis day each quarter.
6. Review border enforcement monthly activities reports for the previous month's activities.
7. Have the Motor Carrier Operations Commander conduct ongoing program assessment through program activity report reviews and feedback from FMCSA, CBP, NDHP regions, and local authorities.

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

Activity Performance Metrics:

1. Number of inspections completed during fiscal years 2025, 2026 and 2027.
2. Number of motor coach inspection saturations completed during fiscal years 2025, 2026 and 2027.
3. Traffic enforcement stops during travel to and from inspection sites during fiscal years 2025, 2026 and 2027.

MCSAP funding enables the NDHP to launch a comprehensive border inspection program (BIP). The BIP purpose is to ensure compliance with the FMCSRs, the HMRs, and related state laws and regulations by inspecting drivers, trucks, and buses that enter North Dakota from Canada and to conduct traffic enforcement on CMVs and vehicles around CMVs along the northern corridor. No other program has this specific purpose.

The nature of the traffic flow on the North Dakota/Canada border means inspection programs are focused on regular CMV carriers involved in international commerce transport. Throughout FY2025-2027, inspections will be conducted at ports of entry and at numerous remote sites near the border, with the majority completed at Pembina, Portal, and Dunseith ports. These three ports account for approximately 92% of the truck traffic crossing the North Dakota/Canadian border, per 2023 traffic counts reported by the US Department of Transportation Bureau of Transportation Statistics. Assignments will be placed on the weekly schedule. Monthly activity reports will be monitored by the Motor Carrier Operations Commander. Quarterly evaluations will be completed by first-line supervisors to provide feedback on work performance.

MCSAP personnel will conduct CMV inspections during valid traffic enforcement stops on international carriers and on passenger vehicles around international carriers along the northern border corridor. The violations will be recorded on the DVIR.

Statistical data shows that North Dakota does not have a motor coach safety issue. Most of the motor coaches entering North Dakota from Canada are destined for other states. The ports of entry in North Dakota are rural in nature or are in small communities with limited facilities to provide for "reasonable accommodations for passengers" as dictated by FMCSA's policy. North Dakota has no rest areas north of US Highway 2 that could provide a reasonable location for conducting motor coach inspections. The CBP port locations do not provide for a safe area to conduct inspections or reasonable accommodations. Due to traffic and congestion issues, it would be unsafe to conduct inspections at CBP ports. We have identified the major destinations in our state, the biggest being Norsk Hostfest in Minot. We will continue to schedule inspection details at this event to work towards the FMCSA goals, while completing the inspections in a reasonable location for both the passengers and inspectors.

The NDHP Motor Carrier Operations Commander will have operational control of the program to ensure that the BIP program accomplishes its goals. The regional commander and Motor Carrier sergeants will directly supervise the troopers. Supervisors will monitor inspection assignments, inspection locations, and inspection activities on a routine basis. Assignments to locations and work areas will be made on a monthly and weekly schedule. With the oil industry in western North Dakota, many carriers make frequent back and forth crossings of the Canadian border. It is important to have a presence in that area. We will continue to focus on eastern North Dakota crossings of international carriers as I-29 and US Highway 52 seem to be major crossing routes for international carriers. First-line supervisors will conduct a semi-annual evaluation of troopers' work performance and a yearly formal performance appraisal per NDHP policy.

Each month, the Motor Carrier Operations Commander will discuss program successes, failures, and progress with the FMCSA State Program's Specialist. Quarterly progress/activity reports, using the quarterly progress report, will be provided to the North Dakota FMCSA division administrator.

Part 3 - National Emphasis Areas and State Specific Objectives

Part 3 Section 1 - Overview

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2025 - 2027).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH)** and **unsatisfactory/unfit (UNSAT/UNFIT)** OOS order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: No Data Available

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

Check this box if:

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

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

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

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

Part 3 Section 4 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 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 Increased Safety Belt Usage ND crash data reveal that 78% of truck drivers were wearing safety belts during truck driver fatalities in North Dakota between 2019 and 2023 even though federal and state laws require safety belt use. The rate ranged between 69% in FY2019 and 87% in FY2023 over the past five years. For the 2023 ND statewide passenger vehicle survey, observers tracked safety belt use for 14,083 drivers and 2,535 front-seat passengers. The estimates of safety belt use were 80% for drivers and 88% for passengers. Adjusting the raw state rate for the survey design and weights resulted in a weighted state rate of 78.5%. The national average safety for belt use is over 90%. So, while the use rate is good, it has been proven that people who don't wear safety belts are more likely to die in crashes, so additional gains in safety belt use will reduce crash fatal injuries. NDDOT Crash Data FY2018: 14 of 21 truck drivers wore safety belts during fatal crashes = 67% FY2019: 11 of 16 truck drivers wore safety belts during fatal crashes = 69% FY2020: 10 of 13 truck drivers wore safety belts during fatal crashes = 77% FY2021: 8 of 11 truck drivers wore safety belts during fatal crashes = 73% FY2022: 20 of 24 truck drivers wore safety belts during fatal crashes = 84% FY2023: 19 of 22 truck drivers wore safety belts during fatal crashes = 87%

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

Increase seat belt usage by truck drivers involved in fatal crashes by 2 percentage points during FY2023.

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

Seat belt use in fatalities increased from 84% in FY2022 to 87% in FY2023.

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

Complete four seat belt saturations. Be vigilant during valid traffic stops of CMVs for proper seatbelt use and take enforcement action when necessary. 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. Complete four seat belt saturations. Be vigilant during valid traffic stops of CMVs for proper seatbelt use and take enforcement action when necessary. One saturation for each quarter with a total of four to be completed by September 30th of each federal fiscal year. Target safety belt use on rural roads in and around the state's oil fields. One large oil field blitz and four small blitzes are completed by September 30th of each federal fiscal year. Conduct inspections in conjunction with CVSA Road Check and Operation Safe Driver of each federal fiscal year and promote safety belt use during the check and while conducting safety investigations. Troopers working the seat belt saturations and inspection blitzes will have a goal to complete one inspection or enforcement contact per hour of inspection time or road patrol time worked. The Motor Carrier Operations Commander will analyze safety belt use each quarter to look for increases. MCSAP troopers from each respective region will participate in the saturation held in their respective region locations.

Activity #2

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

Oil Field Operations North Dakota has become the second largest producer of oil in the nation as of May 2014. We continue to see traffic related to exploration and production of oil and natural gas in our state. The traffic in the Northwest corner of ND has risen dramatically over the past two decades. NDDOT Crash Data: 2018 = 21 ND

crashes, 9 NW crashes involving CMVs = 42.9% 2019 = 15 ND crashes, 8 NW crashes involving CMVs = 53.3% 2020 = 13 ND crashes, 4 NW crashes involving CMVs = 30.8% 2021 = 11 ND crashes, 1 NW crash involving CMVs = 9.0% 2022 = 22 ND crashes, 10 NW crashes involving CMVs = 45.5% 2023 = 22 ND crashes, 7 NW crashes involving CMVs = 31.8%

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

The goal is to reduce the truck involved crashes in the NW by 6% in FFY2023.

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

In FY2023 31.8% of crashes occurred in the NW region of the state compared to 45.5% in FY2022.

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

Part 3 Section 5 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2025 - 2027. 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.

CMV Increased Safety Belt Usage. The North Dakota Department of Transportation (NDDOT), the U.S. Department of Transportation, and the Upper Great Plains Transportation Institute (North Dakota State University) prepare an annual report named "Seatbelt Use in North Dakota". The data in that report is used by the North Dakota Highway Patrol to determine seatbelt usage and trends in North Dakota on an annual basis. The North Dakota Highway patrol also uses the seatbelt data from all crash reports reported to the NDDOT, to gauge seatbelt compliance amongst motorists involved in motor vehicle crashes.

Narrative Overview for FY 2025 - 2027

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

ND crash data reveal that 78% of truck drivers were wearing safety belts during fatal crashes in North Dakota between 2019 and 2023 even though federal and state laws require safety belt use over the past five years. It has been proven that people who do not wear safety belts are more likely to die in crashes, so additional gains in safety belt use will reduce crash fatal injuries. NDDOT Crash Data show that 78% of truck drivers were wearing seatbelts in fatal crashes between 2019 to 2023. More recently, the usage rate between 2021 and 2023 was 81%. The NDHP will remain vigilant in encouraging CMV seat belt with education and enforcement to restore and exceed the recent history to full compliance among drivers.

Projected Goals for FY 2025 - 2027:

Enter performance goal.

Through education and enforcement activities the NDHP has a goal of increasing the use of seatbelts, to achieve 100% seat belt use rate with truck drivers and reduce fatal crashes by five percentage points each year during FY 2025, FY2026 and FY2027.

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts. - Conduct driver and vehicle inspections - Conduct traffic enforcement activities - Conduct carrier investigations [CSA] - Conduct public education and awareness - Conduct effective data collection and reporting

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.

North Dakota now has a law making the use of a seatbelt mandatory by the driver of certain motor vehicles. We are anticipating a significant increase in seatbelt usage

amongst all drivers in our great State. According to the US Center for Disease Control, the passage of primary seatbelt laws will increase seatbelt usage on average by 7%. NDHP MC Troopers will complete four seat belt saturations. Be vigilant during valid traffic stops of CMVs for proper seat belt use and take enforcement action when necessary. Be vigilant during valid traffic stops of CMVs for proper seat belt use and take enforcement action when necessary. - One saturation each quarter with a total of four to be completed by September 30 each fiscal year. - Target safety belt use on the rural roads in and around the state's oil fields. - One large oil field blitz and four small strike blitzes are completed by September 30 each fiscal year. - Conduct inspections in conjunction with annual CVSA Road Check and Operation Safe Driver each federal fiscal year to promote safety belt. Troopers working the seat belt saturations and inspection blitzes will have a goal to complete one inspection or enforcement contact per hour of inspection time or road patrol time worked. The Motor Carrier Operations Commander will analyze safety belt use each quarter during to look for increases. MCSAP troopers from each respective region will participate in the saturation held in their respective region locations.

State Objective #2

Enter the title of your State-Identified Objective.

Oil Field Operations

Narrative Overview for FY 2025 - 2027

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

North Dakota has become the third largest producer of oil in the nation as of August 2024. We continue to see traffic related to exploration and production of oil and natural gas in our state. The traffic in the northwest corner of ND rose dramatically over the past decade per the previous explanation. While infrastructure investments and drilling technology have eased truck demand in the region, the NDHP will continue to monitor traffic and crash in the region with the agility to increase presence and/or deliver education to at-risk groups in onsite and media campaign education. In addition, the NDHP will continue efforts to monitor truck traffic and crash events in terms of heightened economic activity demand and roadway work zone disruptions that may increase or modify truck traffic compared to normal patterns. As with the oil field region, proactive education and enforcement response to these changes is essential in encouraging safe driving behaviors and crash prevention.

Projected Goals for FY 2025 - 2027:

Enter performance goal.

Crash reduction of at least (1) crash per year between FY2025 and FY2027.

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

The State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts. - Conduct driver and vehicle inspections - Conduct traffic enforcement activities - Conduct carrier investigations [CSA] - Conduct public education and awareness - Conduct effective data collection and reporting

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

The crash incidents reports by the will be monitored for CMV involved crashes. These crash event counts will be compared to previous years' crash levels.

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

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

On Screen Messages

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

- Calculation of Federal and State Shares

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

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

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Troopers (15)	15	80.0000	\$91,668.00	\$1,100,016.00	\$1,045,015.20	\$55,000.80	\$0.00
Motor Carrier Commander	1	95.0000	\$123,677.00	\$117,493.15	\$111,618.49	\$5,874.66	\$0.00
MCSAP Admin Assistant	1	100.0000	\$53,040.00	\$53,040.00	\$50,388.00	\$2,652.00	\$0.00
MCSAP Sergeants	3	75.0000	\$100,464.00	\$226,044.00	\$214,741.80	\$11,302.20	\$0.00
Civilian MCSAP Inspector	1	85.0000	\$64,185.00	\$54,557.25	\$51,829.39	\$2,727.86	\$0.00
New Entrant Coordinator	1	100.0000	\$78,711.00	\$78,711.00	\$74,775.45	\$3,935.55	\$0.00
New Entrant Inspector	2	100.0000	\$72,172.00	\$144,344.00	\$137,126.80	\$7,217.20	\$0.00
Sworn Road Sergeant (non MCSAP)	4	1.0000	\$100,464.00	\$4,018.56	\$3,817.63	\$200.93	\$0.00
Grant Specialist	1	30.0000	\$67,343.00	\$20,202.90	\$19,192.76	\$1,010.14	\$0.00
Field Troopers (non-MCSAP_	92	1.0000	\$91,668.00	\$84,334.56	\$80,117.83	\$4,216.73	\$0.00
On-Call Pay	1	100.0000	\$49,200.00	\$49,200.00	\$46,740.00	\$2,460.00	\$0.00
Subtotal: Salary				\$1,931,961.42	\$1,835,363.35	\$96,598.07	\$0.00
Overtime Project Costs							
Overtime	1	100.0000	\$205,139.00	\$205,139.00	\$194,882.05	\$10,256.95	\$0.00
Subtotal: Overtime				\$205,139.00	\$194,882.05	\$10,256.95	\$0.00
TOTAL: Personnel				\$2,137,100.42	\$2,030,245.40	\$106,855.02	\$0.00
Accounting Method:	Accrual						

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

The North Dakota Highway Patrol will responsibly utilize funding provided by FMCSA through the MCSAP grant. We have demonstrated that we are good stewards of money and resources.

The total budget award amount was based on guidance given in the NOFO and FMCSA Policy. All eligible direct costs are – and always have been – charged to the MCSAP grant since the inception of the program. For example, NDHP troopers code their time records to show time spent on MCSAP-eligible activities. Further, employees in other State agencies who perform MCSAP-eligible activities are already working under other Federal grants. For instance, NDDOT employees who do crash data collection are already funded by NHTSA and other Federal grants.

Regarding indirect costs (IDC), the total indirect costs are calculated by up to 10% of salaries, fringe, supplies, services, and travel.

Regarding MOE in general, the main points are listed below: The NDHP has participated in MCSAP since its inception in the 1980s. The NDHP routinely turned back or rolled over MCSAP funds during the 1990s and early 2000s (i.e., during the "rollover era"). The NDHP has always spent MCSAP funds for one fiscal year into the succeeding fiscal year from the late 2000s through 2018 (i.e., during the "post-rollover era"). The FY 2010 MCSAP Review only found two eligible costs that created MOE: (1) NDDOT costs associated with crash data management, and (2) vehicle replacement costs included in the NDDOT's motor pool billings. The crash data management costs were eliminated when it was determined that NDDOT employees were funded by other Federal grants. The vehicle replacement costs were eliminated by an FMCSA determination that they were not eligible. All available evidence indicates that North Dakota has a zero MOE. The "Total Grant Funds Expended" includes the Federal grant funds expended and corresponding State matching funds expended on MCSAP-eligible activities during the identified fiscal year. The vast majority of the MCSAP budget is for salaries, benefits, training, fleet mileage costs, supplies and equipment needs under \$10,000 to support the MCSAP eligible activities. This supports our civilian and sworn personnel as they conduct inspections and support for the inspection processes.

Salaries are figured based on an hourly rate prorated for the percentage of time personnel dedicate to the MCSAP program from time distribution reports from 2023. This prorated method was discussed the ND FMCSA State Program Manager and approved. MCSAP Troopers are at 80% based on time distribution and salaries invoiced to MCSAP for the stated period. The Motor Carrier Regional Commander's adjusted to 95%, and MCSAP Sergeant's time is adjusted for 75% time dedicated to MCSAP. New Entrant coordinator is 100% dedicated. The MCSAP Civilian inspector is prorated to 85%. 95 sworn road troopers (non-MCSAP) conduct a minimum of 32 level 1,2 and/or 3 inspections. This is an average of approximately 2% of their total time.

All MCSAP hours doing inspections or other eligible activities are coded separately on our daily activity system and paid accordingly. Final monthly MCSAP salaries to be reimbursed are determined by taking the total actual MCSAP salaries for the month and then subtracting the Leave Salaries Reduction amount from this total to arrive at the final salaries amount to be requested for reimbursement for that month. The Leave Salaries Reduction amount is obtained by first multiplying the monthly MCSAP salaries total by the ratio of total MCSAP employee leave hours to the total MCSAP employee work hours for that month. The resulting total is then multiplied by the ratio of total state regular work hours to the total regular work hours by MCSAP employees for that month. This final resulting total is the Leave Salaries Reduction amount. For purposes of the above calculation, total MCSAP employee leave hours are the sum total of Annual Leave, Sick Leave, Family Sick Leave, and Funeral/Emergency Leave for that month.

***The NDHP's Motor Carrier Division (MCD) has one full-time MCSAP Administrative Assistant position. That employee assists in the day to day operation of the MCD by answering the phone, filing paperwork, processing driver/vehicle examination reports, maintaining supplies of the MCD, preparing and submitting invoices to FMCSA (thru the DELPHI system), and a multitude of other tasks to keep the NDHP MCD operational.

***The NDHP Motor Carrier Division (MCD) has two full-time MCSAP New Entrant Inspector positions. Those employees each conduct approximately 120 safety audits on new commercial motor vehicle carriers annually to ensure that they are in compliance with US Federal Motor Carrier rules and regulations. In addition, those inspectors conduct, at a minimum, 32 driver/vehicle examinations on commercial motor vehicles each year.

Overtime is paid at 1.5 times the regular hourly rate. The NDHP will budget for 3156 total hours of overtime for FY 2025. The NDHP's personnel working overtime is on a voluntary basis. The MC Operational Commander will work with the Regional Field Commanders in assigning available overtime. The certified employees may work overtime on a day off or as a shift extension. The NDHP will budget using an average overtime hourly rate for all positions of \$65.00/hr for a total expense of \$205,140.

The overtime can be done as a shift extension or work overtime on regular days off. We utilize the overtime to allow troopers, auditors and safety investigators more time during a shift to travel to the remote locations to conduct inspections complete audits and investigations.

On Call Pay is for motor carrier division troopers and sergeants to be available after hours. The 2023 ND legislative session approved funding to support NDHP line level sworn personnel to be paid 1/5th their regular time, per hour, to be on call. The average of this would be approximately \$9.82 per hour. The NDHP will plan for the sworn, line level MCSAP personnel to be on call after hours for MCSAP related response as needed. The sworn NDHP operate on a 28 day schedule period. The NDHP will plan for 1 trooper within Motor Carrier Operations to be on call each day of the week. The NDHP will plan for 1 sergeant within Motor Carrier Operations to be on call while off-duty until the last scheduled MCSAP trooper has ended their shift. The NDHP estimates that approximately 5,000 hours of on-call MCSAP time to be logged.

5,000 hours x \$9.82 per hour = **\$49,200** total project cost (Federal + State)

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MC Commander	44.0000	95.0000	\$123,677.00	\$51,696.98	\$49,112.13	\$2,584.85	\$0.00
MCSAP Admin Assistant	58.0000	100.0000	\$53,040.00	\$30,763.20	\$29,225.04	\$1,538.16	\$0.00
Civilian Motor Carrier Inspector	52.0000	75.0000	\$64,185.00	\$25,032.15	\$23,780.54	\$1,251.61	\$0.00
New Entrant Coordinator	46.0000	100.0000	\$78,711.00	\$36,207.06	\$34,396.71	\$1,810.35	\$0.00
Grant Specialist	50.0000	30.0000	\$67,343.00	\$10,101.45	\$9,596.38	\$505.07	\$0.00
MCSAP Troopers	60.0000	80.0000	\$1,375,020.00	\$660,009.60	\$627,009.12	\$33,000.48	\$0.00
MCSAP Sergeants	48.0000	75.0000	\$301,392.00	\$108,501.12	\$103,076.06	\$5,425.06	\$0.00
Field Trooper (non-MCSAP)	60.0000	1.0000	\$8,433,456.00	\$50,600.73	\$48,070.69	\$2,530.04	\$0.00
Field Sergeant (non-MCSAP)	48.0000	1.0000	\$401,856.00	\$1,928.90	\$1,832.46	\$96.44	\$0.00
New Entrant Inspector	48.0000	100.0000	\$144,344.00	\$69,285.12	\$65,820.86	\$3,464.26	\$0.00
TOTAL: Fringe Benefits				\$1,044,126.31	\$991,919.99	\$52,206.32	\$0.00

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

Fringe benefits includes health and life insurance, retirement, Soc. Sec., Workers Comp., Medicare for the MCSAP assigned personnel.

The specific amounts will be included in the vouchers. Fringe benefits requested for reimbursement are based on actual monthly fringe benefit costs for the following salaries accounts: State Retirement, Trooper's Retirement, Hospital Insurance, Basic Life Insurance, Social

Security, Medicare, Unemployment Insurance and Workers Compensation. The only fringe benefit costs which are requested for reimbursement are the actual benefit expenses which are recorded each month in the ND OMB computer printouts and a copy of this printout is included with each reimbursement request voucher submitted to FMCSA. The Fringe rates for each position are listed in the table above. Fringe rates were obtained from NDHP Finance section based on information from ND OMB.

The stated fringe rates were applied to the prorated base amount from the salaries section.

Calculations are formulated on the table above.

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
In-State Travel	1	1	100.0000	\$22,985.00	\$21,835.75	\$1,149.25	\$0.00
Out of State Travel	1	1	100.0000	\$66,233.00	\$62,921.35	\$3,311.65	\$0.00
TOTAL: Travel				\$89,218.00	\$84,757.10	\$4,460.90	\$0.00

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

In-State travel

Will be to allow routine travel for MCSAP personnel to travel to remote areas of ND to conduct inspections, complete safety investigations, complete New Entrant safety audits, attend in state training, in-service, meetings, educational and outreach presentations and special enforcement/inspection blitzes.

Commanders, Troopers, auditors and inspectors spend time out of their home assigned post to conduct MCSAP activities such as blitzes in other areas of the state, attend meetings, training and in-service. The NDHP anticipates that each commander, sergeant, trooper, New entrant auditor and civilian inspector will spend on average 1 day per month on overnight stay. State Rate for lodging is \$86.40 per night plus tax. We follow the state limits on allowed room rates for these locations. In addition, throughout the FFY, the NDHP budgets for numerous "In-state training" seminars and events. See table below for specific details. **The NDHP estimates total in-state travel for FFY 2025 will be approximately \$22,985.**

Planned Training and Travel
for MCSAP FFY 2025

TRAINING	LOCATION	# of PERSONNEL	# of NIGHTS	REGISTRATION FEE	HOTEL	MEALS	AIR FARE *	RENTAL VEHICLE	TOTAL
Gen Haz Mat	N/A			\$0.00	\$0	\$0	\$0	\$0.00	\$0
Cargo Tank	N/A								
Other Bulk Packaging	N/A								
NAS Part A (recruits)	Bismarck, ND, Spring 2026, LETA	20	5	\$0.00	\$1385 (2 instructors)	\$4500	\$0.00	\$0.00	\$5885

NAS Part B	Bismarck, ND, Fall 2025, LETA	20	5	\$0.00	\$9,000	\$4,500.00	\$0.00	\$0.00	\$13,500
FMCSA MCSAP Grant Planning Workshop 2025	TBD	2	3	\$0.00	\$1,120	\$466	\$2000.00	\$0.00	\$3,586
CVSA Spring Workshop 2026	Chicago, IL Apr 19-23, 2026	5	5	\$3,750	\$5,000	\$2,000	\$2500	\$0.00	\$14,250
CVSA Fall Conference 2025	Denver, CO Sept 21-25th	5	5	\$3,750	\$5,000	\$2,500	\$3,000		\$13,450
NAIC 2025	Minneapolis Aug 19-23, 2025	2	6	No charge	\$2,400.00	\$800.00	\$1,400.00	\$0.00	\$4,600
CVSA-FMCSA Data Quality 2025	March 2025	2	2	\$1400	\$800	\$320	\$1600		\$4120
COHMED 2025 (Level 6 recertification)	Costa Mesa, CA January 27-31, 2025	3	5	\$2250	\$4050	\$1152	\$2185	\$0.00	\$9,637
Investigation Safety Analysis	Austin, TX Nov. 4-13 2025	1	11	0.00	\$2,000	\$1,000	\$580	\$610	4,190
NDHP Motor Carrier Inservice	Bismarck, December 2024	20	1 night	free	\$1800	\$1800	\$0	\$0	\$3600
CVSA Board of Directors (70%)	New Orleans, LA April 27-May 1, 2025	1	3	free	\$600	\$400	\$800		\$1260
NTC instructor recertification	Spring 2026 TBD	2	6	free	\$3000	\$960	\$1600		\$5560
CMV Crash Manager Safety Summit	Oct. 2025 TBD	2	4	\$1500	\$1600	\$560	\$1600		\$5260

Out of State Travel:

Travel out of state follows the federal guidelines for reimbursement for meals. Employees submit a monthly travel expense voucher with the detailed expenses and an explanation. The expenses are reviewed by the Commander prior to approval for payment. **NDHP budgets for approximately \$66,233 for out of state travel for FFY 2025.**

In regard to the COHMED conference:

The troopers that have attended this conference find that the Hazardous Material training offered at this venue is some of the most valuable they receive. This is the only venue where there is continuing education provided on a frequent basis in regard to Hazmat. Short of attending the NTC Hazmat course again. With the volume of oil activity in ND and the associated hazmat that accompanies this activity it is valuable for our troopers to attend this conference. The networking and knowledge obtained by our Hazmat troopers at this conference is invaluable to them as they perform hazmat inspections. Hazmat involved crashes have risen consistently in ND over the past 5 years, from 10 in 2010 to 153 in 2014. COHMED is comprised of federal, state and local agencies, and industry from the United States and Canada. COHMED works cooperatively with other federal and state agencies, enforcement personnel, emergency planning managers, responders, academic institutions, interest groups and private industry. COHMED is committed to: Improving hazardous materials transportation safety, Fostering national uniformity in regulation and enforcement, Sharing information on hazardous materials transportation issues and delivery of services, Providing technical assistance, training and education to states and local governments to enhance existing programs and develop new ones to improve hazardous materials safety.

In regard to NAIC:

The North American Inspectors Challenge NAIC Each year, CVSA recognizes the best of the best by inviting member jurisdictions throughout North America to participate in the North American Inspectors Championship (NAIC), the only event dedicated to recognizing and awarding commercial vehicle inspector excellence.

In addition to the competitive events, each inspector receives training on the latest safety information, technology, standards and inspection procedures while sharing ideas, techniques and experiences with other inspectors. Although participating inspectors compete for honors in several categories, each inspector leaves NAIC as a winner.

NAIC contestants are evaluated in the following six categories:

North American Standard Level I Inspection

North American Standard Level I Inspection Procedures

North American Standard Hazmat/Dangerous Goods Inspection

North American Standard Cargo Tank/Other Bulk Packagings Inspection

North American Standard Level V Passenger Carrier Vehicle (Motor coach) Inspection

North American Standard Out-of-Service Criteria Exam

All of the inspection categories are timed events and the compilation of scores for these categories result in a Grand Champion. In addition to a Grand Champion, awards are given for first, second and third place for selected inspection events. Also, an award is given to each inspector who scores the most points representing each of the three participating countries: Canada, the United States and Mexico. And a special award, the John Youngblood Award of Excellence, is an honor NAIC contestants bestow upon a fellow NAIC inspector who exemplifies the high standards and unwavering dedication to the profession.

The CVSA Data Workshop offers training for users of federal data bases such as SafetyNet, NEWS, MCMIS. It is usually held at the same location as NAIC.

Part 4 Section 5 - Equipment

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

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.*

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Intoximeters	25 Each	\$340.00	100.0000	\$8,500.00	\$8,075.00	\$425.00	\$0.00
MCSAP Tasers	25 Each	\$3,219.00	100.0000	\$80,475.00	\$76,451.25	\$4,023.75	\$0.00
General Supplies	24 Each	\$1,254.00	100.0000	\$30,096.00	\$28,591.20	\$1,504.80	\$0.00
MCSAP Squad Car Uptitting	4 Each	\$23,752.00	100.0000	\$95,008.00	\$90,257.60	\$4,750.40	\$0.00
TOTAL: Supplies				\$214,079.00	\$203,375.05	\$10,703.95	\$0.00

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

Supplies include all general office, inspection and general supply items to support the MCSAP program. These are the general supplies for the 24 assigned office and field MCSAP, BE and New Entrant personnel. Paper products for CSA investigators, New Entrant auditors, commanders, sergeants, troopers, inspectors and office personnel etc. and ink products for printers and copiers. The NDHP supplies all uniforms, and BDU's for officers, auditors and inspectors to conduct inspections, investigations and New Entrant Safety Audits, in addition to all foot wear and headgear, and winter gear for conducting inspections during the cold weather in ND.

In addition to the listed equipment the NDHP provides all inspection equipment and supplies necessary to conduct inspections. This includes eye protection, gloves, bump hats, road side inspection signage, rulers, soap stones, caps, hand cleaner and wipes, flashlights, batteries, break chamber devices, headlamps. Inspection, audit and investigation related equipment and supplies will be invoiced at 100%.

Any shared uniform, small equipment items and supply items that may be used outside of the MCSAP program will be prorated based on the approved method for the time dedicated to the MCSAP program per the labor distribution reports for the time period of 2025. These items may include but not limited to: weapons, holsters, AED's, Bar code scanners, Tasers, computers, printers, monitors, and other items below the \$5,000 threshold in relation to squad car upfitting that is necessary to carry out the duties of their positions.

Also included in supplies is the cost of publications for the officers to do inspections such as Manuals, regulation books, periodical publications that are CMV and inspection related, educational handout material.

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.1 Definitions](#) and [2 CFR §200.331](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.1 Definitions](#)).

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Stutsman County, ND		Contract	100.0000	\$1,296.00	\$1,231.20	\$64.80	\$0.00
Description of Services: Jamestown MCSAP Office Space							
Farm Bureau		Contract	100.0000	\$810.00	\$769.50	\$40.50	\$0.00
Description of Services: Minot MCSAP office space							
DRIVEWYZE CVIEW	0	Contract	100.0000	\$73,500.00	\$69,825.00	\$3,675.00	\$0.00
Description of Services: Year 3 Ongoing Licensing and Maintenance							
Upper Great Plains Traffic Institute	0	Contract	100.0000	\$13,546.00	\$12,868.70	\$677.30	\$0.00
Description of Services: NDHP Commercial Vehicle Safety Plan (CVSP) Assistance and PPTLD Updates, or other services as needed							
NEPEAN Transport Equipment	0	Contract	100.0000	\$4,680.00	\$4,446.00	\$234.00	\$0.00
Description of Services: Vis-Check extended Warranty #15063							
TOTAL: Contractual and Subaward				\$93,832.00	\$89,140.40	\$4,691.60	\$0.00

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

The NDHP will budget for office space utilized to support the MCSAP program. MCSAP employees utilize office space at our regional office locations in Jamestown and Minot. This is for assigned office space to conduct MCSAP eligible activities, New Entrant Audits, and safety investigations.

The below table details the employees, square footage for each office, current cost per square foot, and the estimated prorated amounts of each employee's labor distribution towards the MCSAP program from FY2021. The entered amounts above in the table include the prorated totals for each office location for each employee.

OFFICE RENT

Location	Cost/Sq. Foot
Jamestown	\$12.00
Minot	\$6.00
Williston	\$7.80

**ESTIMATED COST PER MONTH-
MCSAP FY2022**

Employee	Location	Square Ft.	Cost/Sq. Ft.	Sub-Total	Federal Time	Pro-rated	85%
MC Sergeant	Williston	100	\$7.80	\$780	75%	\$585	\$497
MC Trooper	Jamestown	121	12	\$1452	80%	\$1161	\$937
MC Trooper	Minot	135	6	\$ 810	80%	\$648	\$551

The NDHP plans to once again utilize the services of Upper Great Plains Transportation Institute to assist in gathering data, analyzing trend data as it applies to CMV safety to provide solid background information to support performance objectives and identify issues and to assist in preparing and yearly review of the CVSP document. This partnership with UGPTI will allow the NDHP to provide better information and a product to FMCSA. This work agreement is one that has proven successful and approved by FMCSA in other jurisdictions. It has been successful for the NDHP in past years. UGPTI will assist in drafting and reviewing the CVSP document in FFY 2025. Cost as of 8/25/2024 is \$13,546 for the CVSP assistance and needed updates to the PP/TLD document for the ITD program.

Upper Great Plains Transportation Institute is a state agency within North Dakota State University and as such, under ND state procurement rules this is an exemption to competitive procurement. The NDHP is following the state rules on procurement in regard to this contract. State procurement language under North Dakota Century Code 54-44.4-05 states:

"The office of management and budget shall adopt rules specifying the circumstances under which competition may be waived or limited, when negotiation may be used, and specifying the required justifications and procedures for using those methods of purchasing. The office of management and budget shall adopt rules related to sending notice of intent to make limited competitive, noncompetitive, and negotiated purchases in accordance with this chapter. The notice must describe the needed commodity or service and the intended procurement method and must state that vendors are permitted to submit bids or proposals for contracts to be awarded under this section. The circumstances that may permit limited competitive, noncompetitive, or negotiated purchases include: a. The commodity or service is available from only one source. b. The commodity or service is to be purchased for experimentation or trial. c. No acceptable bid or proposal was received pursuant to a competitive bidding or competitive proposal process. d. Commodities are being purchased for over-the-counter resale. e. Acceptable commodities or services are produced or provided by correctional institutions or other government agencies or a work activity center as defined in section 25-16.2-01. f. The anticipated cost of purchasing specified commodities or

services is less than an amount determined by the office of management and budget which would justify the expense of a competitive bidding or competitive proposal process. g. A used commodity is advantageous to the state and the commodity is available only on short notice. h. The commodity is a component or replacement part for which there is no commercially available substitute and which can be obtained only from the manufacturer. i. Compatibility with equipment currently owned by the state is essential to the proper functioning of that equipment. j. The agency provides documentation indicating that the services or the circumstances are of such a nature that deviation from the procurement procedure is appropriate."

The NDHP follows state procurement procedures that *comply with the standards described in [2 CFR §200 Procurement Standards](#)*.

2 CFR 200.318e states: To foster greater economy and efficiency, and in accordance with efforts to promote cost-effective use of shared services across the Federal government, the non-Federal entity is encouraged to enter into state and local intergovernmental agreements or inter-entity agreements where appropriate for procurement or use of common or shared goods and services.

Upper Great Plains Transportation Institute is an inter-entity state governmental agency and is within North Dakota State University, a state government agency.

The operation and maintenance of our new CVIEW by DRIVEWYZE, LTD. has an anticipated year 3 cost around \$73,500.

NEPEAN Transport Equipment has provided an extended one year warranty for our current PBBT. This will be purchased in March of 2026.

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
TOTAL: Indirect Costs			\$0.00	\$0.00	\$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
CVSA decals	4500 per year	\$0.46	100.0000	\$2,070.00	\$1,966.50	\$103.50	\$0.00
Cellular Communication and Data	1 per year	\$14,000.00	79.3200	\$11,104.80	\$10,549.56	\$555.24	\$0.00
Computer Operations and Maintenance	12 per year	\$2,000.00	79.3200	\$19,036.80	\$18,084.96	\$951.84	\$0.00
ND Motor Pool Mileage (MCSAP)	1 Annual	\$253,000.00	100.0000	\$253,000.00	\$240,350.00	\$12,650.00	\$0.00
Paid Media for Public Education	4 Per Year	\$1,200.00	100.0000	\$4,800.00	\$4,560.00	\$240.00	\$0.00
Overtime Mileage	1 Per Year	\$62,331.00	100.0000	\$62,331.00	\$59,214.45	\$3,116.55	\$0.00
TOTAL: Other Costs				\$352,342.60	\$334,725.47	\$17,617.13	\$0.00

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

CVSA decals are purchased from the Commercial Vehicle Safety Alliance at a fixed rate placed by them. The amount is from a published email from CVSA that indicated the cost of .28 cents per decal. Decals are issued by troopers and inspectors to power units and trailers after completing violation free Level 1 inspections.

Communications are for cell phones and aircards for our MCSAP personnel. 23 personnel are issued a cell phone and a laptop for use on a daily basis. Laptops utilize cellular air cards to complete roadside inspections, new entrant safety audits, safety investigations, NCIC queries, case reports, issue citations, and issue warnings. Cell phones are used to communicate with carriers, owners and industry as well as NDHP supervisors and coworkers to conduct day to day business associated with inspections, New Entrant Audits and safety investigations. All NDHP personnel are issued cell phones for work purposes. Air cards cost approximately \$49.99 per month. Each cell phone costs \$52.97/mo. The fees vary slightly each month due to data usage.

For 23 cell phones and 23 air cards, we anticipate spending \$14,000 total for communications in FFY 2025.

For budgeting purposes, communication costs will be prorated based on the aggregate total of the labor distribution used for salaries. The **average proration amount amongst the 22 below listed employees is 79.32%.**

- 13 MCSAP troopers= 80%
- 1 MCSAP Civilian = 75%
- 1 MC Regional Commander=95%
- 3 MCSAP Sergeants=75%
- 1 New Entrant Coord.=100%
- 2 New Entrant Auditors = 100%

The NDHP estimates \$253,000 to be expended for NDDOT motor pool/mileage costs for FFY 2025. This was identified by FFY2024 expenditures for MCSAP mileage billed to the NDHP using the most recent mileage rate of \$0.75/mile. This rate is subject to change and fluctuates regularly throughout the year. MCSAP employees identify mileage traveled on their patrol vehicles to the MCSAP grant when applicable.

Public Outreach and Education, the NDHP will plan paid media for public outreach and education through advertising of CMV safety messages. The NDHP will budget \$4,800 for FFY 25 for advertising at local truck stops and restaurants around the state. Messaging would include NO-Zone awareness, human trafficking and seatbelt use in CMVs as examples. The NDHP is planning on expanding its scope of public outreach and education with efforts toward educating CMV drivers with analysis of CMV speeds during inclement/winter weather driving conditions. This will potentially include safety messages in the form of video safety messaging and public service announcements.

Computer operation and maintenance costs for MCSAP related software and hardware items in the previous 12 month period have averaged approximately \$2000 per month (NDHP finance). This is for routine maintenance and operation of federal and state software systems for completing enforcement, inspections, investigations and audits and other duty related tasks. This line item also includes all software maintenance and computer maintenance needs. Each commander, sergeant, trooper, auditor and inspector (22) are issued a Panasonic Toughbook laptop and associated software in order to

complete inspection and investigations. The office administrative assistant, and two commanders have an office computer. There are maintenance costs for the hardware and software. Aspen, ISS, Guard, Capri, UFA, ProVu, Case Rite and EFOTM are the software used by inspectors and troopers that do inspections and/or safety investigations. Computer hardware and software operation and maintenance costs that are shared will be prorated based on the time dedicated to MCSAP. This is determined by the labor distribution report.
 $\$2,000.00 \times 12 \text{ months} \times 79.32\% = \$19,036.80$

Total indirect costs are calculated by up to 10% of salaries, fringe, supplies, services, and travel. Our employees average 25 miles driven for every 1 hour of overtime worked. Using the federal mileage reimbursement rate of \$0.79/mile that equates into \$19.75 per hour for OT mileage. A total of \$62,331 is budgeted for FFY2025.

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Troopers (15)	\$1,045,015.20	\$55,000.80	\$1,100,016.00	\$0.00
Motor Carrier Commander	\$111,618.49	\$5,874.66	\$117,493.15	\$0.00
MCSAP Admin Assistant	\$50,388.00	\$2,652.00	\$53,040.00	\$0.00
MCSAP Sergeants	\$214,741.80	\$11,302.20	\$226,044.00	\$0.00
Civilian MCSAP Inspector	\$51,829.39	\$2,727.86	\$54,557.25	\$0.00
New Entrant Coordinator	\$74,775.45	\$3,935.55	\$78,711.00	\$0.00
New Entrant Inspector	\$137,126.80	\$7,217.20	\$144,344.00	\$0.00
Sworn Road Sergeant (non MCSAP)	\$3,817.63	\$200.93	\$4,018.56	\$0.00
Grant Specialist	\$19,192.76	\$1,010.14	\$20,202.90	\$0.00
Field Troopers (non-MCSAP_	\$80,117.83	\$4,216.73	\$84,334.56	\$0.00
On-Call Pay	\$46,740.00	\$2,460.00	\$49,200.00	\$0.00
Salary Subtotal	\$1,835,363.35	\$96,598.07	\$1,931,961.42	\$0.00
Overtime	\$194,882.05	\$10,256.95	\$205,139.00	\$0.00
Overtime subtotal	\$194,882.05	\$10,256.95	\$205,139.00	\$0.00
Personnel total	\$2,030,245.40	\$106,855.02	\$2,137,100.42	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MC Commander	\$49,112.13	\$2,584.85	\$51,696.98	\$0.00
MCSAP Admin Assistant	\$29,225.04	\$1,538.16	\$30,763.20	\$0.00
Civilian Motor Carrier Inspector	\$23,780.54	\$1,251.61	\$25,032.15	\$0.00
New Entrant Coordinator	\$34,396.71	\$1,810.35	\$36,207.06	\$0.00
Grant Specialist	\$9,596.38	\$505.07	\$10,101.45	\$0.00
MCSAP Troopers	\$627,009.12	\$33,000.48	\$660,009.60	\$0.00
MCSAP Sergeants	\$103,076.06	\$5,425.06	\$108,501.12	\$0.00
Field Trooper (non-MCSAP)	\$48,070.69	\$2,530.04	\$50,600.73	\$0.00
Field Sergeant (non-MCSAP)	\$1,832.46	\$96.44	\$1,928.90	\$0.00
New Entrant Inspector	\$65,820.86	\$3,464.26	\$69,285.12	\$0.00
Fringe Benefits total	\$991,919.99	\$52,206.32	\$1,044,126.31	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
In-State Travel	\$21,835.75	\$1,149.25	\$22,985.00	\$0.00
Out of State Travel	\$62,921.35	\$3,311.65	\$66,233.00	\$0.00
Travel total	\$84,757.10	\$4,460.90	\$89,218.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Intoximeters	\$8,075.00	\$425.00	\$8,500.00	\$0.00
MCSAP Tasers	\$76,451.25	\$4,023.75	\$80,475.00	\$0.00
General Supplies	\$28,591.20	\$1,504.80	\$30,096.00	\$0.00
MCSAP Squad Car Uptitting	\$90,257.60	\$4,750.40	\$95,008.00	\$0.00
Supplies total	\$203,375.05	\$10,703.95	\$214,079.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Stutsman County, ND	\$1,231.20	\$64.80	\$1,296.00	\$0.00
Farm Bureau	\$769.50	\$40.50	\$810.00	\$0.00
DRIVEWYZE CVIEW	\$69,825.00	\$3,675.00	\$73,500.00	\$0.00
Upper Great Plains Traffic Institute	\$12,868.70	\$677.30	\$13,546.00	\$0.00
NEPEAN Transport Equipment	\$4,446.00	\$234.00	\$4,680.00	\$0.00
Contractual and Subaward total	\$89,140.40	\$4,691.60	\$93,832.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA decals	\$1,966.50	\$103.50	\$2,070.00	\$0.00
Cellular Communication and Data	\$10,549.56	\$555.24	\$11,104.80	\$0.00
Computer Operations and Maintenance	\$18,084.96	\$951.84	\$19,036.80	\$0.00
ND Motor Pool Mileage (MCSAP)	\$240,350.00	\$12,650.00	\$253,000.00	\$0.00
Paid Media for Public Education	\$4,560.00	\$240.00	\$4,800.00	\$0.00
Overtime Mileage	\$59,214.45	\$3,116.55	\$62,331.00	\$0.00
Other Costs total	\$334,725.47	\$17,617.13	\$352,342.60	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00
Total Costs Budgeted	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$1,835,363.35	\$96,598.07	\$1,931,961.42	\$0.00
;;;Overtime Subtotal	\$194,882.05	\$10,256.95	\$205,139.00	\$0.00
Personnel Total	\$2,030,245.40	\$106,855.02	\$2,137,100.42	\$0.00
Fringe Benefits Total	\$991,919.99	\$52,206.32	\$1,044,126.31	\$0.00
Travel Total	\$84,757.10	\$4,460.90	\$89,218.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$203,375.05	\$10,703.95	\$214,079.00	\$0.00
Contractual and Subaward Total	\$89,140.40	\$4,691.60	\$93,832.00	\$0.00
Other Costs Total	\$334,725.47	\$17,617.13	\$352,342.60	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

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

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

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Lieutenant Luke Hendrickson
2. What is this person's title? Motor Carrier Operations Commander
3. Who is your Governor's highway safety representative? Karin Mongeon
4. What is this person's title? NDDOT Safety Division Director

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

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

State Certification declaration:

I, Lieutenant Luke Hendrickson, Motor Carrier Operations Commander, on behalf of the State of NORTH 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 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Lieutenant Luke Hendrickson
2. What is the title of your certifying State official? Motor Carrier Operations Commander
3. What are the phone # and email address of your State official? (701)730-3722, lhendric@nd.gov

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

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

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

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

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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

☐ Yes ☒ No

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

☐ Yes ☒ No



NORTH DAKOTA

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027



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

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

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

On Screen Messages

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

- Calculation of Federal and State Shares

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

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

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Comments

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Troopers (15)	15	80.0000	\$91,668.00	\$1,100,016.00	\$1,045,015.20	\$55,000.80	\$0.00
Motor Carrier Commander	1	95.0000	\$123,677.00	\$117,493.15	\$111,618.49	\$5,874.66	\$0.00
MCSAP Admin Assistant	1	100.0000	\$53,040.00	\$53,040.00	\$50,388.00	\$2,652.00	\$0.00
MCSAP Sergeants	3	75.0000	\$100,464.00	\$226,044.00	\$214,741.80	\$11,302.20	\$0.00
Civilian MCSAP Inspector	1	85.0000	\$64,185.00	\$54,557.25	\$51,829.39	\$2,727.86	\$0.00
New Entrant Coordinator	1	100.0000	\$78,711.00	\$78,711.00	\$74,775.45	\$3,935.55	\$0.00
New Entrant Inspector	2	100.0000	\$72,172.00	\$144,344.00	\$137,126.80	\$7,217.20	\$0.00
Sworn Road Sergeant (non MCSAP)	4	1.0000	\$100,464.00	\$4,018.56	\$3,817.63	\$200.93	\$0.00
Grant Specialist	1	30.0000	\$67,343.00	\$20,202.90	\$19,192.76	\$1,010.14	\$0.00
Field Troopers (non-MCSAP_	92	1.0000	\$91,668.00	\$84,334.56	\$80,117.83	\$4,216.73	\$0.00
On-Call Pay	1	100.0000	\$49,200.00	\$49,200.00	\$46,740.00	\$2,460.00	\$0.00
Subtotal: Salary				\$1,931,961.42	\$1,835,363.35	\$96,598.07	\$0.00
Overtime Project Costs							
Overtime	1	100.0000	\$205,140.00	\$205,140.00	\$194,883.00	\$10,257.00	\$0.00
Subtotal: Overtime				\$205,140.00	\$194,883.00	\$10,257.00	\$0.00
TOTAL: Personnel				\$2,137,101.42	\$2,030,246.35	\$106,855.07	\$0.00
Accounting Method:	Accrual						

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

The North Dakota Highway Patrol will responsibly utilize funding provided by FMCSA through the MCSAP grant. We have demonstrated that we are good stewards of money and resources.

The total budget award amount was based on guidance given in the NOFO and FMCSA Policy. All eligible direct costs are – and always have been – charged to the MCSAP grant since the inception of the program. For example, NDHP troopers code their time records to show time spent on MCSAP-eligible activities. Further, employees in other State agencies who perform MCSAP-eligible activities are already working under other Federal grants. For instance, NDDOT employees who do crash data collection are already funded by NHTSA and other Federal grants.

Regarding indirect costs (IDC), the total indirect costs are calculated by up to 10% of salaries, fringe, supplies, services, and travel.

Regarding MOE in general, the main points are listed below: The NDHP has participated in MCSAP since its inception in the 1980s. The NDHP routinely turned back or rolled over MCSAP funds during the 1990s and early 2000s (i.e., during the "rollover era"). The NDHP has always spent MCSAP funds for one fiscal year into the succeeding fiscal year from the late 2000s through 2018 (i.e., during the "post-rollover era"). The FY 2010 MCSAP Review only found two eligible costs that created MOE: (1) NDDOT costs associated with crash data management, and (2) vehicle replacement costs included in the NDDOT's motor pool billings. The crash data management costs were eliminated when it was determined that NDDOT employees were funded by other Federal grants. The vehicle replacement costs were eliminated by an FMCSA determination that they were not eligible. All available evidence indicates that North Dakota has a zero MOE. The "Total Grant Funds Expended" includes the Federal grant funds expended and corresponding State matching funds expended on MCSAP-eligible activities during the identified fiscal year. The vast majority of the MCSAP budget is for salaries, benefits, training, fleet mileage costs, supplies and equipment needs under \$10,000 to support the MCSAP eligible activities. This supports our civilian and sworn personnel as they conduct inspections and support for the inspection processes.

Salaries are figured based on an hourly rate prorated for the percentage of time personnel dedicate to the MCSAP program from time distribution reports from 2023. This prorated method was discussed the ND FMCSA State Program Manager and approved. MCSAP Troopers are at 80% based on time distribution and salaries invoiced to MCSAP for the stated period. The Motor Carrier Regional Commander's adjusted to 95%, and MCSAP Sergeant's time is adjusted for 75% time dedicated to MCSAP. New Entrant coordinator is 100% dedicated. The MCSAP Civilian inspector is prorated to 85%. 95 sworn road troopers (non-MCSAP) conduct a minimum of 32 level 1,2 and/or 3 inspections. This is an average of approximately 2% of their total time.

All MCSAP hours doing inspections or other eligible activities are coded separately on our daily activity system and paid accordingly. Final monthly MCSAP salaries to be reimbursed are determined by taking the total actual MCSAP salaries for the month and then subtracting the Leave Salaries Reduction amount from this total to arrive at the final salaries amount to be requested for reimbursement for that month. The Leave Salaries Reduction amount is obtained by first multiplying the monthly MCSAP salaries total by the ratio of total MCSAP employee leave hours to the total MCSAP employee work hours for that month. The resulting total is then multiplied by the ratio of total state regular work hours to the total regular work hours by MCSAP employees for that month. This final resulting total is the Leave Salaries Reduction amount. For purposes of the above calculation, total MCSAP employee leave hours are the sum total of Annual Leave, Sick Leave, Family Sick Leave, and Funeral/Emergency Leave for that month.

***The NDHP's Motor Carrier Division (MCD) has one full-time MCSAP Administrative Assistant position. That employee assists in the day to day operation of the MCD by answering the phone, filing paperwork, processing driver/vehicle examination reports, maintaining supplies of the MCD, preparing and submitting invoices to FMCSA (thru the DELPHI system), and a multitude of other tasks to keep the NDHP MCD operational.

***The NDHP Motor Carrier Division (MCD) has two full-time MCSAP New Entrant Inspector positions. Those employees each conduct approximately 120 safety audits on new commercial motor vehicle carriers annually to ensure that they are in compliance with US Federal Motor Carrier rules and regulations. In addition, those inspectors conduct, at a minimum, 32 driver/vehicle examinations on commercial motor vehicles each year.

Overtime is paid at 1.5 times the regular hourly rate. The NDHP will budget for 3156 total hours of overtime for FY 2025. The NDHP's personnel working overtime is on a voluntary basis. The MC Operational Commander will work with the Regional Field Commanders in assigning available overtime. The certified employees may work overtime on a day off or as a shift extension. The NDHP will budget using an average overtime hourly rate for all positions of \$65.00/hr for a total expense of \$205,140.

The overtime can be done as a shift extension or work overtime on regular days off. We utilize the overtime to allow troopers, auditors and safety investigators more time during a shift to travel to the remote locations to conduct inspections complete audits and investigations.

On Call Pay is for motor carrier division troopers and sergeants to be available after hours. The 2023 ND legislative session approved funding to support NDHP line level sworn personnel to be paid 1/5th their regular time, per hour, to be on call. The average of this would be approximately \$9.82 per hour. The NDHP will plan for the sworn, line level MCSAP personnel to be on call after hours for MCSAP related response as needed. The sworn NDHP operate on a 28 day schedule period. The NDHP will plan for 1 trooper within Motor Carrier Operations to be on call each day of the week. The NDHP will plan for 1 sergeant within Motor Carrier Operations to be on call while off-duty until the last scheduled MCSAP trooper has ended their shift. The NDHP estimates that approximately 5,000 hours of on-call MCSAP time to be logged.

5,000 hours x \$9.82 per hour = **\$49,200** total project cost (Federal + State)

Comments

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MC Commander	44.0000	95.0000	\$123,677.00	\$51,696.98	\$49,112.13	\$2,584.85	\$0.00
MCSAP Admin Assistant	58.0000	100.0000	\$53,040.00	\$30,763.20	\$29,225.04	\$1,538.16	\$0.00
Civilian Motor Carrier Inspector	52.0000	75.0000	\$64,185.00	\$25,032.15	\$23,780.54	\$1,251.61	\$0.00
New Entrant Coordinator	46.0000	100.0000	\$78,711.00	\$36,207.06	\$34,396.71	\$1,810.35	\$0.00
Grant Specialist	50.0000	30.0000	\$67,343.00	\$10,101.45	\$9,596.38	\$505.07	\$0.00
MCSAP Troopers	60.0000	80.0000	\$1,375,020.00	\$660,009.60	\$627,009.12	\$33,000.48	\$0.00
MCSAP Sergeants	48.0000	75.0000	\$301,392.00	\$108,501.12	\$103,076.06	\$5,425.06	\$0.00
Field Trooper (non-MCSAP)	60.0000	1.0000	\$8,433,456.00	\$50,600.73	\$48,070.69	\$2,530.04	\$0.00
Field Sergeant (non-MCSAP)	48.0000	1.0000	\$401,856.00	\$1,928.90	\$1,832.46	\$96.44	\$0.00
New Entrant Inspector	48.0000	100.0000	\$144,344.00	\$69,285.12	\$65,820.86	\$3,464.26	\$0.00
TOTAL: Fringe Benefits				\$1,044,126.31	\$991,919.99	\$52,206.32	\$0.00

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

Fringe benefits includes health and life insurance, retirement, Soc. Sec., Workers Comp., Medicare for the MCSAP assigned personnel.

The specific amounts will be included in the vouchers. Fringe benefits requested for reimbursement are based on actual monthly fringe benefit costs for the following salaries accounts: State Retirement, Trooper's Retirement, Hospital Insurance, Basic Life Insurance, Social

Security, Medicare, Unemployment Insurance and Workers Compensation. The only fringe benefit costs which are requested for reimbursement are the actual benefit expenses which are recorded each month in the ND OMB computer printouts and a copy of this printout is included with each reimbursement request voucher submitted to FMCSA. The Fringe rates for each position are listed in the table above. Fringe rates were obtained from NDHP Finance section based on information from ND OMB.

The stated fringe rates were applied to the prorated base amount from the salaries section.

Calculations are formulated on the table above.

Comments

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
In-State Travel	1	1	100.0000	\$22,985.00	\$21,835.75	\$1,149.25	\$0.00
Out of State Travel	1	1	100.0000	\$65,913.00	\$62,617.35	\$3,295.65	\$0.00
TOTAL: Travel				\$88,898.00	\$84,453.10	\$4,444.90	\$0.00

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

In-State travel

Will be to allow routine travel for MCSAP personnel to travel to remote areas of ND to conduct inspections, complete safety investigations, complete New Entrant safety audits, attend in state training, in-service, meetings, educational and outreach presentations and special enforcement/inspection blitzes.

Commanders, Troopers, auditors and inspectors spend time out of their home assigned post to conduct MCSAP activities such as blitzes in other areas of the state, attend meetings, training and in-service. The NDHP anticipates that each commander, sergeant, trooper, New entrant auditor and civilian inspector will spend on average 1 day per month on overnight stay. State Rate for lodging is \$86.40 per night plus tax. We follow the state limits on allowed room rates for these locations. In addition, throughout the FFY, the NDHP budgets for numerous "In-state training" seminars and events. See table below for specific details. **The NDHP estimates total in-state travel for FFY 2025 will be approximately \$22,985.**

Planned Training and Travel
for MCSAP FFY 2025

TRAINING	LOCATION	# of PERSONNEL	# of NIGHTS	REGISTRATION FEE	HOTEL	MEALS	AIR FARE *	RENTAL VEHICLE	TOTAL
Gen Haz Mat	N/A			\$0.00	\$0	\$0	\$0	\$0.00	\$0
Cargo Tank	N/A								
Other Bulk Packaging	N/A								
NAS Part A (recruits)	Bismarck, ND, Spring 2026, LETA	20	5	\$0.00	\$1385 (2 instructors)	\$4500	\$0.00	\$0.00	\$5885

NAS Part B	Bismarck, ND, Fall 2025, LETA	20	5	\$0.00	\$9,000	\$4,500.00	\$0.00	\$0.00	\$13,500
FMCSA MCSAP Grant Planning Workshop 2025	TBD	2	3	\$0.00	\$1,120	\$466	\$2000.00	\$0.00	\$3,586
CVSA Spring Workshop 2026	Chicago, IL Apr 19-23, 2026	5	5	\$3,750	\$5,000	\$2,000	\$2500	\$0.00	\$14,250
CVSA Fall Conference 2025	Denver, CO Sept 21-25th	5	5	\$3,750	\$5,000	\$2,500	\$3,000		\$13,450
NAIC 2025	Minneapolis Aug 19-23, 2025	2	6	No charge	\$2,400.00	\$800.00	\$1,400.00	\$0.00	\$4,600
CVSA-FMCSA Data Quality 2025	March 2025	2	2	\$1400	\$800	\$320	\$1600		\$4120
COHMED 2025 (Level 6 recertification)	Costa Mesa, CA January 27-31, 2025	3	5	\$2250	\$4050	\$1152	\$2185	\$0.00	\$9,637
Investigation Safety Analysis	Austin, TX Nov. 4-13 2025	1	11	0.00	\$2,000	\$1,000	\$580	\$610	4,190
NDHP Motor Carrier Inservice	Bismarck, December 2024	20	1 night	free	\$1800	\$1800	\$0	\$0	\$3600
CVSA Board of Directors (70%)	New Orleans, LA April 27-May 1, 2025	1	3	free	\$600	\$400	\$800		\$1260
NTC instructor recertification	Spring 2026 TBD	2	6	free	\$3000	\$960	\$1600		\$5560
CMV Crash Manager Safety Summit	Oct. 2025 TBD	2	4	\$1500	\$1600	\$560	\$1600		\$5260

Out of State Travel:

Travel out of state follows the federal guidelines for reimbursement for meals. Employees submit a monthly travel expense voucher with the detailed expenses and an explanation. The expenses are reviewed by the Commander prior to approval for payment. **NDHP budgets for approximately \$63,517 for out of state travel for FFY 2025.**

In regard to the COHMED conference:

The troopers that have attended this conference find that the Hazardous Material training offered at this venue is some of the most valuable they receive. This is the only venue where there is continuing education provided on a frequent basis in regard to Hazmat. Short of attending the NTC Hazmat course again. With the volume of oil activity in ND and the associated hazmat that accompanies this activity it is valuable for our troopers to attend this conference. The networking and knowledge obtained by our Hazmat troopers at this conference is invaluable to them as they perform hazmat inspections. Hazmat involved crashes have risen consistently in ND over the past 5 years, from 10 in 2010 to 153 in 2014. COHMED is comprised of federal, state and local agencies, and industry from the United States and Canada. COHMED works cooperatively with other federal and state agencies, enforcement personnel, emergency planning managers, responders, academic institutions, interest groups and private industry. COHMED is committed to: Improving hazardous materials transportation safety, Fostering national uniformity in regulation and enforcement, Sharing information on hazardous materials transportation issues and delivery of services, Providing technical assistance, training and education to states and local governments to enhance existing programs and develop new ones to improve hazardous materials safety.

In regard to NAIC:

The North American Inspectors Challenge NAIC Each year, CVSA recognizes the best of the best by inviting member jurisdictions throughout North America to participate in the North American Inspectors Championship (NAIC), the only event dedicated to recognizing and awarding commercial vehicle inspector excellence.

In addition to the competitive events, each inspector receives training on the latest safety information, technology, standards and inspection procedures while sharing ideas, techniques and experiences with other inspectors. Although participating inspectors compete for honors in several categories, each inspector leaves NAIC as a winner.

NAIC contestants are evaluated in the following six categories:

North American Standard Level I Inspection

North American Standard Level I Inspection Procedures

North American Standard Hazmat/Dangerous Goods Inspection

North American Standard Cargo Tank/Other Bulk Packagings Inspection

North American Standard Level V Passenger Carrier Vehicle (Motor coach) Inspection

North American Standard Out-of-Service Criteria Exam

All of the inspection categories are timed events and the compilation of scores for these categories result in a Grand Champion. In addition to a Grand Champion, awards are given for first, second and third place for selected inspection events. Also, an award is given to each inspector who scores the most points representing each of the three participating countries: Canada, the United States and Mexico. And a special award, the John Youngblood Award of Excellence, is an honor NAIC contestants bestow upon a fellow NAIC inspector who exemplifies the high standards and unwavering dedication to the profession.

The CVSA Data Workshop offers training for users of federal data bases such as SafetyNet, NEWS, MCMIS. It is usually held at the same location as NAIC.

Comments

Part 4 Section 5 - Equipment

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

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.*

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Law Enforcement	1	\$5,000.00	100	\$5,000.00	\$4,750.00	\$250.00	\$0.00
TOTAL: Equipment				\$5,000.00	\$4,750.00	\$250.00	\$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.

MCSAP Trooper's equipment is used for both federal CMV enforcement and potentially non-CMV general law enforcement. The NDHP accounting office monitors the percentage of time each piece of equipment is historically used, by each officer, towards MCSAP related activities at the time of purchase. The proper percentage of the purchase price is then reflected in reimbursement towards the grant. Major equipment purchases are usually planned or centered around the projected lifespan of the item, or when the NDHP receives spending authority for the purchase through legislation. However, if a piece of equipment fails or is damaged prior to these allowances and replacement is necessary that purchase would be made out of schedule. All equipment that is purchased is deemed necessary for an NDHP Trooper to perform their duties.

Comments

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Intoximeters	25 Each	\$340.00	100.0000	\$8,500.00	\$8,075.00	\$425.00	\$0.00
MCSAP Tasers	25 Each	\$3,219.00	100.0000	\$80,475.00	\$76,451.25	\$4,023.75	\$0.00
General Supplies	24 Each	\$1,254.00	100.0000	\$30,096.00	\$28,591.20	\$1,504.80	\$0.00
MCSAP Squad Car Uptitting	4 Each	\$23,752.00	100.0000	\$95,008.00	\$90,257.60	\$4,750.40	\$0.00
TOTAL: Supplies				\$214,079.00	\$203,375.05	\$10,703.95	\$0.00

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

Supplies include all general office, inspection and general supply items to support the MCSAP program. These are the general supplies for the 24 assigned office and field MCSAP, BE and New Entrant personnel. Paper products for CSA investigators, New Entrant auditors, commanders, sergeants, troopers, inspectors and office personnel etc. and ink products for printers and copiers. The NDHP supplies all uniforms, and BDU's for officers, auditors and inspectors to conduct inspections, investigations and New Entrant Safety Audits, in addition to all foot wear and headgear, and winter gear for conducting inspections during the cold weather in ND.

In addition to the listed equipment the NDHP provides all inspection equipment and supplies necessary to conduct inspections. This includes eye protection, gloves, bump hats, road side inspection signage, rulers, soap stones, caps, hand cleaner and wipes, flashlights, batteries, break chamber devices, headlamps. Inspection, audit and investigation related equipment and supplies will be invoiced at 100%.

Any shared uniform, small equipment items and supply items that may be used outside of the MCSAP program will be prorated based on the approved method for the time dedicated to the MCSAP program per the labor distribution reports for the time period of 2025. These items may include but not limited to: weapons, holsters, AED's, Bar code scanners, Tasers, computers, printers, monitors, and other items below the \$5,000 threshold in relation to squad car upfitting that is necessary to carry out the duties of their positions.

Also included in supplies is the cost of publications for the officers to do inspections such as Manuals, regulation books, periodical publications that are CMV and inspection related, educational handout material.

Comments

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.1 Definitions](#) and [2 CFR §200.331](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.1 Definitions](#)).

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Stutsman County, ND		Contract	100.0000	\$1,296.00	\$1,231.20	\$64.80	\$0.00
Description of Services: Jamestown MCSAP Office Space							
Farm Bureau		Contract	100.0000	\$810.00	\$769.50	\$40.50	\$0.00
Description of Services: Minot MCSAP office space							
DRIVEWYZE CVIEW	0	Contract	100.0000	\$73,500.00	\$69,825.00	\$3,675.00	\$0.00
Description of Services: Year 3 Ongoing Licensing and Maintenance							
Upper Great Plains Traffic Institute	0	Contract	100.0000	\$13,546.00	\$12,868.70	\$677.30	\$0.00
Description of Services: NDHP Commercial Vehicle Safety Plan (CVSP) Assistance and PPTLD Updates, or other services as needed							
TOTAL: Contractual and Subaward				\$89,152.00	\$84,694.40	\$4,457.60	\$0.00

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

The NDHP will budget for office space utilized to support the MCSAP program. MCSAP employees utilize office space at our regional office locations in Jamestown and Minot. This is for assigned office space to conduct MCSAP eligible activities, New Entrant Audits, and safety investigations.

The below table details the employees, square footage for each office, current cost per square foot, and the estimated prorated amounts of each employee's labor distribution towards the MCSAP program from FY2021. The entered amounts above in the table include the prorated totals for each office location for each employee.

OFFICE RENT

Location	Cost/Sq. Foot
Jamestown	\$12.00
Minot	\$6.00
Williston	\$7.80

ESTIMATED COST PER MONTH-
MCSAP FY2022

Employee	Location	Square Ft.	Cost/Sq. Ft.	Sub-Total	Federal Time	Pro-rated	85%
MC Sergeant	Williston	100	\$7.80	\$780	75%	\$585	\$497
MC Trooper	Jamestown	121	12	\$1452	80%	\$1161	\$937
MC Trooper	Minot	135	6	\$ 810	80%	\$648	\$551

The NDHP plans to once again utilize the services of Upper Great Plains Transportation Institute to assist in gathering data, analyzing trend data as it applies to CMV safety to provide solid background information to support performance objectives and identify issues and to assist in preparing and yearly review of the CVSP document. This partnership with UGPTI will allow the NDHP to provide better information and a product to FMCSA. This work agreement is one that has proven successful and approved by FMCSA in other jurisdictions. It has been successful for the NDHP in past years. UGPTI will assist in drafting and reviewing the CVSP document in FFY 2025. Cost as of 8/25/2024 is \$13,546 for the CVSP assistance and needed updates to the PP/TLD document for the ITD program.

Upper Great Plains Transportation Institute is a state agency within North Dakota State University and as such, under ND state procurement rules this is an exemption to competitive procurement. The NDHP is following the state rules on procurement in regard to this contract. State procurement language under North Dakota Century Code 54-44.4-05 states:

"The office of management and budget shall adopt rules specifying the circumstances under which competition may be waived or limited, when negotiation may be used, and specifying the required justifications and procedures for using those methods of purchasing. The office of management and budget shall adopt rules related to sending notice of intent to make limited competitive, noncompetitive, and negotiated purchases in accordance with this chapter. The notice must describe the needed commodity or service and the intended procurement method and must state that vendors are permitted to submit bids or proposals for contracts to be awarded under this section. The circumstances that may permit limited competitive, noncompetitive, or negotiated purchases include: a. The commodity or service is available from only one source. b. The commodity or service is to be purchased for experimentation or trial. c. No acceptable bid or proposal was received pursuant to a competitive bidding or competitive proposal process. d. Commodities are being purchased for over-the-counter resale. e. Acceptable commodities or services are produced or provided by correctional institutions or other government agencies or a work activity center as defined in section 25-16.2-01. f. The anticipated cost of purchasing specified commodities or services is less than an amount determined by the office of management and budget which would justify the expense of a competitive bidding or competitive proposal process. g. A used commodity is advantageous to the state and the commodity is available only on short notice. h. The commodity is a component or replacement part for which there is no commercially available substitute and which can be obtained only from the manufacturer. i. Compatibility with equipment currently owned by the state is essential to the proper functioning of

that equipment. j. The agency provides documentation indicating that the services or the circumstances are of such a nature that deviation from the procurement procedure is appropriate."

The NDHP follows state procurement procedures that *comply with the standards described in [2 CFR §200 Procurement Standards](#)*.

2 CFR 200.318e states: To foster greater economy and efficiency, and in accordance with efforts to promote cost-effective use of shared services across the Federal government, the non-Federal entity is encouraged to enter into state and local intergovernmental agreements or inter-entity agreements where appropriate for procurement or use of common or shared goods and services.

Upper Great Plains Transportation Institute is an inter-entity state governmental agency and is within North Dakota State University, a state government agency.

The operation and maintenance of our new CVIEW by DRIVEWYZE, LTD. has an anticipated year 3 cost around \$73,500.

Comments

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
TOTAL: Indirect Costs			\$0.00	\$0.00	\$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
CVSA decals	4500 per year	\$0.46	100.0000	\$2,070.00	\$1,966.50	\$103.50	\$0.00
Cellular Communication and Data	1 per year	\$14,000.00	79.3200	\$11,104.80	\$10,549.56	\$555.24	\$0.00
Computer Operations and Maintenance	12 per year	\$2,000.00	79.3200	\$19,036.80	\$18,084.96	\$951.84	\$0.00
ND Motor Pool Mileage (MCSAP)	1 Annual	\$253,000.00	100.0000	\$253,000.00	\$240,350.00	\$12,650.00	\$0.00
Paid Media for Public Education	4 Per Year	\$1,200.00	100.0000	\$4,800.00	\$4,560.00	\$240.00	\$0.00
Overtime Mileage	1 Per Year	\$62,331.00	100.0000	\$62,331.00	\$59,214.45	\$3,116.55	\$0.00
TOTAL: Other Costs				\$352,342.60	\$334,725.47	\$17,617.13	\$0.00

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

CVSA decals are purchased from the Commercial Vehicle Safety Alliance at a fixed rate placed by them. The amount is from a published email from CVSA that indicated the cost of .28 cents per decal. Decals are issued by troopers and inspectors to power units and trailers after completing violation free Level 1 inspections.

Communications are for cell phones and aircards for our MCSAP personnel. 23 personnel are issued a cell phone and a laptop for use on a daily basis. Laptops utilize cellular air cards to complete roadside inspections, new entrant safety audits, safety investigations, NCIC queries, case reports, issue citations, and issue warnings. Cell phones are used to communicate with carriers, owners and industry as well as NDHP supervisors and coworkers to conduct day to day business associated with inspections, New Entrant Audits and safety investigations. All NDHP personnel are issued cell phones for work purposes. Air cards cost approximately \$49.99 per month. Each cell phone costs \$52.97/mo. The fees vary slightly each month due to data usage.

For 23 cell phones and 23 air cards, we anticipate spending \$14,000 total for communications in FFY 2025.

For budgeting purposes, communication costs will be prorated based on the aggregate total of the labor distribution used for salaries. The **average proration amount amongst the 22 below listed employees is 79.32%.**

- 13 MCSAP troopers= 80%
- 1 MCSAP Civilian = 75%
- 1 MC Regional Commander=95%
- 3 MCSAP Sergeants=75%
- 1 New Entrant Coord.=100%
- 2 New Entrant Auditors = 100%

The NDHP estimates \$253,000 to be expended for NDDOT motor pool/mileage costs for FFY 2025. This was identified by FFY2024 expenditures for MCSAP mileage billed to the NDHP using the most recent mileage rate of \$0.75/mile. This rate is subject to change and fluctuates regularly throughout the year. MCSAP employees identify mileage traveled on their patrol vehicles to the MCSAP grant when applicable.

Public Outreach and Education, the NDHP will plan paid media for public outreach and education through advertising of CMV safety messages. The NDHP will budget \$4,800 for FFY 25 for advertising at local truck stops and restaurants around the state. Messaging would include NO-Zone awareness, human trafficking and seatbelt use in CMVs as examples. The NDHP is planning on expanding its scope of public outreach and education with efforts toward educating CMV drivers with analysis of CMV speeds during inclement/winter weather driving conditions. This will potentially include safety messages in the form of video safety messaging and public service announcements.

Computer operation and maintenance costs for MCSAP related software and hardware items in the previous 12 month period have averaged approximately \$2000 per month (NDHP finance). This is for routine maintenance and operation of federal and state software systems for completing enforcement, inspections, investigations and audits and other duty related tasks. This line item also includes all software maintenance and computer maintenance needs. Each commander, sergeant, trooper, auditor and inspector (22) are issued a Panasonic Toughbook laptop and associated software in order to

complete inspection and investigations. The office administrative assistant, and two commanders have an office computer. There are maintenance costs for the hardware and software. Aspen, ISS, Guard, Capri, UFA, ProVu, Case Rite and EFOTM are the software used by inspectors and troopers that do inspections and/or safety investigations. Computer hardware and software operation and maintenance costs that are shared will be prorated based on the time dedicated to MCSAP. This is determined by the labor distribution report.
\$2,000.00 x 12 months x 79.32% = \$19,036.80

Total indirect costs are calculated by up to 10% of salaries, fringe, supplies, services, and travel. Our employees average 25 miles driven for every 1 hour of overtime worked. Using the federal mileage reimbursement rate of \$0.79/mile that equates into \$19.75 per hour for OT mileage. A total of \$62,331 is budgeted for FFY2025.

Comments

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Troopers (15)	\$1,045,015.20	\$55,000.80	\$1,100,016.00	\$0.00
Motor Carrier Commander	\$111,618.49	\$5,874.66	\$117,493.15	\$0.00
MCSAP Admin Assistant	\$50,388.00	\$2,652.00	\$53,040.00	\$0.00
MCSAP Sergeants	\$214,741.80	\$11,302.20	\$226,044.00	\$0.00
Civilian MCSAP Inspector	\$51,829.39	\$2,727.86	\$54,557.25	\$0.00
New Entrant Coordinator	\$74,775.45	\$3,935.55	\$78,711.00	\$0.00
New Entrant Inspector	\$137,126.80	\$7,217.20	\$144,344.00	\$0.00
Sworn Road Sergeant (non MCSAP)	\$3,817.63	\$200.93	\$4,018.56	\$0.00
Grant Specialist	\$19,192.76	\$1,010.14	\$20,202.90	\$0.00
Field Troopers (non-MCSAP_	\$80,117.83	\$4,216.73	\$84,334.56	\$0.00
On-Call Pay	\$46,740.00	\$2,460.00	\$49,200.00	\$0.00
Salary Subtotal	\$1,835,363.35	\$96,598.07	\$1,931,961.42	\$0.00
Overtime	\$194,883.00	\$10,257.00	\$205,140.00	\$0.00
Overtime subtotal	\$194,883.00	\$10,257.00	\$205,140.00	\$0.00
Personnel total	\$2,030,246.35	\$106,855.07	\$2,137,101.42	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MC Commander	\$49,112.13	\$2,584.85	\$51,696.98	\$0.00
MCSAP Admin Assistant	\$29,225.04	\$1,538.16	\$30,763.20	\$0.00
Civilian Motor Carrier Inspector	\$23,780.54	\$1,251.61	\$25,032.15	\$0.00
New Entrant Coordinator	\$34,396.71	\$1,810.35	\$36,207.06	\$0.00
Grant Specialist	\$9,596.38	\$505.07	\$10,101.45	\$0.00
MCSAP Troopers	\$627,009.12	\$33,000.48	\$660,009.60	\$0.00
MCSAP Sergeants	\$103,076.06	\$5,425.06	\$108,501.12	\$0.00
Field Trooper (non-MCSAP)	\$48,070.69	\$2,530.04	\$50,600.73	\$0.00
Field Sergeant (non-MCSAP)	\$1,832.46	\$96.44	\$1,928.90	\$0.00
New Entrant Inspector	\$65,820.86	\$3,464.26	\$69,285.12	\$0.00
Fringe Benefits total	\$991,919.99	\$52,206.32	\$1,044,126.31	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
In-State Travel	\$21,835.75	\$1,149.25	\$22,985.00	\$0.00
Out of State Travel	\$62,617.35	\$3,295.65	\$65,913.00	\$0.00
Travel total	\$84,453.10	\$4,444.90	\$88,898.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Law Enforcement	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Equipment total	\$4,750.00	\$250.00	\$5,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Intoximeters	\$8,075.00	\$425.00	\$8,500.00	\$0.00
MCSAP Tasers	\$76,451.25	\$4,023.75	\$80,475.00	\$0.00
General Supplies	\$28,591.20	\$1,504.80	\$30,096.00	\$0.00
MCSAP Squad Car Uptitting	\$90,257.60	\$4,750.40	\$95,008.00	\$0.00
Supplies total	\$203,375.05	\$10,703.95	\$214,079.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Stutsman County, ND	\$1,231.20	\$64.80	\$1,296.00	\$0.00
Farm Bureau	\$769.50	\$40.50	\$810.00	\$0.00
DRIVEWYZE CVIEW	\$69,825.00	\$3,675.00	\$73,500.00	\$0.00
Upper Great Plains Traffic Institute	\$12,868.70	\$677.30	\$13,546.00	\$0.00
Contractual and Subaward total	\$84,694.40	\$4,457.60	\$89,152.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA decals	\$1,966.50	\$103.50	\$2,070.00	\$0.00
Cellular Communication and Data	\$10,549.56	\$555.24	\$11,104.80	\$0.00
Computer Operations and Maintenance	\$18,084.96	\$951.84	\$19,036.80	\$0.00
ND Motor Pool Mileage (MCSAP)	\$240,350.00	\$12,650.00	\$253,000.00	\$0.00
Paid Media for Public Education	\$4,560.00	\$240.00	\$4,800.00	\$0.00
Overtime Mileage	\$59,214.45	\$3,116.55	\$62,331.00	\$0.00
Other Costs total	\$334,725.47	\$17,617.13	\$352,342.60	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$3,734,164.36	\$196,534.97	\$3,930,699.33	\$0.00
Total Costs Budgeted	\$3,734,164.36	\$196,534.97	\$3,930,699.33	\$0.00

Comments

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$1,835,363.35	\$96,598.07	\$1,931,961.42	\$0.00
;;;Overtime Subtotal	\$194,883.00	\$10,257.00	\$205,140.00	\$0.00
Personnel Total	\$2,030,246.35	\$106,855.07	\$2,137,101.42	\$0.00
Fringe Benefits Total	\$991,919.99	\$52,206.32	\$1,044,126.31	\$0.00
Travel Total	\$84,453.10	\$4,444.90	\$88,898.00	\$0.00
Equipment Total	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Supplies Total	\$203,375.05	\$10,703.95	\$214,079.00	\$0.00
Contractual and Subaward Total	\$84,694.40	\$4,457.60	\$89,152.00	\$0.00
Other Costs Total	\$334,725.47	\$17,617.13	\$352,342.60	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$3,734,164.36	\$196,534.97	\$3,930,699.33	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$3,734,164.36	\$196,534.97	\$3,930,699.33	\$0.00

Comments



NORTH DAKOTA

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

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

REMINDERS FOR FY 2025:

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

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

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2025 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Comments

Part 1 Section 2 - Mission/Goal Statement**Instructions:**

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

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

The North Dakota Highway Patrol (NDHP) is the administrator for the Commercial Vehicle Safety Plan (CVSP). The NDHP mission is *to make a difference every day by providing high quality law enforcement services to keep North Dakota safe and secure*. It strives to promote and maintain a spirit of teamwork that is the tradition of the North Dakota Highway Patrol, through core values of loyalty, integrity, commitment and respect. The Motor Carrier Safety Assistance Program (MCSAP) goal, which is consistent with the NDHP mission, is to reduce CMV-involved crashes, fatalities and injuries through consistent, uniform, and effective CMV safety programs.

The NDHP continues to improve CMV safety through:

Strategy 1: Reduced MCV Fatal and Injury-Related Crash Rates

- Objective 1.1: Compliance & enforcement
- Objective 1.2: Thoroughly investigate all fatal and injury commercial vehicle crashes to determine causation factors and plan operations based on findings.
- Objective 1.3: Improve data collection and analysis.

Strategy 2: Community Outreach & Policing

- Objective 2.1: Create public awareness of sharing the road with commercial vehicles.
- Objective 2.2: Work with North Dakota motor carriers to conduct training and informational seminars.
- Objective 2.3: Establish liaison with community organizations for support.
- Objective 2.4: Publicize agency objectives.
- Objective 2.5: Educate high-risk and high-exposure driver groups.

Strategy 3: Employee Development and Safety

- Objective 3.1: Conduct safety training programs.
- Objective 3.2: Ensure personnel have all equipment and information necessary to carry out MCSAP duties.

Comments

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
☒	☐	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
☒	☐	Are initiatives involving rural roads included in the CVSP?
☐	☒	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
☒	☐	Are initiatives regarding human trafficking/smuggling included in the CVSP?
☒	☐	Are activities regarding drug interdiction included in the CVSP?
☒	☐	Are initiatives regarding work zone safety included in the CVSP?
☒	☐	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

Federal Fiscal Year 2024 Annual Update: NDHP Motor Carrier Division (MCD) structure. MCSAP is staffed through the Motor Carrier Region which is statewide. The MC region is allocated 23 total sworn officers. MCD also includes (3) civilian permit staff. The NDHP's Motor Carrier Operations Commander, along with the NDHP Project and Grant Specialist, will jointly serve as the MCSAP Grant Coordinator. The breakdown of MCD is: (1) Motor Carrier Operations Commander, (3) sergeants, (15) dedicated MCSAP troopers and (6) size and weight troopers. MCD also includes (1) civilian inspector and (1) administrative assistant. The New Entrant program consists of (3) civilian auditors. The NDHP Project and Grant Specialist (1) is partially funded by the MCSAP grant for relevant projects and duties. In addition, McKenzie County Sheriff's Office has (2) sworn deputies that are certified in level 1 inspections and recently Watford City Police Department has (1) sworn officer certified to conduct level 1 inspections. Both of these agencies are non-funded from the MCSAP grant.

In addition to the dedicated MCSAP team, the MCD has six Motor Carrier Operations troopers who focus efforts on size and weight enforcement and support the safety efforts lead by the core MCSAP staff. These troopers focus their patrol time on CMV size and weight issues, and do level 1, 2 or level 3 inspections on those CMVs stopped for size and weight violations. The MCSAP Sergeants, MCSAP inspectors, MC (size and weight) troopers have each successfully completed the North American Standard (NAS) Part A and B Courses and a majority have Advanced Level I training. There are currently (July 29, 2024) 30 inspectors certified to conduct NAS Level I inspections and are provided MCSAP overtime to conduct them. In addition, 90 traffic troopers (July 29, 2024) are certified to conduct NAS Level II & III inspections and participate in joint enforcement strike forces and saturation details.

Four regional sergeants have opted to maintain their inspection certification as their work load allows. Based on MC Division records, we currently have a total 117 CVSA certified employees (July 29th, 2024) in the NDHP, or operating under the NDHP authority, that conduct inspections.

The MCSAP Grant Coordinator has oversight of the MCSAP program and is responsible for creation and submission of the MCSAP CVSP. Under the direction of the Motor Carrier Operations Commander the activities outlined in the eCVSP are implemented and progress reports are submitted. The MCSAP Grant Coordinator is responsible for the overall oversight, performance of the personnel and activities in the MCSAP program. The MCSAP Grant Coordinator works to assure that adequate resources are provided to accomplish the activities in the MCSAP program.

The Motor Carrier Operations Commander is also responsible for implementation of the MCSAP CVSP in the field. Working with the MCD sergeants activities are planned, personnel scheduled and resources are cordiated to accomplish stated MCSAP activities. The Motor Carrier Operations Commander supervises the three sergeants and the New Entrant Safety coordinator and auditors.

The sergeants act as the first line supervisor for the line-level personnel in the MCSAP program. They act as mentors and trainers. The sergeants review and evaluate the day to day performance of the line level personnel. They also perform inspections and assure adherence to policies, plans, schedules and planned activities. The sergeants complete performance appraisals on line level personnel. They report back to the Motor Carrier Operations Commander on inspection activities.

The troopers and civilian inspectors/auditors perform inspections, safety investigations, New Entrant safety audits, educational activities, and take enforcement action when appropriate. These are the line level personnel that are tasked with performing and accomplishing activities outlined in the MCSAP CVSP. The NDHP has maintained the position of "MCSAP Coordinator". The repsonsibilites of this position will be to process DATA Q's with assistance from the Operational Commander develop training curriculum, instruct on CMV topics related to MCSAP and FMCRs and to provide input to the commanders on regulations. The MCSAP coordinator will be additional duties for a trooper postion.

The NDHP continues to work closely with NDDOT, FMCSA and our IT section to assure our Data Quality is at the highest level possible. We have overcome historical challenges and succeeded in sustaining our Overall Data Quality rating at the "good" level.

Process: In order to monitor performance and assure that performance goals and activities are being accomplished and met, the Motor Carrier Operations Commander will review statistical performance levels of each MCSAP trooper, civilian inspector and safety auditor. Realistic, attainable, individual performance goals in regard to inspections, enforcement activities and educational presentations are discussed with each employee. First line supervisors meet with the troopers, inspectors and auditors at the beginning of each year and discuss the goals listed in the CVSP. Individual work and career goals are discussed and set with each trooper and inspector as to how they will contribute to the overall success of the CVSP goals. Periodically, or as needed, first line supervisors do a review of work performance and progress of the individual trooper, inspector and auditor activities. Strategies for successes and challenges in meeting goals are discussed. Formal performance appraisals are conducted annually with each employee to assure that standards in all areas of performance are being met.

Comments

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	NORTH DAKOTA STATE PATROL
Enter total number of personnel participating in MCSAP activities	171
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	117
Traffic Enforcement Activities	171
Investigations*	5
Public Education and Awareness	171
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	3

Comments

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 2025 - 2027 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Comments

Part 2 Section 2 - CMV Crash Reduction

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2019 - 2023

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: 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			
10/01/2022	09/30/2023	21	0.19	0.23
10/01/2021	09/30/2022	27	0.19	0.29
10/01/2020	09/30/2021	14	0.19	0.15
10/01/2019	09/30/2020	14	0.19	0.17
10/01/2018	09/30/2019	21	0.19	0.24

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			
10/01/2022	09/30/2023	2	0	2
10/01/2021	09/30/2022	1	0	1
10/01/2020	09/30/2021	0	0	0
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0

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			
10/01/2022	09/30/2023	1	0	1
10/01/2021	09/30/2022	0	0	0
10/01/2020	09/30/2021	1	0	1
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0

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

SAFETYNET Query 8/6/2024 All CMV Crashes • A count of the number of fatal crashes, and a count of the number of fatalities in crashes, involving a large truck or bus for each of the below years. • A large truck or bus has a gross vehicle weight rating over 10,000 pounds. o 10/01/2018-9/30/2019 – 22 fatal crashes – 25 total fatalities o 10/01/2019-9/30/2020 – 15 fatal crashes – 16 total fatalities o 10/01/2020-9/30/2021 – 14 fatal crashes – 16 total fatalities o 10/01/2021-9/30/2022 – 27 fatal crashes – 27 total fatalities o 10/01/2022-9/30/2023 – 21 fatal crashes – 24 total fatalities North Dakota Total VMT by Year 2016 2017 2018 2019 2020 2021 2022 9,739 9,717 9,856 9,826 8,768 9,256 9,180 Fatality Rate is equal to the "Number of Fatal Crashes Involving a Large Truck or Bus" divided by the "State Total VMT" multiplied by 100. Fatality Rate figures represent Fatalities per 100 Million Vehicle-Miles Traveled. Data Source: USDOT/FHWA, Highway Statistics (annual series) Note: VMT data is not yet available for 2023, so 2022 data was used for that year. Motorcoach/Passenger Carrier Crashes • A count of the number of fatal crashes, and a count of the number of fatalities in crashes, involving a motorcoach/passenger carrier for each of the below years. • In SafetyNet there is not a definition of motorcoach. The criteria are either bus (9-15 passengers) or bus greater than 15 passengers. Also, unable to tell how many fatalities there are. All we can tell is how many crashes there were that involved a bus with the breakout by the size of the bus. This data is coming from the ND TracS Report which does not break out bus and motorcoach. The below numbers are number of crashes, not able to tell if there were any fatalities resulting from these crashes. o 10/01/2018-9/30/2019 Bus 9-15 people – 0, Bus 15+ - 30 – Total=30 o 10/01/2019-9/30/2020 Bus 9-15 people – 1, Bus 15+ - 21 – Total=22 o 10/01/2020-9/30/2021 Bus 9-15 people – 1, Bus 15+ - 22 – Total=23 o 10/01/2021-9/30/2022 Bus 9-15 people – 0, Bus 15+ - 30 – Total=30 o 10/01/2022-9/30/2023 Bus 9-15 people – 0, Bus 15+ - 20 – Total=20 • Completed a query on A&I 8/14/2024 for MCMIS fatal crashes involving a bus in ND for FY2020 through FY2023, and it showed one (1) fatal crash in FY2022 and two (2) fatal crashes in FY2023. Hazardous Materials (HM) Crash Involving HM Release/Spill • A count of the number of fatal crashes, and a count of the number of fatalities in crashes, involving a HM crash involving a HM release/spill as defined for each of the years. • There is no SafetyNet data available for this field. In the Crash Characteristic Report from SafetyNet it does not specify HM crashes, just smaller vehicles. • Completed a query on A&I 8/14/2024 for MCMIS fatal crashes involving a truck or bus with an HM placard in ND for FY2020 through FY2023 that resulted in a cargo release, and it showed one (1) fatal crash in FY2021 and one (1) fatal crash in FY2023.

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

Winter weather conditions in North Dakota often lead to hazardous road conditions, significantly impacting the safety of trucking operations.

Crashes among heavy vehicles (weight more than 10,000 pounds) more often occur during cold weather months, from October through March, than during the warmer weather months. Further, 69% of the winter months crashes occur on rural roadways, where storm response is often impeded by limited visibility and reduced road surface friction. In calendar years 2019 and 2020 North Dakota experienced a reduction in CMV related fatalities. The reasoning for the overall reduction is not clear, but overall crash numbers statewide were reduced over that time frame. One contributing factor was COVID and the ramifications of government regulations which greatly reduced traffic volumes on ND highways. Between 2019 and 2020 there was a reduction of 1,058 VMT which directly correlated to the reduction of fatal crashes and fatalities involving CMVs. As the VMT increased through years 2021-2023, the number of fatal crashes and fatalities also increase. There was also an update in the number of crashes reported in 2019 and 2020, between the 2024 CVSP and the 2025. The difference is attributed to the updated data being provided in the CVSP tool between the two fiscal years.

Weather was the largest contributing factor in truck-involved crashes involving injuries, whether single- or multi-vehicle, or other vehicles since 2012. In years with particularly harsh winters with more than the average number and severity of storms, heavy-vehicle crashes tend to increase. The NDHP is examining strategies to help mitigate this.

Narrative Overview for FY 2025 - 2027**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.

By FY2027, the NDHP will strive to attain a CMV fatality rate of 0.19 or less considering traffic trends and historical incidence rates. Our long-term goal to achieve a zero fatality rate is consistent with our state partners. The NDHP will continue to promote fewer driver violations for both CMV drivers and non-CMV drivers interacting with trucks; it will also increase safety belt compliance through inspection, enforcement, and education.

In compliance with 49 CFR 350.201(q), the NDHP will continue to train all troopers to recognize and remove drivers impaired by alcohol and controlled substances from the highways. In addition, troopers will have access to many detection tools, including the use of up to seven NDHP drug dogs. In compliance with 49 CFR 350.201(t), 49 CFR 392.9a is enforced by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority; and 49 CFR 387 is enforced during driver/vehicle inspections and CRs. First-line supervisors monitor this during special enforcement blitzes and when doing periodic performance checks. Quarterly performance checks and yearly performance appraisals are conducted by first-line supervisors to assure OOS carriers are being checked by inspectors and troopers.

Regarding motor coach/passenger transportation, data analysis has not identified a safety problem in North Dakota. Historically, we have not had an extensive passenger carrier inspection program given limited motor coach traffic. With the requirement to conduct inspections at destinations and terminals, we have few opportunities to do inspections on motor coaches passing through North Dakota.

The NDHP has also not identified a specific hazardous material problem in North Dakota as it contributes to CMV crashes. The number remains low. Less exposure, with the recent decline in energy sector activity, as well as ongoing MCSAP efforts to ensure compliance reinforce safety in the hazardous material (HM) sector.

Each year we complete a number of oil field strike forces in northwest North Dakota, where the bulk of the HM loads and cargo tank loads operate. We are on schedule to complete blitz events again in FY2025, FY2026 and FY2027.

As of July 2024, 22 troopers are certified to complete hazardous materials inspections; 2 are certified to conduct passenger vehicle inspections, and 15 are certified to conduct cargo tank inspections. In the HM partnership arena, the state of ND has a HM response plan that is tied to multiple partners and the national threat level. The NDHP has 17 personnel who routinely conduct HM inspections. In the HM review arena, the NDHP has 2 officers who will begin conducting safety investigations of HM carriers. We have a goal that all MCSAP and MC troopers in the NDHP will be HM and cargo tank certified inspectors within 3 years of joining the MC Region.

The USDOT and the Federal Motor Carrier Safety Administration identified "work zone safety" as an area of special emphasis to reduce CMV fatal crashes in construction zones nationwide. The North Dakota Highway Patrol will support that mission by changing some quarterly "mixed traffic enforcement blitzes" to "construction zone enforcement blitzes" when those work zones are present. These blitzes will be coordinated by MC sergeants; the results from those blitzes will be recorded on the quarterly MCSAP events spreadsheet, and forwarded to the MC Regional Commander each quarter. The NDHP cannot specifically identify certain areas of our state where work zone crashes occur more frequently, as specific work zones change every season in North Dakota to different locations throughout our state. Our work zone/construction season, at best, is only 6 to 7 months long per year, and that length changes every season. NDDOT notifies our agency of where they will be conducting construction, on May 1st of each year, and the construction zone season usually ends in October. We do our best to work the construction zones that we are advised of by our department of transportation in the limited time that we have to work them. It is not feasible for the NDHP to identify specific zones or areas in our CVSP.

In addition, to support national safety goals the NDHP will target human trafficking, drug interdiction, enforcement of out of service orders, electronic logging devices, new entrant safety audits and compliance reviews, and hazmat reviews. The NDHP will continue to work with our criminal interdiction team to address several of these issues. Special details will be planned in conjunction with Motor Carrier troopers conducting inspections alongside criminal interdiction officers.

Although FMCSA identifies migrant worker transportation in rural areas and motor coach safety there does not appear to be a definitive problem within the boundaries of North Dakota.

Enter the data source and capture date:

Projected Goal for FY 2025 - 2027:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2025	5
2026	5
2027	5

This is reflected as a percentage each year.

Program Activities for FY 2025 - 2027: 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.

The NDHP will strive to accomplish this goal by completing a total of 11,000 CMV inspections, dedicating 15 MCSAP troopers, one MCSAP civilian inspector, and three MCSAP sergeants to do the bulk of these inspections; with 117 traffic troopers supporting the MC safety effort by conducting inspections on traffic stops of CMVs. As stated in the in the budget section, the NDHP will dedicate on average, 82% total hours of the MCSAP sworn trooper's time, 75% total hours of the MCSAP sergeant's time, and 75% total hours of the civilian inspector's time toward MCSAP eligible activities. Sworn traffic and motor carrier troopers dedicate 3% of their time toward MCSAP activities, conducting a minimum of 32 level 1 or 3 inspections per year. The 100 hours, as stated by the NDHP, covers a wide range of activities that sworn officers are required to perform while on "road patrol." The 100 hours for MCSAP personnel encompasses eligible traffic control time, truck enforcement time related to roadside and fixed inspections, assisting with post-crash inspections of CMVs, roadside reporting requirements, and any criminal interdiction efforts while conducting inspections. There are a number of variables in a sworn officer's day that make it difficult to specifically dedicate a set number of hours to conducting inspections.

****"Traffic control time" is just a general term used to describe a trooper's activities in relation to being present and visible on or next to the roadway in the capacity of CMV traffic. Any time a marked patrol car is driving down a roadway, or parked on the side of the road visible to CMV drivers, it is controlling traffic and affecting CMV driver's behavior. In regards to that term being used for this MCSAP grant, it would be the time where a trooper is working trucks, but not actively physically conducting an inspection. For example, a trooper sitting on the side of the road, inbetween inspections, waiting for the next CMV to drive past that they are going to inspect. If a trooper is assigned to enforce CMV laws all day long, we dont expect them to "log off" MCSAP time inbetween inspections while they are actively looking for another truck to inspect. This can also include the time spent at the scene of a CMV crash while our troopers are conducting traffic control during the lengthy process of cleaning up a CMV crash scene for towing, scene clean up, etc.

One large oil field blitz, in an oil producing area of our state, is conducted between August and October. All available MCSAP personnel will participate as determined by the MC regional operations commander. The large blitz is a multiple-day saturation event at various inspection locations in the northwest region. Criminal Interdiction and human trafficking will also be an emphasis during this blitz.

Smaller blitzes, which will include hazmat carrying CMV's, will be completed annually FY2025 through FY2027. Those smaller blitzes will be completed quarterly. The staffing levels will be determined by the motor carrier regional commander. The small blitzes will be one or two days in duration.

Complete 8 out of the 16 safety investigations on carriers with high unsafe driving, fatigued driving, and/or driver fitness BASICS.

Quarterly MTE enforcement blitzes should also occur each year. There will be one held in each of the four regional locations. An invitation to the traffic regional staff will be extended to participate as determined by the operations commander.

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.

Eight (8) of the sixteen (16) safety investigations on carriers with high driver BASICS will be completed during each fiscal year. The MC Commander will review monthly safety investigation reports, provided by FMCSA, to track unsafe driving, fatigued driving, and/or driver fitness investigations and complaint safety investigations. The commander will analyze the results of each strike force and submit this analysis to FMCSA.

The large blitz will have as many MCSAP employees assigned as the schedule allows and also to include criminal interdiction team troopers.

The four MTE details will be monitored for activity. One MTE detail will be held each quarter in one of the regional locations. Citations and warnings issued will be forwarded to the regional commander for analysis at the end of each detail. The MC Operations Commander will share any relevant information with FMCSA. All four MTE details will be completed by September 30 of each fiscal year.

The assistant operations commander will study state traffic fatality statistics as maintained by the NDDOT on a quarterly basis to determine trends and factors in fatal crashes involving CMVs. The Motor Carrier Operations Commander will review monthly safety investigation reports, provided by FMCSA, to track unsafe driving, fatigued driving, and/or driver fitness investigations and complaint safety investigations. The Motor Carrier Operations Commander will analyze the results of each strike force and submit results to the NDHP MCSAP Grant Coordinator and FMCSA.

Comments

32511 - 11/26/24 lhendric

To address 11869 an addition to the narrative was given explaining better/updated data being provided this year.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2019 - 2023

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	2282	2328	2880	2586	2717
Level 2: Walk-Around	3947	4279	3727	3756	3935
Level 3: Driver-Only	4849	3404	2777	2375	2833
Level 4: Special Inspections	4	3	5	5	1
Level 5: Vehicle-Only	86	57	82	64	39
Level 6: Radioactive Materials	3	3	0	5	1
Total	11171	10074	9471	8791	9526

Narrative Overview for FY 2025 - 2027

Overview:

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

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

SafeSpect is now the exclusive inspection program used by the NDHP. A CVIEW tool was implemented in July of 2024.

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.

The NDHP has six fixed locations where inspections can be conducted on a random basis. All are outdoor facilities. In addition, there are numerous turnout location sites around North Dakota in the form of old rest areas with paved surfaces and turnouts that are parallel to highways with paved surfaces. Several of the DOT yards have areas where trucks can be inspected. We continue to work with NDDOT to identify fixed areas and turnout locations to conduct inspections.

Troopers are deployed to high CMV traffic areas such as the interstate system and US highway systems, including I-94, I-29, US 85, US 2, and US 83. North Dakota is the third largest US state for oil production (2024 U.S. Energy Information Administration). Inspection details are held routinely in northwestern North Dakota. When conducting a CMV inspection, the USDOT number will be entered into SafeSpect and CVIEW to verify carrier status. If the USDOT shows out of service, SafeSpect and CVIEW will alert the inspector that the carrier is currently under a federal OOS order. CVIEW will indicate the date and reason the carrier was placed out of service. If the carrier is operating intrastate and is Unsat/Unfit, or is an imminent hazard, the OOS order will be enforced and contact will be made with the FMCSA ND Division for further actions. If the carrier is operating in interstate commerce and an OOS order is noted, contact will be made with the FMCSA ND Division for further actions. A carrier found to be operating under a valid OSS order will immediately be placed out of service until resolved. If an officer is unable to verify status through SafeSpect and CVIEW, they will contact FMCSA Western Service Center to verify operation status per the MCSAP comprehensive policy. Fifteen line level MCSAP assigned personnel conduct roadside and fixed-site inspections. Three MCSAP sergeants conduct roadside and fixed-site inspections. Six regional motor carrier "size and weight" troopers conduct roadside and fixed site inspections on a limited basis. Each traffic trooper has a goal to complete 32, with a minimum of 32 Level II or III, inspections each year to remain CVSA certified.

The projected goals for FY2025 through FY 2027 are in the following tables (per the roadside inspection section), in relating

the more recent figures to national inspection type encouraged percentages and the average activity level for 2025/2027, it is important to recognize the following factors:

1. It is only possible to consistently do Level 1 inspections during about six months of the year due to inclement weather conditions. Several months of winter and sporadic occurrences of extreme heat during the summer prohibit troopers from safely conducting Level 1 inspections.
2. The NDHP does not have an inspection barn or pit facility to accommodate year-round inspections. All inspections are outdoors.
3. In addition, the NDHP has moved to a more roadside and mobile approach that allows flexibility to address traffic all traffic corridors in the state, while maintaining limited use of the traditional fixed station locations that have very limited siting across the road system.
4. The NDHP has transitioned from a mix of civilian and trooper in the MCD to strictly enlist all sworn troopers in these positions. While this does mean some increased training time, the change has allowed the NDHP MCD to improve quality in the inspection activities and permit much more latitude in their ability to issue citations, conduct arrests, and make criminal interdiction. This latitude has been especially critical during the influx of motor carrier traffic associated with the energy exploration.
5. The violation detection rate has gone up with more time and greater scrutiny in the trooper conducted inspections, evidence that a focus on quality, rather than quantity, is critical in increased CMV safety.
6. The NDHP is still committed to completing an overall number of 11,000 inspections in 2025-2027. This total will cover all levels of inspections completed. The goals for each individual level of inspection have been adjusted to match the percentage of certified inspectors the NDHP has at that level.

The North Dakota Highway Patrol's level 5 inspection program is as follows: During safety compliance audits, our inspectors are periodically required to do a "driverless" inspections on a number of vehicles at that carrier to make sure that carrier is in compliance. In addition, to maintain a "motor coach" certification, our inspectors that are motor coach certified have to conduct a number of those inspections annually. Level 5 inspections are also conducted at carriers place of business at the request of FMCSA while FMCSA is conducting on-site investigations.

Projected Goals for FY 2025 - 2027

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. For FY 2025, 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: NORTH DAKOTA STATE PATROL

Enter the total number of certified personnel in the Lead agency: 117

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2000	185	8	2193	19.94%
Level 2: Walk-Around	3900	225		4125	37.50%
Level 3: Driver-Only	4500	160	0	4660	42.36%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			20	20	0.18%
Level 6: Radioactive Materials	2			2	0.02%
Sub-Total Lead Agency	10402	570	28	11000	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	3
Enter the total number of inspections projected for FY 2025:	200

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: NORTH DAKOTA STATE PATROL					
# certified personnel: 117					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 2					
# certified personnel: 3					
# projected inspections: 200					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2000	185	8	2193	19.94%
Level 2: Walk-Around	3900	225		4125	37.50%
Level 3: Driver-Only	4500	160	0	4660	42.36%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			20	20	0.18%
Level 6: Radioactive Materials	2			2	0.02%
Total MCSAP Lead Agency & Subrecipients	10402	570	28	11000	

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.

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

Projected Goals for FY 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	11000	0	0	11000
Enter total number of certified personnel	120	0	0	120
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	11000	0	0	11000
Enter total number of certified personnel	120	0	0	120

Comments

32513 - 11/26/24 lhendric

11868-the chart for the FY2019 and 2020 were corrected to reflect the numbers entered in the 2024CVSP

Part 2 Section 4 - Investigations

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

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

Trend Analysis for 2019 - 2023

Investigative Types - Interstate	2019	2020	2021	2022	2023
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site	0	8	20	5	1
CSA On-Site Focused/Focused CR	15	12	8	18	8
CSA On-Site Comprehensive	10	9	2	1	3
Total Investigations	25	29	30	24	12
Total Security Contact Reviews					
Total Terminal Investigations					

Investigative Types - Intrastate	2019	2020	2021	2022	2023
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	3	1	3	0	0
Total Terminal Investigations	0	0	3	3	0

Narrative Overview for FY 2025 - 2027**Instructions:**

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

Projected Goals for FY 2025 - 2027

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2025 - 2027.

Projected Goals for FY 2025 - 2027 - Investigations						
Investigation Type	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	4	0	4	0	4	0
CSA On-Site Comprehensive	12	0	12	0	12	0
Total Investigations	16	0	16	0	16	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

It is the goal of the NDHP over the FFYs 2025 thru 2027 to have two additional investigators trained and certified.

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

Previously the NDHP had a goal that was set at 40, however, a reduction in investigators has occurred. The NDHP currently has two troopers that conduct compliance reviews will have a goal to complete 6 comprehensive reviews each by March 31 of each fiscal year, to maintain their certifications. 4 additional on-site focused investigations will also be completed.

Two additional troopers will be trained to conduct compliance reviews during FFYs 2025 to 2027. They will be utilized for compliance reviews upon successful completion of training and the overall compliance review goal will be adjusted accordingly. The NDHP is committed to staying in compliance with the FAST Act.

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

Our goal in FFY 2025 is to complete 16 investigations. The investigations will be composed of approximately 4 interstate CSA on-site focused/focused CR and 12 interstate CSA on-site focused comprehensive. The change in goals are because one investigator left the NDHP and we are still working to identify and train additional investigators. Additionally, FMCSA imposed new criteria for certifications that require more categories to be covered during investigations to maintain certifications. Our two current investigators have been working to complete investigations outside the normal times of the year in order to meet this criteria. It is our request that NDHP investigators are assigned comprehensive investigations to create an efficiency in the certification process.

The NDHP Motor Carrier Operations Commander, along with the NDHP MCSAP Coordinator, will monitor the investigations for quantity and quality of work each month during the months when investigations are completed (November-April). The NDHP will review the monthly investigation report provided to them by the ND FMCSA Division office. The motor carrier

commander will discuss any issues with ND FMCSA Division office. The Grants Specialist and the Motor Carrier Operations Commander will monitor the progress of the compliance reviews on a quarterly basis and report that activity to the local FMSCA office. All troopers assigned to compliance reviews will conduct these reviews on a part time basis from November to April.

Comments

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2019 - 2023

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2022	09/30/2023	1516	1988
10/01/2021	09/30/2022	1329	1723
10/01/2020	09/30/2021	1406	1731
10/01/2019	09/30/2020	1937	1364
10/01/2018	09/30/2019	2589	1788

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

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

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

NDHP ARIES query, August 2024.

Narrative Overview for FY 2025 - 2027

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](#).

Updated to FFY 2025.

The NDHP currently has 171 sworn members that can conduct traffic enforcement as of August 1, 2024. 104 troopers dedicated to traffic enforcement.

The motor carrier commander monitors NDDOT traffic data on a regular basis to determine trends in traffic flow, traffic volumes, causation factors, time of day and week and locations on specific roadways. The agency reviews all crash reports submitted by the troopers to assess causation factors, locations of occurrence, and time of day and week, and to monitor any developing trends. Troopers are deployed to work areas to have an impact in high traffic crash areas.

The Upper Great Plains Transportation Institute is in the process of developing a CMV dashboard for the NDHP to utilize crash and citation data to direct our patrol efforts in the State.

Increase traffic enforcement accompanied by an inspection through regional traffic enforcement saturation:

- Conduct four (MTE) mixed traffic enforcement blitzes in the eastern half of the state, and four in western North Dakota by September 30. The NDHP will try to concentrate these efforts in work zones (construction zones) during quarters where construction is taking place.
- Four seat belt enforcement blitzes will take place annually.
- The NDHP department goals established 100 hours of road patrol hours per month for each sworn officer. The 100 hours are for roadside inspections, inspections at a fixed site, and for inspections and enforcement when on active roving patrol.
- In 2019 and 2020 the state of North Dakota experienced a large reduction in VMT due to COVID and the government mandates that were put into place. The reduction in VMT had a direct correlation with several statistical categories for the NDHP to include the number of traffic stops, citations and warnings in relation to CMVs. It is the goal of the NDHP to continue to increase these numbers through FFYs 2025-2027.

Since 2016, North Dakota has adopted Vision Zero strategy to work towards 0 fatal crashes on ND highways. The NDHP works towards this initiative through high emphasis traffic enforcement campaigns along with focusing daily patrol routines. Vision Zero is an initiative that falls in line with the NRSS. North Dakota has designated safety corridors on four of our state highways focusing on safer speeds and attentive driving by vehicle operators.

Projected Goals for FY 2025 - 2027

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2025	FY 2026	FY 2027
☒	☐	CMV with Inspection	1800	1800	1800
☐	☒	CMV Non-Inspection	0	0	0
☐	☒	Non-CMV	0	0	0
☐	☒	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

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

The Motor Carrier Operations Commander, or designee, will schedule and track the progress of each blitz. The MC Operations Commander will track CMV inspection progress each quarter and report this progress to FMCSA. The four regional commanders will also coordinate with their sergeants to make sure that CMV inspections are completed by the (non-MCSAP) traffic troopers. The time is logged on the trooper's daily activity report. The area assignments are made on a weekly basis and placed on a schedule for the troopers to follow. Traffic troopers will also periodically participate in special events geared towards CMV safety and enforcement during emphasis weeks such as International roadcheck, operation safe driver week and brake safety campaigns.

Supervisors review NDHP and NDDOT traffic data and crash data to determine assignments of troopers to specific work areas. Line patrol and area patrol assignments are placed on a weekly schedule by the shift sergeants. Troopers work 8- or 10-hour shifts as determined by each regional commander. Troopers assigned under the MCSAP program will conduct an inspection on every CMV stop for a traffic violation. All traffic troopers will have a goal to conduct a minimum of 32 CMV inspections, at their highest level of certification, while on traffic patrol during. Work area assignments are determined with the assistance of traffic data reports and crash report summaries to identify areas of concern.

MCSAP assigned employees and Motor Carrier troopers will log MCSAP time for all work doing inspections and during special enforcement blitzes and saturation details. Overtime may be allowed at the approval of the Motor Carrier Operations Commander.

Factors dictating the ability to conduct roadside inspections in ND are: 1. It is only possible to consistently do Level 1 inspections during certain times of the year due to inclement weather conditions. Several months of winter and sporadic occurrences of extreme heat during the summer prohibit troopers from safely conducting Level 1 inspections. 2. The NDHP does not have an inspection barn or pit facility to accommodate year-round inspections. All inspections are outdoors. 3. The NDHP has a roadside and mobile approach that allows flexibility to address all traffic corridors in the state, while maintaining limited use of the traditional fixed station locations that have very limited siting across the road system. 4. The NDHP has a mix of civilians and troopers in the Motor Carrier Division to accomplish their mission.

****Due to the requirement of the FAST act, and the direction provided to us by our local FMCSA office, the NDHP is not eligible to seek reimbursement for non-CMV traffic enforcement. Therefore, the North Dakota Highway Patrol will not seek reimbursement for "non-CMV" traffic enforcement. This includes during the annual MTE events (mixed traffic enforcement events).

Comments

32514 - 11/26/24 lhendric

11867 the CMV traffic stops and citations/warnings totals were corrected to reflect the 2024CVSP.

Part 2 Section 6 - Safety Technology

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	No
PRISM	Full Participation	No

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: North Dakota ITD

Enter the agency name responsible for PRISM in the State: North Dakota Department of Transportation

Narrative Overview for FY 2025 - 2027

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

On July 11, 2024 the NDHP launched implemented a completed CVIEW product and has become ITD core compliant.

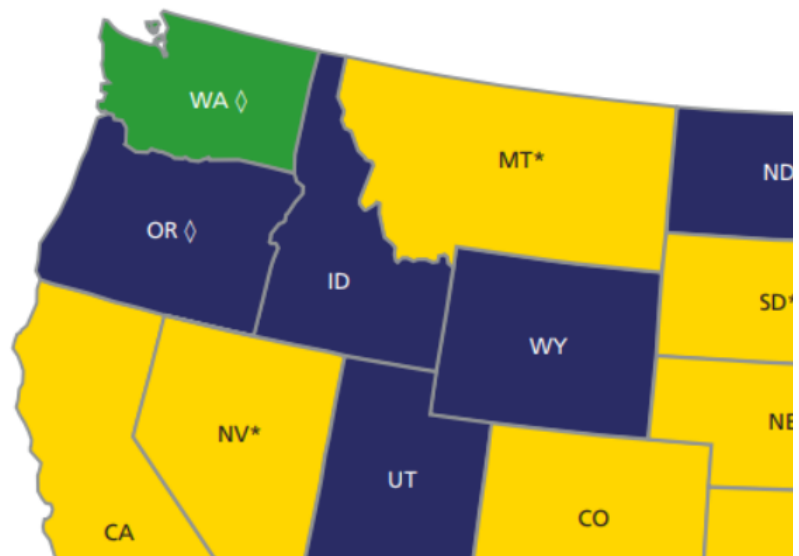
NDHP is in full participation with PRISM and carriers are in full compliance.

PRISM Implementation Status



◇ Real-time PWS for registration

* Retrieve suspended plates



Program Activities for FY 2025 - 2027: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

The NDHP CVIEW project was completed in August of 2024. The actual CVIEW program was implemented in July of 2024. The CORE compliance checklist was completed in July of 2024 as well.

The implementation of CVIEW will improve both ITD and PRISM programs as everything will be integrated into one system. The PRISM program will be enhanced as Federal OOS order will be more easily monitored. At the time of this grant application there are no ITD, High Priority or PRISM related O&M costs. If an application for an ITD or High Priority grant is made it will be updated on our PP/TLD.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting). Quarterly PRISM reports will be submitted as required by the North Dakota Department of Transportation (Motor Carrier Services).

Comments

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2019 - 2023

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

Public Education and Outreach Activities	2019	2020	2021	2022	2023
Carrier Safety Talks	12	14	15	24	22
CMV Safety Belt Education and Outreach	10	11	13	22	13
State Trucking Association Meetings	11	15	7	7	5
State-Sponsored Outreach Events	4	6	4	6	13
Local Educational Safety Events	6	5	5	4	9
Teen Safety Events	5	5	2	8	9

Narrative Overview for FY 2025 - 2027

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

Describe the activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

For FFY 2025-2027

The NDHP will schedule and staff booths at large public events, such as the ND Motor Carriers Association Conference and the North Dakota State Fair. We receive several requests from industry representatives to conduct regulations education at training events. We will develop and conduct educational presentations to industry or civic organizations on FMCSAs, CMV traffic safety topics, hazardous materials safety, and other related topics. Our public education and outreach is almost exclusively from inquiries made by carriers, civic groups or the general public. NDHP motor carrier operations does not actively solicit presentations due to the low number of staffing within our group. Any increase or decrease experienced between fiscal years is dependent on requests we receive. Based on that, the goals provided for FFY 2025-2027 are both reasonable and attainable. The public education and outreach activities chart above has been updated to reflect completed events from FFY 2019 to FFY 2023.

The NDHP Motor Carrier Region will participate in statewide traffic messaging with a special focus on higher-risk traffic areas/times, such the oil region, winter driving periods, and grain harvest season.

The NDHP will also participate with Vision Zero coordinators throughout the State to assist with traffic safety details and other community events.

Focusing on NRSS values, the NDHP has begun a program to educate CMV drivers on safe driving speeds and operations during inclement weather. This is being done through a series of videos that will be put on a YouTube channel, that will be accessed to QR codes displayed in inspection facilities and other DOT or properties frequenting by CMV drivers.

Projected Goals for FY 2025 - 2027

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

			Performance Goals		
Yes	No	Activity Type	FY 2025	FY 2026	FY 2027
☒	☐	Carrier Safety Talks	16	16	16
☒	☐	CMV Safety Belt Education and Outreach	4	4	4
☒	☐	State Trucking Association Meetings	6	6	6
☒	☐	State-Sponsored Outreach Events	2	2	2
☒	☐	Local Educational Safety Events	5	5	5
☒	☐	Teen Safety Events	2	2	2

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.

Federal Fiscal Year 2025 Update:

The MC Operations Commander will track education and outreach activities each month and submit periodically (on the quarterly PPRs) to FMCSA, to show that they have conducted:

- Two industry seminars coordinated with FMCSA ND Division and the ND Motor Carriers Associations.
- Two Share the Road Safely/No Zone presentations (one in the east and one in the west).
- 35 safety presentations throughout the state during the fiscal year.
- Conduct monthly paid media and outreach related to no-zone and safe driving around trucks, as described in the financials.
- The NDHP will explore spending increases in media funding targeting CMV related crashes (safety messages, driver improvement, reminders, etc.)

The NDHP will be renewing our contract with "Off the Wall" and "Peak" advertising services to put out printed safety and anti-human trafficking advertising at high-traffic areas and businesses such as movie theaters, truck stops, restaurants, etc. We also use these advertising services to put out safety messages on electronic billboards across our state in our most populated cities such as Fargo, Bismarck, Williston, etc. We are also interested in exploring radio, television or social media messaging campaigns for CMV safety or safety around CMVs. These campaigns will be focused around November and March of each calendar year as those months have been identified as higher CMV crash periods each year. The month of March has been identified through the FMCSA crash statistic visualization tool as the most problematic, with 50 crashes reported in 2024. The NDHP will increase our safety messages through all forms of media in the month of February on safely operating CMVs and passenger vehicles operating around CMVs. The goal of the media campaign will be to reduce the number of CMV related crashes by 20% or 10 crashes overall in 2025.

Comments

32515 - 11/26/24 lhendric

11866 and 12037: the public education and outreach activities chart has been updated to reflect the numbers submitted in the 2024 CVSP.

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

SSDQ Compliance Status

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

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

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: ND Highway Patrol

Enter the agency or agencies name responsible for DataQs: ND Highway Patrol

Enter the agency name responsible for the Crash Data Repository: ND Department of Transportation

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 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
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	Fair	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.

FMCSA Analysis and Information Online (A & I) data quality snapshot as of 8/22/2024.

Narrative Overview for FY 2025 - 2027

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Almost all SSDQ categories are currently listed as "Good"; with only Inspection Timeliness listed as "Fair". This was attributed to a recent change auto approval process with SafeSpect. This has been adjusted and should improve back to "Good" over time.

Program Activities FY 2025 - 2027: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.

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Almost all SSDQ categories are currently listed as "Good". To maintain a "good" rating, the NDHP MC Operations Commander reviews the data quality rating each quarter and will host the meeting each year to discuss any data improvements and state safety data quality each quarter. The MC Operations Commander will coordinate with FMCSA ND Division and the NDDOT throughout this process.

In addition, the ND Police Basic is two times per year on average at the ND Law Enforcement Training Academy (LETA), and crash accuracy instruction will be completed during the crash investigation portion of the training. This has been coordinated with the training director. The LETA is the primary training facility for all law enforcement in North Dakota. Local agency personnel must complete this course to become a licensed peace officer in North Dakota. This topic will be addressed at the Motor Carrier Division in-service with MCSAP personnel and MC troopers.

Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

***Pursuant to NDHP Policy 9-27, Data "Q's" are reported and come to our agency through the PORTAL account. The reported data "Q's" are received by our Motor Carrier Operations MCSAP Coordinator and then resolved by him. If they cannot be resolved by the MCSAP coordinator, then a contested data "Q challenge" would be forwarded to the review and repeal process by the Motor Carrier Operations Commander, and the next step in the process would be a NDHP review panel consisting of the Motor Carrier Operations Commander, the North Dakota Motor Carrier's Association executive vice-president, and an "at large" motor carrier industry representative for a decision. If that decision is challenged, a formal administrative hearing can be held, and if that is contested it can go to a district court hearing. The decision of a district court is final.

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

The NDHP's goal is to maintain "Good" overall ratings in all the FMCSA state data quality measures.

The NDHP achieved "Good" ratings in 100% of the inspection data quality measure months. The NDHP achieved Good in the crash data quality for months measured after non-fatal crash completeness was eliminated from the rating system.

A meeting will be held by the end of each calendar year. NDHP MC Operations Commander reviews the data quality rating each quarter and will host the meeting each year to discuss any data improvements and state safety data quality each quarter. The MC Operations Commander will coordinate with FMCSA ND Division and the NDDOT throughout this process.

The ND Police Basic is two times per year on average at the ND Law Enforcement Training Academy (LETA), and crash accuracy instruction will be completed during the crash investigation portion of the training. This has been coordinated with the training director. The LETA is the primary training facility for all law enforcement in North Dakota. Local agency personnel must complete this course to become a licensed peace officer in North Dakota. This topic will be addressed at the Motor Carrier Division in-service with MCSAP personnel and MC troopers.

Comments

Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

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

Trend Analysis for 2019 - 2023

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	187	233	240	256	265
Intrastate					
Total Audits	187	233	240	256	265

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 2025 - 2027

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/26/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	186
Current Number of Past Dues	0

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

have effective safety management programs.

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

Projected Goals for FY 2025 - 2027

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
	FY 2025		FY 2026		FY 2027	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	50	0	50	0	50	0
# of Safety Audits (Offsite)	224	0	224	0	224	0
# Group Audits	1	0	1	0	1	0
TOTAL Safety Audits	275	0	275	0	275	0
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

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

Strategies:

1. Conduct at least 275 SAs of new entrant carriers annually in North Dakota. This is based on the previous 5 year average of audits completed by the NDHP.
2. Monitor SA timeliness on an ongoing basis.
3. Maintain high standard for coordinator and auditors, assuring qualifications through training.
4. Assess data to identify specific safety problems during SAs.
5. A minimum of one New Entrant Safety Audit blitz will be conducted in conjunction with FMCSA in an area in North Dakota that has onsite audits that need to be completed.
6. Utilize the 3 new entrant employees to conduct presentations to CMV industry.

In support of these strategies, the ND Highway Patrol Motor Carrier Division will:

- Maintain a close working relationship with FMCSA to support the goal of reducing the number of crashes and fatalities involving large trucks and commercial buses
- Monitor status of all SAs quarterly to complete 100% within the first 12 months, as reasonably possible, of operation for carrier's entry date of October 1, 2013 or later
- Monitor status of all SAs quarterly to complete 100% within the first 18 months, as reasonably possible, of operation for carrier's entry prior to October 1, 2013 and 180 days for motor carriers of passengers
- Ensure the quality of all SAs
- Provide in-service training to the coordinator and auditors
- Target specific, data-based safety problems during SAs
- Assign new entrant employees to conduct presentations to CMV industry.

FY2025-FY2027 SA Annual Goals/Numbers

Coordinator	35

Auditor 1	120
Auditor 2	120
Total	275

Activity Plan for FY 2025 - 2027: 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.
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Activity Plan:

1. Assign and complete all SAs due during FY2025 through FY2027 – at least 275 SAs annually (based on a previous 5 year average completed). The amount would be adjusted based on the previous 5 year average to use as a goal for completing the SAs.
2. One safety audit blitz will be conducted in conjunction with FMCSA in ND to have an impact on the high number of new carriers.
3. Require auditors to promptly (within 3 days) submit each SA to the coordinator for review.
4. Coordinate with FMCSA to develop and deliver in-service training for the coordinator and auditors as needed.
5. Evaluate program continuity plan to assess the need for training, personnel, or other resources.
6. As available, utilize new entrant employee when requests are made by CMV industry in their assigned work area for presentations.

The consolidated MSCAP program provides a new, valuable flexibility to reassign auditors, if time is available in the new entrant program, to do inspections at fixed or roadside facilities.

FY2025-2027 New Entrant Annual Roadside Inspections, Estimated	Level I	Level II	Level III	Level IV	Level V	Level VI	FY2025, FY2026, FY2027 Goal
Auditor 1	32	0	0	0	0	0	32
Auditor 2	32	0	0	0	0	0	32
Coordinator	32	0	0	0	0	0	32
Totals	96	0	0	0	0	0	96

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.

Activity Performance Metrics:

1. Number of SAs completed during each fiscal year, 2025-2027.
2. Number of SA blitzes completed during each fiscal year, 2025-2027.
3. Share of SAs submitted within three days during each fiscal year, 2025-2027.
4. Completion of in-service training for coordinator and auditors by September 30 each fiscal year.
5. 32 fiscal year NAS roadside inspections; each inspector will include HazMat to maintain the HazMat certification.

The MC Operations Commander will have direct supervision of the program while helping to ensure that the program goals are accomplished. The MC Operations Commander will report any issues to the MCSAP Grant Coordinator and will also discuss program successes, failures, and progress with the FMCSA division administrator; providing quarterly progress

reports to the division administrator. A program evaluation will be submitted to the division administrator after the end of each fiscal year program period.

Comments

Part 2 Section 10 - Border Enforcement

States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2019 - 2023

In the table below, provide the number of inspections conducted in the past 5 years.

The Trend Analysis area is only open for editing during Year 1 of a 3-year plan.

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	196	415	434	350	447
Level 2: Walk-Around	347	984	984	788	712
Level 3: Driver-Only	768	922	922	464	356
Level 4: Special Inspections	1	0	1	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	1	0	4	2	3
Total	1313	2321	2345	1604	1518

Narrative Overview for FY 2025 - 2027

☐ The State chooses not to engage in border enforcement activities in FY 2025 - 2027. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:

Program Objectives: In addition to the primary goal of the program as stated below, to be considered for participation within this focus area, a State must identify at least one of the following priority objectives within their border enforcement program.

Program Goal: Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.

Check all objectives that apply (minimum of 1):

☐ **Objective 1: International Motorcoach Inspections —** Facilitate the conducting of inspections of motorcoaches engaged in international commerce. These International Motorcoach Inspections should be conducted at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). FMCSA encourages States to examine their previous years of data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

☒ **Objective 2: High Crash Corridor Enforcement Focused on International Commerce —** Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.

☒ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings —** Conduct International Commerce CMV Safety Inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders where there is no official border crossing facility. Site(s)

must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.

Projected Goals for FY 2025 - 2027

Summarize projected border enforcement activities in the table below.

Note: An inspection is counted as international commerce regardless of whether the transportation originated within the United States (US) or outside the US. All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the eCVSP, and not be indicated in BEG inspections on the inspection report which is uploaded into the inspection system.

Projected Goals for FY 2025 - 2027 - Border Enforcement			
	FY 2025	FY 2026	FY 2027
Number of International Commerce Regular CMV	1100	1100	1100
Number of International Commerce HM	100	100	100
Number of International Commerce Passenger	0	0	0
Total International Commerce Inspections	1200	1200	1200
Number of Fixed Facility International Inspections	0	0	0
Number of Non-Fixed Facility International Inspections	0	0	0
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	0	0	0

Strategies: Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.

STRATEGY 1: INSPECTIONS

- Activity 1.1: Coordinate with FMCSA, CBP, and local authorities to conduct inspections at ports of entry and at remote sites near the border.
 - Measure 1.1: The Motor Carrier Operations Commander will complete coordination by October 30 each fiscal year.
- Activity 1.2: Assign each of the 1200 inspections to include 100 HM.
 - Measure 1.2: By September 30 each fiscal year, complete 1200 border enforcement inspections.
- Activity 1.3: Conduct inspections at or near the 18 ports of entry and at numerous remote sites.
 - Measure 1.3: Throughout FY2022-FY2024, inspections are conducted at or near the 18 ports of entry and at numerous remote sites near the border, with the majority completed at Pembina, Portal and Dunseith ports. Assignments will be placed on the weekly schedule. Quarterly evaluations will be completed by first-line supervisors to provide feedback on work performance.
- Activity 1.4: Troopers in the northern tier, north of US Highway 2, will conduct a semi-annual blitz in that region dedicated to inspections on international carriers.
 - Measure 1.4: Four inspection blitzes focused on international carriers in the northern tier.

STRATEGY 2: ENFORCEMENT

- Activity 2.1: Conduct inspections (in conjunction with FMCSA personnel) during Roadcheck FFY 2025, 2026 and 2027.
 - Measure 2.1: By January 31 each year, coordination is completed.
- Activity 2.2: Conduct inspections during Road Check FFY 2025, 2026 and 2027.
 - Measure 2.2: Inspections are conducted during Roadcheck and completed by June each fiscal year.
- Activity 2.3: Conduct inspections during one Motor Coach Inspection Saturation by September 30 each fiscal year, 2025-2027.
 - Measure 2.3: If needed, conduct one motor coach saturation if available.
- Activity 2.4: Conduct a Level 3 inspection during valid traffic stops on international carriers and on passenger vehicles around international carriers along the northern border corridor (MTE). Violations will be recorded on the DVIR.
 - Measure 2.4: The assistant operations commander will review enforcement related activities on a quarterly basis to track inspection and citations issued. Inspection data from SafetyNet will be reviewed. Information will be relayed to the Motor Carrier MCSAP Grant Coordinator.

STRATEGY 3: MANAGEMENT

- Activity 3.1: Border enforcement activities are monitored on a quarterly basis.
 - Measure 3.1: Each quarter, the MCSAP administrative assistant will run the quarterly report. Those reports are submitted to the assistant operations commander, and available to the motor carrier regional commander.
- Activity 3.2: Motor Carrier Operations Commander reviews quarterly progress reports and evaluates the program and reports to the assistant operations commander.
 - Measure 3.2: At the end of the quarter, reports are reviewed and program is evaluated.
- Activity 3.3: MC Operations Commander shares relevant program information with the local FMCSA office, and the four NDHP regions.
 - Measure 3.3: At the end of the quarter, relevant program information is shared.
- Activity 3.4: NDHP Motor Carrier Operations Commander seeks and assesses program feedback from FMCSA partners and the four NDHP regions.
 - Measure 3.4: At the end of each quarter, program feedback is sought and assessed.

Activity Plan for FY 2025 - 2027: Describe the specific activities planned to reach border enforcement goals.

The Border Enforcement Program continues to be a vital part of our overall highway safety and northern border security operations. It has allowed the NDHP to increase inspections of drivers, trucks, buses (motor coaches), and HM shipments. It has enabled us to complete more CDL, operating authority, and financial responsibility checks.

Finally, it has given us the ability to establish temporary "inspection stations" at various remote locations along the northern border highways of North Dakota. For FY2025-2027, we will have activities committed to North Dakota's northern tier to conduct inspections at the port locations and remote sites. Inspections will be conducted on international carriers stopped for valid traffic violations. During FY2025-2027 all MCSAP designated troopers will receive assignments to the BEG program to meet inspection goals and support other program strategies. A border enforcement inspection blitz will occur on a monthly basis targeting international carriers along the northern tier of ND (north of US highway 2). The goals outlined for FFY2025-2027 are reasonable and attainable for the respective CVSPs. Since 2020, North Dakota has observed a decline in number of CMV miles driven, special fuel purchases made and carriers in the New Entrant program. This indicates that the opportunities for inspections to be conducted that contribute to the Border Enforcement Program have also been reduced. The NDHP will continue to work towards meeting the CVSP goals outlined.

Border enforcement inspections are completed on international passenger carriers during bus inspections if available.

Inspections done on motor vehicle carrier within the US Highway 2 corridor and north are designated as Border Inspection when they occur. MCSAP troopers within the US Highway 2 corridor, north to the Canadian border to conduct BE inspections when they encounter international carriers and during border enforcement blitzes. A Border Enforcement emphasis day will be scheduled each quarter for those personnel in the corridor area to concentrate their inspection efforts on international carriers.

Sworn troopers are issued marked patrol SUV units that are properly equipped with all necessary items to conduct inspections. The NDHP MC Operations Commander will continue to evaluate the program in order to understand and determine realistic and attainable goals for the program. Due to our longer period of colder weather, conducting Level 1 inspections becomes challenging all year-round. We will emphasize more Level 2 inspections.

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A goal of 1200 inspections was agreed upon by the NDHP and its local FMCSA office for FFY 2025, 2026, and 2027. With current staffing numbers we cannot guarantee an increase of border inspections without significantly impacting our other FMCSA goals. Regular work details will be scheduled for our current staff to work more frequently north of US Highway 2, where they may encounter more Canadian carriers.

1. Conduct 1200 inspections at ports of entry and at remote sites near the border.
2. Participate in Road Check FFY 2025, 2026 and 2027.
3. Complete one motor coach inspection saturation at Norsk Hostfest.
4. Conduct traffic enforcement during travel to and from inspection sites.
5. Conduct 1 Border enforcement inspection high emphasis day each quarter.
6. Review border enforcement monthly activities reports for the previous month's activities.
7. Have the Motor Carrier Operations Commander conduct ongoing program assessment through program activity report reviews and feedback from FMCSA, CBP, NDHP regions, and local authorities.

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

Activity Performance Metrics:

1. Number of inspections completed during fiscal years 2025, 2026 and 2027.
2. Number of motor coach inspection saturations completed during fiscal years 2025, 2026 and 2027.
3. Traffic enforcement stops during travel to and from inspection sites during fiscal years 2025, 2026 and 2027.

MCSAP funding enables the NDHP to launch a comprehensive border inspection program (BIP). The BIP purpose is to ensure compliance with the FMCSRs, the HMRs, and related state laws and regulations by inspecting drivers, trucks, and buses that enter North Dakota from Canada and to conduct traffic enforcement on CMVs and vehicles around CMVs along the northern corridor. No other program has this specific purpose.

The nature of the traffic flow on the North Dakota/Canada border means inspection programs are focused on regular CMV carriers involved in international commerce transport. Throughout FY2025-2027, inspections will be conducted at ports of entry and at numerous remote sites near the border, with the majority completed at Pembina, Portal, and Dunseith ports. These three ports account for approximately 92% of the truck traffic crossing the North Dakota/Canadian border, per 2023 traffic counts reported by the US Department of Transportation Bureau of Transportation Statistics. Assignments will be placed on the weekly schedule. Monthly activity reports will be monitored by the Motor Carrier Operations Commander. Quarterly evaluations will be completed by first-line supervisors to provide feedback on work performance.

MCSAP personnel will conduct CMV inspections during valid traffic enforcement stops on international carriers and on passenger vehicles around international carriers along the northern border corridor. The violations will be recorded on the DVIR.

Statistical data shows that North Dakota does not have a motor coach safety issue. Most of the motor coaches entering North Dakota from Canada are destined for other states. The ports of entry in North Dakota are rural in nature or are in small communities with limited facilities to provide for "reasonable accommodations for passengers" as dictated by FMCSA's policy. North Dakota has no rest areas north of US Highway 2 that could provide a reasonable location for conducting motor coach inspections. The CBP port locations do not provide for a safe area to conduct inspections or reasonable accommodations. Due to traffic and congestion issues, it would be unsafe to conduct inspections at CBP ports. We have identified the major destinations in our state, the biggest being Norsk Hostfest in Minot. We will continue to schedule inspection details at this event to work towards the FMCSA goals, while completing the inspections in a reasonable location for both the passengers and inspectors.

The NDHP Motor Carrier Operations Commander will have operational control of the program to ensure that the BIP program accomplishes its goals. The regional commander and Motor Carrier sergeants will directly supervise the troopers. Supervisors will monitor inspection assignments, inspection locations, and inspection activities on a routine basis. Assignments to locations and work areas will be made on a monthly and weekly schedule. With the oil industry in western North Dakota, many carriers make frequent back and forth crossings of the Canadian border. It is important to have a presence in that area. We will continue to focus on eastern North Dakota crossings of international carriers as I-29 and US Highway 52 seem to be major crossing routes for international carriers. First-line supervisors will conduct a semi-annual evaluation of troopers' work performance and a yearly formal performance appraisal per NDHP policy.

Each month, the Motor Carrier Operations Commander will discuss program successes, failures, and progress with the FMCSA State Program's Specialist. Quarterly progress/activity reports, using the quarterly progress report, will be provided to the North Dakota FMCSA division administrator.

Comments

32516 - 11/26/24 lhendric

11865: the trend analysis chart was updated to reflect the 2024CVSP submission for years 2019-2022. It is unknown how these totals were off.

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2025 - 2027).

Comments

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: No Data Available

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

Check this box if:

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

Comments

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

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

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

Comments

Part 3 Section 4 - State Specific Objectives – Past**Instructions:**

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 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 Increased Safety Belt Usage ND crash data reveal that 78% of truck drivers were wearing safety belts during truck driver fatalities in North Dakota between 2019 and 2023 even though federal and state laws require safety belt use. The rate ranged between 69% in FY2019 and 87% in FY2023 over the past five years. For the 2023 ND statewide passenger vehicle survey, observers tracked safety belt use for 14,083 drivers and 2,535 front-seat passengers. The estimates of safety belt use were 80% for drivers and 88% for passengers. Adjusting the raw state rate for the survey design and weights resulted in a weighted state rate of 78.5%. The national average safety for belt use is over 90%. So, while the use rate is good, it has been proven that people who don't wear safety belts are more likely to die in crashes, so additional gains in safety belt use will reduce crash fatal injuries. NDDOT Crash Data FY2018: 14 of 21 truck drivers wore safety belts during fatal crashes = 67% FY2019: 11 of 16 truck drivers wore safety belts during fatal crashes = 69% FY2020: 10 of 13 truck drivers wore safety belts during fatal crashes = 77% FY2021: 8 of 11 truck drivers wore safety belts during fatal crashes = 73% FY2022: 20 of 24 truck drivers wore safety belts during fatal crashes = 84% FY2023: 19 of 22 truck drivers wore safety belts during fatal crashes = 87%

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

Increase seat belt usage by truck drivers involved in fatal crashes by 2 percentage points during FY2023.

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

Seat belt use in fatalities increased from 84% in FY2022 to 87% in FY2023.

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

Complete four seat belt saturations. Be vigilant during valid traffic stops of CMVs for proper seatbelt use and take enforcement action when necessary. 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. Complete four seat belt saturations. Be vigilant during valid traffic stops of CMVs for proper seatbelt use and take enforcement action when necessary. One saturation for each quarter with a total of four to be completed by September 30th of each federal fiscal year. Target safety belt use on rural roads in and around the state's oil fields. One large oil field blitz and four small blitzes are completed by September 30th of each federal fiscal year. Conduct inspections in conjunction with CVSA Road Check and Operation Safe Driver of each federal fiscal year and promote safety belt use during the check and while conducting safety investigations. Troopers working the seat belt saturations and inspection blitzes will have a goal to complete one inspection or enforcement contact per hour of inspection time or road patrol time worked. The Motor Carrier Operations Commander will analyze safety belt use each quarter to look for increases. MCSAP troopers from each respective region will participate in the saturation held in their respective region locations.

Activity #2**Activity: Describe State-specific activity conducted from previous year's CVSP.**

Oil Field Operations North Dakota has become the second largest producer of oil in the nation as of May 2014. We continue to see traffic related to exploration and production of oil and natural gas in our state. The traffic in the Northwest corner of ND has risen dramatically over the past two decades. NDDOT Crash Data: 2018 = 21 ND

crashes, 9 NW crashes involving CMVs = 42.9% 2019 = 15 ND crashes, 8 NW crashes involving CMVs = 53.3% 2020 = 13 ND crashes, 4 NW crashes involving CMVs = 30.8% 2021 = 11 ND crashes, 1 NW crash involving CMVs = 9.0% 2022 = 22 ND crashes, 10 NW crashes involving CMVs = 45.5% 2023 = 22 ND crashes, 7 NW crashes involving CMVs = 31.8%

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

The goal is to reduce the truck involved crashes in the NW by 6% in FFY2023.

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

In FY2023 31.8% of crashes occurred in the NW region of the state compared to 45.5% in FY2022.

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

Comments

Part 3 Section 5 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2025 - 2027. 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.

CMV Increased Safety Belt Usage. The North Dakota Department of Transportation (NDDOT), the U.S. Department of Transportation, and the Upper Great Plains Transportation Institute (North Dakota State University) prepare an annual report named "Seatbelt Use in North Dakota". The data in that report is used by the North Dakota Highway Patrol to determine seatbelt usage and trends in North Dakota on an annual basis. The North Dakota Highway patrol also uses the seatbelt data from all crash reports reported to the NDDOT, to gauge seatbelt compliance amongst motorists involved in motor vehicle crashes.

Narrative Overview for FY 2025 - 2027

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

ND crash data reveal that 78% of truck drivers were wearing safety belts during fatal crashes in North Dakota between 2019 and 2023 even though federal and state laws require safety belt use over the past five years. It has been proven that people who do not wear safety belts are more likely to die in crashes, so additional gains in safety belt use will reduce crash fatal injuries. NDDOT Crash Data show that 78% of truck drivers were wearing seatbelts in fatal crashes between 2019 to 2023. More recently, the usage rate between 2021 and 2023 was 81%. The NDHP will remain vigilant in encouraging CMV seat belt with education and enforcement to restore and exceed the recent history to full compliance among drivers.

Projected Goals for FY 2025 - 2027:

Enter performance goal.

Through education and enforcement activities the NDHP has a goal of increasing the use of seatbelts, to achieve 100% seat belt use rate with truck drivers and reduce fatal crashes by five percentage points each year during FY 2025, FY2026 and FY2027.

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts. - Conduct driver and vehicle inspections - Conduct traffic enforcement activities - Conduct carrier investigations [CSA] - Conduct public education and awareness - Conduct effective data collection and reporting

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.

North Dakota now has a law making the use of a seatbelt mandatory by the driver of certain motor vehicles. We are anticipating a significant increase in seatbelt usage

amongst all drivers in our great State. According to the US Center for Disease Control, the passage of primary seatbelt laws will increase seatbelt usage on average by 7%. NDHP MC Troopers will complete four seat belt saturations. Be vigilant during valid traffic stops of CMVs for proper seat belt use and take enforcement action when necessary. Be vigilant during valid traffic stops of CMVs for proper seat belt use and take enforcement action when necessary. - One saturation each quarter with a total of four to be completed by September 30 each fiscal year. - Target safety belt use on the rural roads in and around the state's oil fields. - One large oil field blitz and four small strike blitzes are completed by September 30 each fiscal year. - Conduct inspections in conjunction with annual CVSA Road Check and Operation Safe Driver each federal fiscal year to promote safety belt. Troopers working the seat belt saturations and inspection blitzes will have a goal to complete one inspection or enforcement contact per hour of inspection time or road patrol time worked. The Motor Carrier Operations Commander will analyze safety belt use each quarter during to look for increases. MCSAP troopers from each respective region will participate in the saturation held in their respective region locations.

State Objective #2

Enter the title of your State-Identified Objective.

Oil Field Operations

Narrative Overview for FY 2025 - 2027

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

North Dakota has become the third largest producer of oil in the nation as of August 2024. We continue to see traffic related to exploration and production of oil and natural gas in our state. The traffic in the northwest corner of ND rose dramatically over the past decade per the previous explanation. While infrastructure investments and drilling technology have eased truck demand in the region, the NDHP will continue to monitor traffic and crash in the region with the agility to increase presence and/or deliver education to at-risk groups in onsite and media campaign education. In addition, the NDHP will continue efforts to monitor truck traffic and crash events in terms of heightened economic activity demand and roadway work zone disruptions that may increase or modify truck traffic compared to normal patterns. As with the oil field region, proactive education and enforcement response to these changes is essential in encouraging safe driving behaviors and crash prevention.

Projected Goals for FY 2025 - 2027:

Enter performance goal.

Crash reduction of at least (1) crash per year between FY2025 and FY2027.

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

The State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts. - Conduct driver and vehicle inspections - Conduct traffic enforcement activities - Conduct carrier investigations [CSA] - Conduct public education and awareness - Conduct effective data collection and reporting

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

The crash incidents reports by the will be monitored for CMV involved crashes. These crash event counts will be compared to previous years' crash levels.

Comments

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

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

On Screen Messages

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

- Calculation of Federal and State Shares

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

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

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Comments

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Troopers (15)	15	80.0000	\$91,668.00	\$1,100,016.00	\$1,045,015.20	\$55,000.80	\$0.00
Motor Carrier Commander	1	95.0000	\$123,677.00	\$117,493.15	\$111,618.49	\$5,874.66	\$0.00
MCSAP Admin Assistant	1	100.0000	\$53,040.00	\$53,040.00	\$50,388.00	\$2,652.00	\$0.00
MCSAP Sergeants	3	75.0000	\$100,464.00	\$226,044.00	\$214,741.80	\$11,302.20	\$0.00
Civilian MCSAP Inspector	1	85.0000	\$64,185.00	\$54,557.25	\$51,829.39	\$2,727.86	\$0.00
New Entrant Coordinator	1	100.0000	\$78,711.00	\$78,711.00	\$74,775.45	\$3,935.55	\$0.00
New Entrant Inspector	2	100.0000	\$72,172.00	\$144,344.00	\$137,126.80	\$7,217.20	\$0.00
Sworn Road Sergeant (non MCSAP)	4	1.0000	\$100,464.00	\$4,018.56	\$3,817.63	\$200.93	\$0.00
Grant Specialist	1	30.0000	\$67,343.00	\$20,202.90	\$19,192.76	\$1,010.14	\$0.00
Field Troopers (non-MCSAP_	92	1.0000	\$91,668.00	\$84,334.56	\$80,117.83	\$4,216.73	\$0.00
On-Call Pay	1	100.0000	\$49,200.00	\$49,200.00	\$46,740.00	\$2,460.00	\$0.00
Subtotal: Salary				\$1,931,961.42	\$1,835,363.35	\$96,598.07	\$0.00
Overtime Project Costs							
Overtime	1	100.0000	\$205,139.00	\$205,139.00	\$194,882.05	\$10,256.95	\$0.00
Subtotal: Overtime				\$205,139.00	\$194,882.05	\$10,256.95	\$0.00
TOTAL: Personnel				\$2,137,100.42	\$2,030,245.40	\$106,855.02	\$0.00
Accounting Method:	Accrual						

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

The North Dakota Highway Patrol will responsibly utilize funding provided by FMCSA through the MCSAP grant. We have demonstrated that we are good stewards of money and resources.

The total budget award amount was based on guidance given in the NOFO and FMCSA Policy. All eligible direct costs are – and always have been – charged to the MCSAP grant since the inception of the program. For example, NDHP troopers code their time records to show time spent on MCSAP-eligible activities. Further, employees in other State agencies who perform MCSAP-eligible activities are already working under other Federal grants. For instance, NDDOT employees who do crash data collection are already funded by NHTSA and other Federal grants.

Regarding indirect costs (IDC), the total indirect costs are calculated by up to 10% of salaries, fringe, supplies, services, and travel.

Regarding MOE in general, the main points are listed below: The NDHP has participated in MCSAP since its inception in the 1980s. The NDHP routinely turned back or rolled over MCSAP funds during the 1990s and early 2000s (i.e., during the "rollover era"). The NDHP has always spent MCSAP funds for one fiscal year into the succeeding fiscal year from the late 2000s through 2018 (i.e., during the "post-rollover era"). The FY 2010 MCSAP Review only found two eligible costs that created MOE: (1) NDDOT costs associated with crash data management, and (2) vehicle replacement costs included in the NDDOT's motor pool billings. The crash data management costs were eliminated when it was determined that NDDOT employees were funded by other Federal grants. The vehicle replacement costs were eliminated by an FMCSA determination that they were not eligible. All available evidence indicates that North Dakota has a zero MOE. The "Total Grant Funds Expended" includes the Federal grant funds expended and corresponding State matching funds expended on MCSAP-eligible activities during the identified fiscal year. The vast majority of the MCSAP budget is for salaries, benefits, training, fleet mileage costs, supplies and equipment needs under \$10,000 to support the MCSAP eligible activities. This supports our civilian and sworn personnel as they conduct inspections and support for the inspection processes.

Salaries are figured based on an hourly rate prorated for the percentage of time personnel dedicate to the MCSAP program from time distribution reports from 2023. This prorated method was discussed the ND FMCSA State Program Manager and approved. MCSAP Troopers are at 80% based on time distribution and salaries invoiced to MCSAP for the stated period. The Motor Carrier Regional Commander's adjusted to 95%, and MCSAP Sergeant's time is adjusted for 75% time dedicated to MCSAP. New Entrant coordinator is 100% dedicated. The MCSAP Civilian inspector is prorated to 85%. 95 sworn road troopers (non-MCSAP) conduct a minimum of 32 level 1,2 and/or 3 inspections. This is an average of approximately 2% of their total time.

All MCSAP hours doing inspections or other eligible activities are coded separately on our daily activity system and paid accordingly. Final monthly MCSAP salaries to be reimbursed are determined by taking the total actual MCSAP salaries for the month and then subtracting the Leave Salaries Reduction amount from this total to arrive at the final salaries amount to be requested for reimbursement for that month. The Leave Salaries Reduction amount is obtained by first multiplying the monthly MCSAP salaries total by the ratio of total MCSAP employee leave hours to the total MCSAP employee work hours for that month. The resulting total is then multiplied by the ratio of total state regular work hours to the total regular work hours by MCSAP employees for that month. This final resulting total is the Leave Salaries Reduction amount. For purposes of the above calculation, total MCSAP employee leave hours are the sum total of Annual Leave, Sick Leave, Family Sick Leave, and Funeral/Emergency Leave for that month.

***The NDHP's Motor Carrier Division (MCD) has one full-time MCSAP Administrative Assistant position. That employee assists in the day to day operation of the MCD by answering the phone, filing paperwork, processing driver/vehicle examination reports, maintaining supplies of the MCD, preparing and submitting invoices to FMCSA (thru the DELPHI system), and a multitude of other tasks to keep the NDHP MCD operational.

***The NDHP Motor Carrier Division (MCD) has two full-time MCSAP New Entrant Inspector positions. Those employees each conduct approximately 120 safety audits on new commercial motor vehicle carriers annually to ensure that they are in compliance with US Federal Motor Carrier rules and regulations. In addition, those inspectors conduct, at a minimum, 32 driver/vehicle examinations on commercial motor vehicles each year.

Overtime is paid at 1.5 times the regular hourly rate. The NDHP will budget for 3156 total hours of overtime for FY 2025. The NDHP's personnel working overtime is on a voluntary basis. The MC Operational Commander will work with the Regional Field Commanders in assigning available overtime. The certified employees may work overtime on a day off or as a shift extension. The NDHP will budget using an average overtime hourly rate for all positions of \$65.00/hr for a total expense of \$205,140.

The overtime can be done as a shift extension or work overtime on regular days off. We utilize the overtime to allow troopers, auditors and safety investigators more time during a shift to travel to the remote locations to conduct inspections complete audits and investigations.

On Call Pay is for motor carrier division troopers and sergeants to be available after hours. The 2023 ND legislative session approved funding to support NDHP line level sworn personnel to be paid 1/5th their regular time, per hour, to be on call. The average of this would be approximately \$9.82 per hour. The NDHP will plan for the sworn, line level MCSAP personnel to be on call after hours for MCSAP related response as needed. The sworn NDHP operate on a 28 day schedule period. The NDHP will plan for 1 trooper within Motor Carrier Operations to be on call each day of the week. The NDHP will plan for 1 sergeant within Motor Carrier Operations to be on call while off-duty until the last scheduled MCSAP trooper has ended their shift. The NDHP estimates that approximately 5,000 hours of on-call MCSAP time to be logged.

5,000 hours x \$9.82 per hour = **\$49,200** total project cost (Federal + State)

Comments

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MC Commander	44.0000	95.0000	\$123,677.00	\$51,696.98	\$49,112.13	\$2,584.85	\$0.00
MCSAP Admin Assistant	58.0000	100.0000	\$53,040.00	\$30,763.20	\$29,225.04	\$1,538.16	\$0.00
Civilian Motor Carrier Inspector	52.0000	75.0000	\$64,185.00	\$25,032.15	\$23,780.54	\$1,251.61	\$0.00
New Entrant Coordinator	46.0000	100.0000	\$78,711.00	\$36,207.06	\$34,396.71	\$1,810.35	\$0.00
Grant Specialist	50.0000	30.0000	\$67,343.00	\$10,101.45	\$9,596.38	\$505.07	\$0.00
MCSAP Troopers	60.0000	80.0000	\$1,375,020.00	\$660,009.60	\$627,009.12	\$33,000.48	\$0.00
MCSAP Sergeants	48.0000	75.0000	\$301,392.00	\$108,501.12	\$103,076.06	\$5,425.06	\$0.00
Field Trooper (non-MCSAP)	60.0000	1.0000	\$8,433,456.00	\$50,600.73	\$48,070.69	\$2,530.04	\$0.00
Field Sergeant (non-MCSAP)	48.0000	1.0000	\$401,856.00	\$1,928.90	\$1,832.46	\$96.44	\$0.00
New Entrant Inspector	48.0000	100.0000	\$144,344.00	\$69,285.12	\$65,820.86	\$3,464.26	\$0.00
TOTAL: Fringe Benefits				\$1,044,126.31	\$991,919.99	\$52,206.32	\$0.00

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

Fringe benefits includes health and life insurance, retirement, Soc. Sec., Workers Comp., Medicare for the MCSAP assigned personnel.

The specific amounts will be included in the vouchers. Fringe benefits requested for reimbursement are based on actual monthly fringe benefit costs for the following salaries accounts: State Retirement, Trooper's Retirement, Hospital Insurance, Basic Life Insurance, Social

Security, Medicare, Unemployment Insurance and Workers Compensation. The only fringe benefit costs which are requested for reimbursement are the actual benefit expenses which are recorded each month in the ND OMB computer printouts and a copy of this printout is included with each reimbursement request voucher submitted to FMCSA. The Fringe rates for each position are listed in the table above. Fringe rates were obtained from NDHP Finance section based on information from ND OMB.

The stated fringe rates were applied to the prorated base amount from the salaries section.

Calculations are formulated on the table above.

Comments

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
In-State Travel	1	1	100.0000	\$22,985.00	\$21,835.75	\$1,149.25	\$0.00
Out of State Travel	1	1	100.0000	\$66,233.00	\$62,921.35	\$3,311.65	\$0.00
TOTAL: Travel				\$89,218.00	\$84,757.10	\$4,460.90	\$0.00

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

In-State travel

Will be to allow routine travel for MCSAP personnel to travel to remote areas of ND to conduct inspections, complete safety investigations, complete New Entrant safety audits, attend in state training, in-service, meetings, educational and outreach presentations and special enforcement/inspection blitzes.

Commanders, Troopers, auditors and inspectors spend time out of their home assigned post to conduct MCSAP activities such as blitzes in other areas of the state, attend meetings, training and in-service. The NDHP anticipates that each commander, sergeant, trooper, New entrant auditor and civilian inspector will spend on average 1 day per month on overnight stay. State Rate for lodging is \$86.40 per night plus tax. We follow the state limits on allowed room rates for these locations. In addition, throughout the FFY, the NDHP budgets for numerous "In-state training" seminars and events. See table below for specific details. **The NDHP estimates total in-state travel for FFY 2025 will be approximately \$22,985.**

Planned Training and Travel
for MCSAP FFY 2025

TRAINING	LOCATION	# of PERSONNEL	# of NIGHTS	REGISTRATION FEE	HOTEL	MEALS	AIR FARE *	RENTAL VEHICLE	TOTAL
Gen Haz Mat	N/A			\$0.00	\$0	\$0	\$0	\$0.00	\$0
Cargo Tank	N/A								
Other Bulk Packaging	N/A								
NAS Part A (recruits)	Bismarck, ND, Spring 2026, LETA	20	5	\$0.00	\$1385 (2 instructors)	\$4500	\$0.00	\$0.00	\$5885

NAS Part B	Bismarck, ND, Fall 2025, LETA	20	5	\$0.00	\$9,000	\$4,500.00	\$0.00	\$0.00	\$13,500
FMCSA MCSAP Grant Planning Workshop 2025	TBD	2	3	\$0.00	\$1,120	\$466	\$2000.00	\$0.00	\$3,586
CVSA Spring Workshop 2026	Chicago, IL Apr 19-23, 2026	5	5	\$3,750	\$5,000	\$2,000	\$2500	\$0.00	\$14,250
CVSA Fall Conference 2025	Denver, CO Sept 21-25th	5	5	\$3,750	\$5,000	\$2,500	\$3,000		\$13,450
NAIC 2025	Minneapolis Aug 19-23, 2025	2	6	No charge	\$2,400.00	\$800.00	\$1,400.00	\$0.00	\$4,600
CVSA-FMCSA Data Quality 2025	March 2025	2	2	\$1400	\$800	\$320	\$1600		\$4120
COHMED 2025 (Level 6 recertification)	Costa Mesa, CA January 27-31, 2025	3	5	\$2250	\$4050	\$1152	\$2185	\$0.00	\$9,637
Investigation Safety Analysis	Austin, TX Nov. 4-13 2025	1	11	0.00	\$2,000	\$1,000	\$580	\$610	4,190
NDHP Motor Carrier Inservice	Bismarck, December 2024	20	1 night	free	\$1800	\$1800	\$0	\$0	\$3600
CVSA Board of Directors (70%)	New Orleans, LA April 27-May 1, 2025	1	3	free	\$600	\$400	\$800		\$1260
NTC instructor recertification	Spring 2026 TBD	2	6	free	\$3000	\$960	\$1600		\$5560
CMV Crash Manager Safety Summit	Oct. 2025 TBD	2	4	\$1500	\$1600	\$560	\$1600		\$5260

Out of State Travel:

Travel out of state follows the federal guidelines for reimbursement for meals. Employees submit a monthly travel expense voucher with the detailed expenses and an explanation. The expenses are reviewed by the Commander prior to approval for payment. **NDHP budgets for approximately \$66,233 for out of state travel for FFY 2025.**

In regard to the COHMED conference:

The troopers that have attended this conference find that the Hazardous Material training offered at this venue is some of the most valuable they receive. This is the only venue where there is continuing education provided on a frequent basis in regard to Hazmat. Short of attending the NTC Hazmat course again. With the volume of oil activity in ND and the associated hazmat that accompanies this activity it is valuable for our troopers to attend this conference. The networking and knowledge obtained by our Hazmat troopers at this conference is invaluable to them as they perform hazmat inspections. Hazmat involved crashes have risen consistently in ND over the past 5 years, from 10 in 2010 to 153 in 2014. COHMED is comprised of federal, state and local agencies, and industry from the United States and Canada. COHMED works cooperatively with other federal and state agencies, enforcement personnel, emergency planning managers, responders, academic institutions, interest groups and private industry. COHMED is committed to: Improving hazardous materials transportation safety, Fostering national uniformity in regulation and enforcement, Sharing information on hazardous materials transportation issues and delivery of services, Providing technical assistance, training and education to states and local governments to enhance existing programs and develop new ones to improve hazardous materials safety.

In regard to NAIC:

The North American Inspectors Challenge NAIC Each year, CVSA recognizes the best of the best by inviting member jurisdictions throughout North America to participate in the North American Inspectors Championship (NAIC), the only event dedicated to recognizing and awarding commercial vehicle inspector excellence.

In addition to the competitive events, each inspector receives training on the latest safety information, technology, standards and inspection procedures while sharing ideas, techniques and experiences with other inspectors. Although participating inspectors compete for honors in several categories, each inspector leaves NAIC as a winner.

NAIC contestants are evaluated in the following six categories:

North American Standard Level I Inspection

North American Standard Level I Inspection Procedures

North American Standard Hazmat/Dangerous Goods Inspection

North American Standard Cargo Tank/Other Bulk Packagings Inspection

North American Standard Level V Passenger Carrier Vehicle (Motor coach) Inspection

North American Standard Out-of-Service Criteria Exam

All of the inspection categories are timed events and the compilation of scores for these categories result in a Grand Champion. In addition to a Grand Champion, awards are given for first, second and third place for selected inspection events. Also, an award is given to each inspector who scores the most points representing each of the three participating countries: Canada, the United States and Mexico. And a special award, the John Youngblood Award of Excellence, is an honor NAIC contestants bestow upon a fellow NAIC inspector who exemplifies the high standards and unwavering dedication to the profession.

The CVSA Data Workshop offers training for users of federal data bases such as SafetyNet, NEWS, MCMIS. It is usually held at the same location as NAIC.

Comments

Part 4 Section 5 - Equipment

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

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.*

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

MCSAP Trooper's equipment is used for both federal CMV enforcement and potentially non-CMV general law enforcement. The NDHP accounting office monitors the percentage of time each piece of equipment is historically used, by each officer, towards MCSAP related activities at the time of purchase. The proper percentage of the purchase price is then reflected in reimbursement towards the grant. Major equipment purchases are usually planned or centered around the projected lifespan of the item, or when the NDHP receives spending authority for the purchase through legislation. However, if a piece of equipment fails or is damaged prior to these allowances and replacement is necessary that purchase would be made out of schedule. All equipment that is purchased is deemed necessary for an NDHP Trooper to perform their duties.

****UPDATE**** The \$5,000 dollar amount and 1 item entered into the Equipment expense line is a place holder was done as a place holder with prior approval made by the North Dakota FMCSA State Program Specialist. This was done in the event that an unforeseen equipment purchase of necessary law enforcement or CMV inspection/enforcement equipment is needed during the period of performance of the 2025 grant. Any potential purchases will have prior approval by the NDHP Grant Manager, NDHP Motor Carrier Operations Commander and the FMCSA State Program Specialist. If the funds are not needed in this expense line for an equipment purchase, an amendment will be submitted to use the funds in a different area.

****UPDATE**** Any equipment deemed necessary that is lost or damaged due to neglect on behalf of NDHP personnel using it the NDHP will not utilize grant funds to replace it. If a piece of equipment is damaged by someone outside of the NDHP because of their negligence the NDHP will seek reimbursement from that individual and not utilize grant funds for a replacement. Any equipment deemed necessary that reaches end of life, or fails due to normal use, will be replaced with grant funds. These purchases will be discussed with the NDHP Grant Manager, the FMCSA North Dakota State Program Specialist, and the NDHP Motor Carrier Operations Commander and approved before purchase.

Comments

32826 - 09/23/25

Per 2 CFR 200, equipment requires prior approval from the grantor agency. Please clarify the specific equipment to be purchased so that the grantor can evaluate whether its cost is reasonable, necessary, and allowable. Provide the proration

between MCSAP and non-MCSAP use.

12875 - 12/09/25 lhendric: The below narrative was updated. ****UPDATE**** The \$5,000 dollar amount and 1 item entered into the Equipment expense line is a place holder was done as a place holder with prior approval made by the North Dakota FMCSA State Program Specialist. This was done in the event that an unforeseen equipment purchase of necessary law enforcement or CMV inspection/enforcement equipment is needed during the period of performance of the 2025 grant. Any potential purchases will have prior approval by the NDHP Grant Manager, NDHP Motor Carrier Operations Commander and the FMCSA State Program Specialist. If the funds are not needed in this expense line for an equipment purchase, an amendment will be submitted to use the funds in a different area.

12880 - 12/09/25 : A budget placeholder is not appropriate as, Per 2 CFR 200.407, equipment requires prior approval, which can only come from FMCSA's Grants Officer, Thomas Martin. With no specific foreseen equipment costs, the State should remove these undefined equipment costs and, if equipment is later needed, the State can request a formal amendment for FMCSA's consideration.

13541 - 03/09/26 lhendric: The line item and placeholder for \$5,000 in Equipment has been removed. A portion of this amount was moved to contractual awards to pay for an extended warranty for our current PBBT. The remainder was moved into out of state travel.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Intoximeters	25 Each	\$340.00	100.0000	\$8,500.00	\$8,075.00	\$425.00	\$0.00
MCSAP Tasers	25 Each	\$3,219.00	100.0000	\$80,475.00	\$76,451.25	\$4,023.75	\$0.00
General Supplies	24 Each	\$1,254.00	100.0000	\$30,096.00	\$28,591.20	\$1,504.80	\$0.00
MCSAP Squad Car Uptitting	4 Each	\$23,752.00	100.0000	\$95,008.00	\$90,257.60	\$4,750.40	\$0.00
TOTAL: Supplies				\$214,079.00	\$203,375.05	\$10,703.95	\$0.00

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

Supplies include all general office, inspection and general supply items to support the MCSAP program. These are the general supplies for the 24 assigned office and field MCSAP, BE and New Entrant personnel. Paper products for CSA investigators, New Entrant auditors, commanders, sergeants, troopers, inspectors and office personnel etc. and ink products for printers and copiers. The NDHP supplies all uniforms, and BDU's for officers, auditors and inspectors to conduct inspections, investigations and New Entrant Safety Audits, in addition to all foot wear and headgear, and winter gear for conducting inspections during the cold weather in ND.

In addition to the listed equipment the NDHP provides all inspection equipment and supplies necessary to conduct inspections. This includes eye protection, gloves, bump hats, road side inspection signage, rulers, soap stones, caps, hand cleaner and wipes, flashlights, batteries, break chamber devices, headlamps. Inspection, audit and investigation related equipment and supplies will be invoiced at 100%.

Any shared uniform, small equipment items and supply items that may be used outside of the MCSAP program will be prorated based on the approved method for the time dedicated to the MCSAP program per the labor distribution reports for the time period of 2025. These items may include but not limited to: weapons, holsters, AED's, Bar code scanners, Tasers, computers, printers, monitors, and other items below the \$5,000 threshold in relation to squad car upfitting that is necessary to carry out the duties of their positions.

Also included in supplies is the cost of publications for the officers to do inspections such as Manuals, regulation books, periodical publications that are CMV and inspection related, educational handout material.

Comments

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.1 Definitions](#) and [2 CFR §200.331](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.1 Definitions](#)).

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Stutsman County, ND		Contract	100.0000	\$1,296.00	\$1,231.20	\$64.80	\$0.00
Description of Services: Jamestown MCSAP Office Space							
Farm Bureau		Contract	100.0000	\$810.00	\$769.50	\$40.50	\$0.00
Description of Services: Minot MCSAP office space							
DRIVEWYZE CVIEW	0	Contract	100.0000	\$73,500.00	\$69,825.00	\$3,675.00	\$0.00
Description of Services: Year 3 Ongoing Licensing and Maintenance							
Upper Great Plains Traffic Institute	0	Contract	100.0000	\$13,546.00	\$12,868.70	\$677.30	\$0.00
Description of Services: NDHP Commercial Vehicle Safety Plan (CVSP) Assistance and PPTLD Updates, or other services as needed							
NEPEAN Transport Equipment	0	Contract	100.0000	\$4,680.00	\$4,446.00	\$234.00	\$0.00
Description of Services: Vis-Check extended Warranty #15063							
TOTAL: Contractual and Subaward				\$93,832.00	\$89,140.40	\$4,691.60	\$0.00

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

The NDHP will budget for office space utilized to support the MCSAP program. MCSAP employees utilize office space at our regional office locations in Jamestown and Minot. This is for assigned office space to conduct MCSAP eligible activities, New Entrant Audits, and safety investigations.

The below table details the employees, square footage for each office, current cost per square foot, and the estimated prorated amounts of each employee's labor distribution towards the MCSAP program from FY2021. The entered amounts above in the table include the prorated totals for each office location for each employee.

OFFICE RENT

Location	Cost/Sq. Foot
Jamestown	\$12.00
Minot	\$6.00
Williston	\$7.80

**ESTIMATED COST PER MONTH-
MCSAP FY2022**

Employee	Location	Square Ft.	Cost/Sq. Ft.	Sub-Total	Federal Time	Pro-rated	85%
MC Sergeant	Williston	100	\$7.80	\$780	75%	\$585	\$497
MC Trooper	Jamestown	121	12	\$1452	80%	\$1161	\$937
MC Trooper	Minot	135	6	\$ 810	80%	\$648	\$551

The NDHP plans to once again utilize the services of Upper Great Plains Transportation Institute to assist in gathering data, analyzing trend data as it applies to CMV safety to provide solid background information to support performance objectives and identify issues and to assist in preparing and yearly review of the CVSP document. This partnership with UGPTI will allow the NDHP to provide better information and a product to FMCSA. This work agreement is one that has proven successful and approved by FMCSA in other jurisdictions. It has been successful for the NDHP in past years. UGPTI will assist in drafting and reviewing the CVSP document in FFY 2025. Cost as of 8/25/2024 is \$13,546 for the CVSP assistance and needed updates to the PP/TLD document for the ITD program.

Upper Great Plains Transportation Institute is a state agency within North Dakota State University and as such, under ND state procurement rules this is an exemption to competitive procurement. The NDHP is following the state rules on procurement in regard to this contract. State procurement language under North Dakota Century Code 54-44.4-05 states:

"The office of management and budget shall adopt rules specifying the circumstances under which competition may be waived or limited, when negotiation may be used, and specifying the required justifications and procedures for using those methods of purchasing. The office of management and budget shall adopt rules related to sending notice of intent to make limited competitive, noncompetitive, and negotiated purchases in accordance with this chapter. The notice must describe the needed commodity or service and the intended procurement method and must state that vendors are permitted to submit bids or proposals for contracts to be awarded under this section. The circumstances that may permit limited competitive, noncompetitive, or negotiated purchases include: a. The commodity or service is available from only one source. b. The commodity or service is to be purchased for experimentation or trial. c. No acceptable bid or proposal was received pursuant to a competitive bidding or competitive proposal process. d. Commodities are being purchased for over-the-counter resale. e. Acceptable commodities or services are produced or provided by correctional institutions or other government agencies or a work activity center as defined in section 25-16.2-01. f. The anticipated cost of purchasing specified commodities or

services is less than an amount determined by the office of management and budget which would justify the expense of a competitive bidding or competitive proposal process. g. A used commodity is advantageous to the state and the commodity is available only on short notice. h. The commodity is a component or replacement part for which there is no commercially available substitute and which can be obtained only from the manufacturer. i. Compatibility with equipment currently owned by the state is essential to the proper functioning of that equipment. j. The agency provides documentation indicating that the services or the circumstances are of such a nature that deviation from the procurement procedure is appropriate."

The NDHP follows state procurement procedures that *comply with the standards described in [2 CFR §200 Procurement Standards](#)*.

2 CFR 200.318e states: To foster greater economy and efficiency, and in accordance with efforts to promote cost-effective use of shared services across the Federal government, the non-Federal entity is encouraged to enter into state and local intergovernmental agreements or inter-entity agreements where appropriate for procurement or use of common or shared goods and services.

Upper Great Plains Transportation Institute is an inter-entity state governmental agency and is within North Dakota State University, a state government agency.

The operation and maintenance of our new CVIEW by DRIVEWYZE, LTD. has an anticipated year 3 cost around \$73,500.

NEPEAN Transport Equipment has provided an extended one year warranty for our current PBBT. This will be purchased in March of 2026.

Comments

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
TOTAL: Indirect Costs			\$0.00	\$0.00	\$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
CVSA decals	4500 per year	\$0.46	100.0000	\$2,070.00	\$1,966.50	\$103.50	\$0.00
Cellular Communication and Data	1 per year	\$14,000.00	79.3200	\$11,104.80	\$10,549.56	\$555.24	\$0.00
Computer Operations and Maintenance	12 per year	\$2,000.00	79.3200	\$19,036.80	\$18,084.96	\$951.84	\$0.00
ND Motor Pool Mileage (MCSAP)	1 Annual	\$253,000.00	100.0000	\$253,000.00	\$240,350.00	\$12,650.00	\$0.00
Paid Media for Public Education	4 Per Year	\$1,200.00	100.0000	\$4,800.00	\$4,560.00	\$240.00	\$0.00
Overtime Mileage	1 Per Year	\$62,331.00	100.0000	\$62,331.00	\$59,214.45	\$3,116.55	\$0.00
TOTAL: Other Costs				\$352,342.60	\$334,725.47	\$17,617.13	\$0.00

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

CVSA decals are purchased from the Commercial Vehicle Safety Alliance at a fixed rate placed by them. The amount is from a published email from CVSA that indicated the cost of .28 cents per decal. Decals are issued by troopers and inspectors to power units and trailers after completing violation free Level 1 inspections.

Communications are for cell phones and aircards for our MCSAP personnel. 23 personnel are issued a cell phone and a laptop for use on a daily basis. Laptops utilize cellular air cards to complete roadside inspections, new entrant safety audits, safety investigations, NCIC queries, case reports, issue citations, and issue warnings. Cell phones are used to communicate with carriers, owners and industry as well as NDHP supervisors and coworkers to conduct day to day business associated with inspections, New Entrant Audits and safety investigations. All NDHP personnel are issued cell phones for work purposes. Air cards cost approximately \$49.99 per month. Each cell phone costs \$52.97/mo. The fees vary slightly each month due to data usage.

For 23 cell phones and 23 air cards, we anticipate spending \$14,000 total for communications in FFY 2025.

For budgeting purposes, communication costs will be prorated based on the aggregate total of the labor distribution used for salaries. The **average proration amount amongst the 22 below listed employees is 79.32%.**

- 13 MCSAP troopers= 80%
- 1 MCSAP Civilian = 75%
- 1 MC Regional Commander=95%
- 3 MCSAP Sergeants=75%
- 1 New Entrant Coord.=100%
- 2 New Entrant Auditors = 100%

The NDHP estimates \$253,000 to be expended for NDDOT motor pool/mileage costs for FFY 2025. This was identified by FFY2024 expenditures for MCSAP mileage billed to the NDHP using the most recent mileage rate of \$0.75/mile. This rate is subject to change and fluctuates regularly throughout the year. MCSAP employees identify mileage traveled on their patrol vehicles to the MCSAP grant when applicable.

Public Outreach and Education, the NDHP will plan paid media for public outreach and education through advertising of CMV safety messages. The NDHP will budget \$4,800 for FFY 25 for advertising at local truck stops and restaurants around the state. Messaging would include NO-Zone awareness, human trafficking and seatbelt use in CMVs as examples. The NDHP is planning on expanding its scope of public outreach and education with efforts toward educating CMV drivers with analysis of CMV speeds during inclement/winter weather driving conditions. This will potentially include safety messages in the form of video safety messaging and public service announcements.

Computer operation and maintenance costs for MCSAP related software and hardware items in the previous 12 month period have averaged approximately \$2000 per month (NDHP finance). This is for routine maintenance and operation of federal and state software systems for completing enforcement, inspections, investigations and audits and other duty related tasks. This line item also includes all software maintenance and computer maintenance needs. Each commander, sergeant, trooper, auditor and inspector (22) are issued a Panasonic Toughbook laptop and associated software in order to

complete inspection and investigations. The office administrative assistant, and two commanders have an office computer. There are maintenance costs for the hardware and software. Aspen, ISS, Guard, Capri, UFA, ProVu, Case Rite and EFOTM are the software used by inspectors and troopers that do inspections and/or safety investigations. Computer hardware and software operation and maintenance costs that are shared will be prorated based on the time dedicated to MCSAP. This is determined by the labor distribution report.
\$2,000.00 x 12 months x 79.32% = \$19,036.80

Total indirect costs are calculated by up to 10% of salaries, fringe, supplies, services, and travel. Our employees average 25 miles driven for every 1 hour of overtime worked. Using the federal mileage reimbursement rate of \$0.79/mile that equates into \$19.75 per hour for OT mileage. A total of \$62,331 is budgeted for FFY2025.

Comments

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Troopers (15)	\$1,045,015.20	\$55,000.80	\$1,100,016.00	\$0.00
Motor Carrier Commander	\$111,618.49	\$5,874.66	\$117,493.15	\$0.00
MCSAP Admin Assistant	\$50,388.00	\$2,652.00	\$53,040.00	\$0.00
MCSAP Sergeants	\$214,741.80	\$11,302.20	\$226,044.00	\$0.00
Civilian MCSAP Inspector	\$51,829.39	\$2,727.86	\$54,557.25	\$0.00
New Entrant Coordinator	\$74,775.45	\$3,935.55	\$78,711.00	\$0.00
New Entrant Inspector	\$137,126.80	\$7,217.20	\$144,344.00	\$0.00
Sworn Road Sergeant (non MCSAP)	\$3,817.63	\$200.93	\$4,018.56	\$0.00
Grant Specialist	\$19,192.76	\$1,010.14	\$20,202.90	\$0.00
Field Troopers (non-MCSAP_	\$80,117.83	\$4,216.73	\$84,334.56	\$0.00
On-Call Pay	\$46,740.00	\$2,460.00	\$49,200.00	\$0.00
Salary Subtotal	\$1,835,363.35	\$96,598.07	\$1,931,961.42	\$0.00
Overtime	\$194,882.05	\$10,256.95	\$205,139.00	\$0.00
Overtime subtotal	\$194,882.05	\$10,256.95	\$205,139.00	\$0.00
Personnel total	\$2,030,245.40	\$106,855.02	\$2,137,100.42	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MC Commander	\$49,112.13	\$2,584.85	\$51,696.98	\$0.00
MCSAP Admin Assistant	\$29,225.04	\$1,538.16	\$30,763.20	\$0.00
Civilian Motor Carrier Inspector	\$23,780.54	\$1,251.61	\$25,032.15	\$0.00
New Entrant Coordinator	\$34,396.71	\$1,810.35	\$36,207.06	\$0.00
Grant Specialist	\$9,596.38	\$505.07	\$10,101.45	\$0.00
MCSAP Troopers	\$627,009.12	\$33,000.48	\$660,009.60	\$0.00
MCSAP Sergeants	\$103,076.06	\$5,425.06	\$108,501.12	\$0.00
Field Trooper (non-MCSAP)	\$48,070.69	\$2,530.04	\$50,600.73	\$0.00
Field Sergeant (non-MCSAP)	\$1,832.46	\$96.44	\$1,928.90	\$0.00
New Entrant Inspector	\$65,820.86	\$3,464.26	\$69,285.12	\$0.00
Fringe Benefits total	\$991,919.99	\$52,206.32	\$1,044,126.31	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
In-State Travel	\$21,835.75	\$1,149.25	\$22,985.00	\$0.00
Out of State Travel	\$62,921.35	\$3,311.65	\$66,233.00	\$0.00
Travel total	\$84,757.10	\$4,460.90	\$89,218.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Intoximeters	\$8,075.00	\$425.00	\$8,500.00	\$0.00
MCSAP Tasers	\$76,451.25	\$4,023.75	\$80,475.00	\$0.00
General Supplies	\$28,591.20	\$1,504.80	\$30,096.00	\$0.00
MCSAP Squad Car Uptitting	\$90,257.60	\$4,750.40	\$95,008.00	\$0.00
Supplies total	\$203,375.05	\$10,703.95	\$214,079.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Stutsman County, ND	\$1,231.20	\$64.80	\$1,296.00	\$0.00
Farm Bureau	\$769.50	\$40.50	\$810.00	\$0.00
DRIVEWYZE CVIEW	\$69,825.00	\$3,675.00	\$73,500.00	\$0.00
Upper Great Plains Traffic Institute	\$12,868.70	\$677.30	\$13,546.00	\$0.00
NEPEAN Transport Equipment	\$4,446.00	\$234.00	\$4,680.00	\$0.00
Contractual and Subaward total	\$89,140.40	\$4,691.60	\$93,832.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA decals	\$1,966.50	\$103.50	\$2,070.00	\$0.00
Cellular Communication and Data	\$10,549.56	\$555.24	\$11,104.80	\$0.00
Computer Operations and Maintenance	\$18,084.96	\$951.84	\$19,036.80	\$0.00
ND Motor Pool Mileage (MCSAP)	\$240,350.00	\$12,650.00	\$253,000.00	\$0.00
Paid Media for Public Education	\$4,560.00	\$240.00	\$4,800.00	\$0.00
Overtime Mileage	\$59,214.45	\$3,116.55	\$62,331.00	\$0.00
Other Costs total	\$334,725.47	\$17,617.13	\$352,342.60	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00
Total Costs Budgeted	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00

Comments

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$1,835,363.35	\$96,598.07	\$1,931,961.42	\$0.00
;;;Overtime Subtotal	\$194,882.05	\$10,256.95	\$205,139.00	\$0.00
Personnel Total	\$2,030,245.40	\$106,855.02	\$2,137,100.42	\$0.00
Fringe Benefits Total	\$991,919.99	\$52,206.32	\$1,044,126.31	\$0.00
Travel Total	\$84,757.10	\$4,460.90	\$89,218.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$203,375.05	\$10,703.95	\$214,079.00	\$0.00
Contractual and Subaward Total	\$89,140.40	\$4,691.60	\$93,832.00	\$0.00
Other Costs Total	\$334,725.47	\$17,617.13	\$352,342.60	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00

Comments

34765 - 10/16/25 lhendric

Adjustments made to financials to bring total just below the NGA amount.

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

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

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

These certifications must be completed and signed on an annual basis.

Comments

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Lieutenant Luke Hendrickson
2. What is this person's title? Motor Carrier Operations Commander
3. Who is your Governor's highway safety representative? Karin Mongeon
4. What is this person's title? NDDOT Safety Division Director

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

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

State Certification declaration:

I, Lieutenant Luke Hendrickson, Motor Carrier Operations Commander, on behalf of the State of NORTH 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.

Comments

Part 5 Section 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Lieutenant Luke Hendrickson
2. What is the title of your certifying State official? Motor Carrier Operations Commander
3. What are the phone # and email address of your State official? (701)730-3722, lhendric@nd.gov

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

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

I, Lieutenant Luke Hendrickson, certify that NORTH DAKOTA 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.

Comments

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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

☐ Yes ☒ No

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

☐ Yes ☒ No

Comments



NORTH DAKOTA

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

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

REMINDERS FOR FY 2025:

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

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

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2025 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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 North Dakota Highway Patrol (NDHP) is the administrator for the Commercial Vehicle Safety Plan (CVSP). The NDHP mission is *to make a difference every day by providing high quality law enforcement services to keep North Dakota safe and secure*. It strives to promote and maintain a spirit of teamwork that is the tradition of the North Dakota Highway Patrol, through core values of loyalty, integrity, commitment and respect. The Motor Carrier Safety Assistance Program (MCSAP) goal, which is consistent with the NDHP mission, is to reduce CMV-involved crashes, fatalities and injuries through consistent, uniform, and effective CMV safety programs.

The NDHP continues to improve CMV safety through:

Strategy 1: Reduced MCV Fatal and Injury-Related Crash Rates

- Objective 1.1: Compliance & enforcement
- Objective 1.2: Thoroughly investigate all fatal and injury commercial vehicle crashes to determine causation factors and plan operations based on findings.
- Objective 1.3: Improve data collection and analysis.

Strategy 2: Community Outreach & Policing

- Objective 2.1: Create public awareness of sharing the road with commercial vehicles.
- Objective 2.2: Work with North Dakota motor carriers to conduct training and informational seminars.
- Objective 2.3: Establish liaison with community organizations for support.
- Objective 2.4: Publicize agency objectives.
- Objective 2.5: Educate high-risk and high-exposure driver groups.

Strategy 3: Employee Development and Safety

- Objective 3.1: Conduct safety training programs.
- Objective 3.2: Ensure personnel have all equipment and information necessary to carry out MCSAP duties.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
☒	☐	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
☒	☐	Are initiatives involving rural roads included in the CVSP?
☐	☒	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
☒	☐	Are initiatives regarding human trafficking/smuggling included in the CVSP?
☒	☐	Are activities regarding drug interdiction included in the CVSP?
☒	☐	Are initiatives regarding work zone safety included in the CVSP?
☒	☐	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

Federal Fiscal Year 2024 Annual Update: NDHP Motor Carrier Division (MCD) structure. MCSAP is staffed through the Motor Carrier Region which is statewide. The MC region is allocated 23 total sworn officers. MCD also includes (3) civilian permit staff. The NDHP's Motor Carrier Operations Commander, along with the NDHP Project and Grant Specialist, will jointly serve as the MCSAP Grant Coordinator. The breakdown of MCD is: (1) Motor Carrier Operations Commander, (3) sergeants, (15) dedicated MCSAP troopers and (6) size and weight troopers. MCD also includes (1) civilian inspector and (1) administrative assistant. The New Entrant program consists of (3) civilian auditors. The NDHP Project and Grant Specialist (1) is partially funded by the MCSAP grant for relevant projects and duties. In addition, McKenzie County Sheriff's Office has (2) sworn deputies that are certified in level 1 inspections and recently Watford City Police Department has (1) sworn officer certified to conduct level 1 inspections. Both of these agencies are non-funded from the MCSAP grant.

In addition to the dedicated MCSAP team, the MCD has six Motor Carrier Operations troopers who focus efforts on size and weight enforcement and support the safety efforts lead by the core MCSAP staff. These troopers focus their patrol time on CMV size and weight issues, and do level 1, 2 or level 3 inspections on those CMVs stopped for size and weight violations. The MCSAP Sergeants, MCSAP inspectors, MC (size and weight) troopers have each successfully completed the North American Standard (NAS) Part A and B Courses and a majority have Advanced Level I training. There are currently (July 29, 2024) 30 inspectors certified to conduct NAS Level I inspections and are provided MCSAP overtime to conduct them. In addition, 90 traffic troopers (July 29, 2024) are certified to conduct NAS Level II & III inspections and participate in joint enforcement strike forces and saturation details.

Four regional sergeants have opted to maintain their inspection certification as their work load allows. Based on MC Division records, we currently have a total 117 CVSA certified employees (July 29th, 2024) in the NDHP, or operating under the NDHP authority, that conduct inspections.

The MCSAP Grant Coordinator has oversight of the MCSAP program and is responsible for creation and submission of the MCSAP CVSP. Under the direction of the Motor Carrier Operations Commander the activities outlined in the eCVSP are implemented and progress reports are submitted. The MCSAP Grant Coordinator is responsible for the overall oversight, performance of the personnel and activities in the MCSAP program. The MCSAP Grant Coordinator works to assure that adequate resources are provided to accomplish the activities in the MCSAP program.

The Motor Carrier Operations Commander is also responsible for implementation of the MCSAP CVSP in the field. Working with the MCD sergeants activities are planned, personnel scheduled and resources are cordiated to accomplish stated MCSAP activities. The Motor Carrier Operations Commander supervises the three sergeants and the New Entrant Safety coordinator and auditors.

The sergeants act as the first line supervisor for the line-level personnel in the MCSAP program. They act as mentors and trainers. The sergeants review and evaluate the day to day performance of the line level personnel. They also perform inspections and assure adherence to policies, plans, schedules and planned activities. The sergeants complete performance appraisals on line level personnel. They report back to the Motor Carrier Operations Commander on inspection activities.

The troopers and civilian inspectors/auditors perform inspections, safety investigations, New Entrant safety audits, educational activities, and take enforcement action when appropriate. These are the line level personnel that are tasked with performing and accomplishing activities outlined in the MCSAP CVSP. The NDHP has maintained the position of "MCSAP Coordinator". The repsonsibilites of this position will be to process DATA Q's with assistance from the Operational Commander develop training curriculum, instruct on CMV topics related to MCSAP and FMCRs and to provide input to the commanders on regulations. The MCSAP coordinator will be additional duties for a trooper postion.

The NDHP continues to work closely with NDDOT, FMCSA and our IT section to assure our Data Quality is at the highest level possible. We have overcome historical challenges and succeeded in sustaining our Overall Data Quality rating at the "good" level.

Process: In order to monitor performance and assure that performance goals and activities are being accomplished and met, the Motor Carrier Operations Commander will review statistical performance levels of each MCSAP trooper, civilian inspector and safety auditor. Realistic, attainable, individual performance goals in regard to inspections, enforcement activities and educational presentations are discussed with each employee. First line supervisors meet with the troopers, inspectors and auditors at the beginning of each year and discuss the goals listed in the CVSP. Individual work and career goals are discussed and set with each trooper and inspector as to how they will contribute to the overall success of the CVSP goals. Periodically, or as needed, first line supervisors do a review of work performance and progress of the individual trooper, inspector and auditor activities. Strategies for successes and challenges in meeting goals are discussed. Formal performance appraisals are conducted annually with each employee to assure that standards in all areas of performance are being met.

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	NORTH DAKOTA STATE PATROL
Enter total number of personnel participating in MCSAP activities	171
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	117
Traffic Enforcement Activities	171
Investigations*	5
Public Education and Awareness	171
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	3

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 2025 - 2027 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – *States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.*

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – *This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.*

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- *States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.*
- *States can also use internal State data sources.*

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2019 - 2023

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: 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			
10/01/2022	09/30/2023	21	0.19	0.23
10/01/2021	09/30/2022	27	0.19	0.29
10/01/2020	09/30/2021	14	0.19	0.15
10/01/2019	09/30/2020	14	0.19	0.17
10/01/2018	09/30/2019	21	0.19	0.24

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			
10/01/2022	09/30/2023	2	0	2
10/01/2021	09/30/2022	1	0	1
10/01/2020	09/30/2021	0	0	0
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0

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			
10/01/2022	09/30/2023	1	0	1
10/01/2021	09/30/2022	0	0	0
10/01/2020	09/30/2021	1	0	1
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0

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

SAFETYNET Query 8/6/2024 All CMV Crashes • A count of the number of fatal crashes, and a count of the number of fatalities in crashes, involving a large truck or bus for each of the below years. • A large truck or bus has a gross vehicle weight rating over 10,000 pounds. o 10/01/2018-9/30/2019 – 22 fatal crashes – 25 total fatalities o 10/01/2019-9/30/2020 – 15 fatal crashes – 16 total fatalities o 10/01/2020-9/30/2021 – 14 fatal crashes – 16 total fatalities o 10/01/2021-9/30/2022 – 27 fatal crashes – 27 total fatalities o 10/01/2022-9/30/2023 – 21 fatal crashes – 24 total fatalities North Dakota Total VMT by Year 2016 2017 2018 2019 2020 2021 2022 9,739 9,717 9,856 9,826 8,768 9,256 9,180 Fatality Rate is equal to the "Number of Fatal Crashes Involving a Large Truck or Bus" divided by the "State Total VMT" multiplied by 100. Fatality Rate figures represent Fatalities per 100 Million Vehicle-Miles Traveled. Data Source: USDOT/FHWA, Highway Statistics (annual series) Note: VMT data is not yet available for 2023, so 2022 data was used for that year. Motorcoach/Passenger Carrier Crashes • A count of the number of fatal crashes, and a count of the number of fatalities in crashes, involving a motorcoach/passenger carrier for each of the below years. • In SafetyNet there is not a definition of motorcoach. The criteria are either bus (9-15 passengers) or bus greater than 15 passengers. Also, unable to tell how many fatalities there are. All we can tell is how many crashes there were that involved a bus with the breakout by the size of the bus. This data is coming from the ND TracS Report which does not break out bus and motorcoach. The below numbers are number of crashes, not able to tell if there were any fatalities resulting from these crashes. o 10/01/2018-9/30/2019 Bus 9-15 people – 0, Bus 15+ - 30 – Total=30 o 10/01/2019-9/30/2020 Bus 9-15 people – 1, Bus 15+ - 21 – Total=22 o 10/01/2020-9/30/2021 Bus 9-15 people – 1, Bus 15+ - 22 – Total=23 o 10/01/2021-9/30/2022 Bus 9-15 people – 0, Bus 15+ - 30 – Total=30 o 10/01/2022-9/30/2023 Bus 9-15 people – 0, Bus 15+ - 20 – Total=20 • Completed a query on A&I 8/14/2024 for MCMIS fatal crashes involving a bus in ND for FY2020 through FY2023, and it showed one (1) fatal crash in FY2022 and two (2) fatal crashes in FY2023. Hazardous Materials (HM) Crash Involving HM Release/Spill • A count of the number of fatal crashes, and a count of the number of fatalities in crashes, involving a HM crash involving a HM release/spill as defined for each of the years. • There is no SafetyNet data available for this field. In the Crash Characteristic Report from SafetyNet it does not specify HM crashes, just smaller vehicles. • Completed a query on A&I 8/14/2024 for MCMIS fatal crashes involving a truck or bus with an HM placard in ND for FY2020 through FY2023 that resulted in a cargo release, and it showed one (1) fatal crash in FY2021 and one (1) fatal crash in FY2023.

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

Winter weather conditions in North Dakota often lead to hazardous road conditions, significantly impacting the safety of trucking operations.

Crashes among heavy vehicles (weight more than 10,000 pounds) more often occur during cold weather months, from October through March, than during the warmer weather months. Further, 69% of the winter months crashes occur on rural roadways, where storm response is often impeded by limited visibility and reduced road surface friction. In calendar years 2019 and 2020 North Dakota experienced a reduction in CMV related fatalities. The reasoning for the overall reduction is not clear, but overall crash numbers statewide were reduced over that time frame. One contributing factor was COVID and the ramifications of government regulations which greatly reduced traffic volumes on ND highways. Between 2019 and 2020 there was a reduction of 1,058 VMT which directly correlated to the reduction of fatal crashes and fatalities involving CMVs. As the VMT increased through years 2021-2023, the number of fatal crashes and fatalities also increase. There was also an update in the number of crashes reported in 2019 and 2020, between the 2024 CVSP and the 2025. The difference is attributed to the updated data being provided in the CVSP tool between the two fiscal years.

Weather was the largest contributing factor in truck-involved crashes involving injuries, whether single- or multi-vehicle, or other vehicles since 2012. In years with particularly harsh winters with more than the average number and severity of storms, heavy-vehicle crashes tend to increase. The NDHP is examining strategies to help mitigate this.

Narrative Overview for FY 2025 - 2027**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.

By FY2027, the NDHP will strive to attain a CMV fatality rate of 0.19 or less considering traffic trends and historical incidence rates. Our long-term goal to achieve a zero fatality rate is consistent with our state partners. The NDHP will continue to promote fewer driver violations for both CMV drivers and non-CMV drivers interacting with trucks; it will also increase safety belt compliance through inspection, enforcement, and education.

In compliance with 49 CFR 350.201(q), the NDHP will continue to train all troopers to recognize and remove drivers impaired by alcohol and controlled substances from the highways. In addition, troopers will have access to many detection tools, including the use of up to seven NDHP drug dogs. In compliance with 49 CFR 350.201(t), 49 CFR 392.9a is enforced by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority; and 49 CFR 387 is enforced during driver/vehicle inspections and CRs. First-line supervisors monitor this during special enforcement blitzes and when doing periodic performance checks. Quarterly performance checks and yearly performance appraisals are conducted by first-line supervisors to assure OOS carriers are being checked by inspectors and troopers.

Regarding motor coach/passenger transportation, data analysis has not identified a safety problem in North Dakota. Historically, we have not had an extensive passenger carrier inspection program given limited motor coach traffic. With the requirement to conduct inspections at destinations and terminals, we have few opportunities to do inspections on motor coaches passing through North Dakota.

The NDHP has also not identified a specific hazardous material problem in North Dakota as it contributes to CMV crashes. The number remains low. Less exposure, with the recent decline in energy sector activity, as well as ongoing MCSAP efforts to ensure compliance reinforce safety in the hazardous material (HM) sector.

Each year we complete a number of oil field strike forces in northwest North Dakota, where the bulk of the HM loads and cargo tank loads operate. We are on schedule to complete blitz events again in FY2025, FY2026 and FY2027.

As of July 2024, 22 troopers are certified to complete hazardous materials inspections; 2 are certified to conduct passenger vehicle inspections, and 15 are certified to conduct cargo tank inspections. In the HM partnership arena, the state of ND has a HM response plan that is tied to multiple partners and the national threat level. The NDHP has 17 personnel who routinely conduct HM inspections. In the HM review arena, the NDHP has 2 officers who will begin conducting safety investigations of HM carriers. We have a goal that all MCSAP and MC troopers in the NDHP will be HM and cargo tank certified inspectors within 3 years of joining the MC Region.

The USDOT and the Federal Motor Carrier Safety Administration identified "work zone safety" as an area of special emphasis to reduce CMV fatal crashes in construction zones nationwide. The North Dakota Highway Patrol will support that mission by changing some quarterly "mixed traffic enforcement blitzes" to "construction zone enforcement blitzes" when those work zones are present. These blitzes will be coordinated by MC sergeants; the results from those blitzes will be recorded on the quarterly MCSAP events spreadsheet, and forwarded to the MC Regional Commander each quarter. The NDHP cannot specifically identify certain areas of our state where work zone crashes occur more frequently, as specific work zones change every season in North Dakota to different locations throughout our state. Our work zone/construction season, at best, is only 6 to 7 months long per year, and that length changes every season. NDDOT notifies our agency of where they will be conducting construction, on May 1st of each year, and the construction zone season usually ends in October. We do our best to work the construction zones that we are advised of by our department of transportation in the limited time that we have to work them. It is not feasible for the NDHP to identify specific zones or areas in our CVSP.

In addition, to support national safety goals the NDHP will target human trafficking, drug interdiction, enforcement of out of service orders, electronic logging devices, new entrant safety audits and compliance reviews, and hazmat reviews. The NDHP will continue to work with our criminal interdiction team to address several of these issues. Special details will be planned in conjunction with Motor Carrier troopers conducting inspections alongside criminal interdiction officers.

Although FMCSA identifies migrant worker transportation in rural areas and motor coach safety there does not appear to be a definitive problem within the boundaries of North Dakota.

Enter the data source and capture date:

Projected Goal for FY 2025 - 2027:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2025	5
2026	5
2027	5

This is reflected as a percentage each year.

Program Activities for FY 2025 - 2027: 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.

The NDHP will strive to accomplish this goal by completing a total of 11,000 CMV inspections, dedicating 15 MCSAP troopers, one MCSAP civilian inspector, and three MCSAP sergeants to do the bulk of these inspections; with 117 traffic troopers supporting the MC safety effort by conducting inspections on traffic stops of CMVs. As stated in the in the budget section, the NDHP will dedicate on average, 82% total hours of the MCSAP sworn trooper's time, 75% total hours of the MCSAP sergeant's time, and 75% total hours of the civilian inspector's time toward MCSAP eligible activities. Sworn traffic and motor carrier troopers dedicate 3% of their time toward MCSAP activities, conducting a minimum of 32 level 1 or 3 inspections per year. The 100 hours, as stated by the NDHP, covers a wide range of activities that sworn officers are required to perform while on "road patrol." The 100 hours for MCSAP personnel encompasses eligible traffic control time, truck enforcement time related to roadside and fixed inspections, assisting with post-crash inspections of CMVs, roadside reporting requirements, and any criminal interdiction efforts while conducting inspections. There are a number of variables in a sworn officer's day that make it difficult to specifically dedicate a set number of hours to conducting inspections.

****"Traffic control time" is just a general term used to describe a trooper's activities in relation to being present and visible on or next to the roadway in the capacity of CMV traffic. Any time a marked patrol car is driving down a roadway, or parked on the side of the road visible to CMV drivers, it is controlling traffic and affecting CMV driver's behavior. In regards to that term being used for this MCSAP grant, it would be the time where a trooper is working trucks, but not actively physically conducting an inspection. For example, a trooper sitting on the side of the road, inbetween inspections, waiting for the next CMV to drive past that they are going to inspect. If a trooper is assigned to enforce CMV laws all day long, we dont expect them to "log off" MCSAP time inbetween inspections while they are actively looking for another truck to inspect. This can also include the time spent at the scene of a CMV crash while our troopers are conducting traffic control during the lengthy process of cleaning up a CMV crash scene for towing, scene clean up, etc.

One large oil field blitz, in an oil producing area of our state, is conducted between August and October. All available MCSAP personnel will participate as determined by the MC regional operations commander. The large blitz is a multiple-day saturation event at various inspection locations in the northwest region. Criminal Interdiction and human trafficking will also be an emphasis during this blitz.

Smaller blitzes, which will include hazmat carrying CMV's, will be completed annually FY2025 through FY2027. Those smaller blitzes will be completed quarterly. The staffing levels will be determined by the motor carrier regional commander. The small blitzes will be one or two days in duration.

Complete 8 out of the 16 safety investigations on carriers with high unsafe driving, fatigued driving, and/or driver fitness BASICS.

Quarterly MTE enforcement blitzes should also occur each year. There will be one held in each of the four regional locations. An invitation to the traffic regional staff will be extended to participate as determined by the operations commander.

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.

Eight (8) of the sixteen (16) safety investigations on carriers with high driver BASICS will be completed during each fiscal year. The MC Commander will review monthly safety investigation reports, provided by FMCSA, to track unsafe driving, fatigued driving, and/or driver fitness investigations and complaint safety investigations. The commander will analyze the results of each strike force and submit this analysis to FMCSA.

The large blitz will have as many MCSAP employees assigned as the schedule allows and also to include criminal interdiction team troopers.

The four MTE details will be monitored for activity. One MTE detail will be held each quarter in one of the regional locations. Citations and warnings issued will be forwarded to the regional commander for analysis at the end of each detail. The MC Operations Commander will share any relevant information with FMCSA. All four MTE details will be completed by September 30 of each fiscal year.

The assistant operations commander will study state traffic fatality statistics as maintained by the NDDOT on a quarterly basis to determine trends and factors in fatal crashes involving CMVs. The Motor Carrier Operations Commander will review monthly safety investigation reports, provided by FMCSA, to track unsafe driving, fatigued driving, and/or driver fitness investigations and complaint safety investigations. The Motor Carrier Operations Commander will analyze the results of each strike force and submit results to the NDHP MCSAP Grant Coordinator and FMCSA.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2019 - 2023

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	2282	2328	2880	2586	2717
Level 2: Walk-Around	3947	4279	3727	3756	3935
Level 3: Driver-Only	4849	3404	2777	2375	2833
Level 4: Special Inspections	4	3	5	5	1
Level 5: Vehicle-Only	86	57	82	64	39
Level 6: Radioactive Materials	3	3	0	5	1
Total	11171	10074	9471	8791	9526

Narrative Overview for FY 2025 - 2027

Overview:

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

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

SafeSpect is now the exclusive inspection program used by the NDHP. A CVIEW tool was implemented in July of 2024.

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.

The NDHP has six fixed locations where inspections can be conducted on a random basis. All are outdoor facilities. In addition, there are numerous turnout location sites around North Dakota in the form of old rest areas with paved surfaces and turnouts that are parallel to highways with paved surfaces. Several of the DOT yards have areas where trucks can be inspected. We continue to work with NDDOT to identify fixed areas and turnout locations to conduct inspections.

Troopers are deployed to high CMV traffic areas such as the interstate system and US highway systems, including I-94, I-29, US 85, US 2, and US 83. North Dakota is the third largest US state for oil production (2024 U.S. Energy Information Administration). Inspection details are held routinely in northwestern North Dakota. When conducting a CMV inspection, the USDOT number will be entered into SafeSpect and CVIEW to verify carrier status. If the USDOT shows out of service, SafeSpect and CVIEW will alert the inspector that the carrier is currently under a federal OOS order. CVIEW will indicate the date and reason the carrier was placed out of service. If the carrier is operating intrastate and is Unsat/Unfit, or is an imminent hazard, the OOS order will be enforced and contact will be made with the FMCSA ND Division for further actions. If the carrier is operating in interstate commerce and an OOS order is noted, contact will be made with the FMCSA ND Division for further actions. A carrier found to be operating under a valid OSS order will immediately be placed out of service until resolved. If an officer is unable to verify status through SafeSpect and CVIEW, they will contact FMCSA Western Service Center to verify operation status per the MCSAP comprehensive policy. Fifteen line level MCSAP assigned personnel conduct roadside and fixed-site inspections. Three MCSAP sergeants conduct roadside and fixed-site inspections. Six regional motor carrier "size and weight" troopers conduct roadside and fixed site inspections on a limited basis. Each traffic trooper has a goal to complete 32, with a minimum of 32 Level II or III, inspections each year to remain CVSA certified.

The projected goals for FY2025 through FY 2027 are in the following tables (per the roadside inspection section), in relating

the more recent figures to national inspection type encouraged percentages and the average activity level for 2025/2027, it is important to recognize the following factors:

1. It is only possible to consistently do Level 1 inspections during about six months of the year due to inclement weather conditions. Several months of winter and sporadic occurrences of extreme heat during the summer prohibit troopers from safely conducting Level 1 inspections.
2. The NDHP does not have an inspection barn or pit facility to accommodate year-round inspections. All inspections are outdoors.
3. In addition, the NDHP has moved to a more roadside and mobile approach that allows flexibility to address traffic all traffic corridors in the state, while maintaining limited use of the traditional fixed station locations that have very limited siting across the road system.
4. The NDHP has transitioned from a mix of civilian and trooper in the MCD to strictly enlist all sworn troopers in these positions. While this does mean some increased training time, the change has allowed the NDHP MCD to improve quality in the inspection activities and permit much more latitude in their ability to issue citations, conduct arrests, and make criminal interdiction. This latitude has been especially critical during the influx of motor carrier traffic associated with the energy exploration.
5. The violation detection rate has gone up with more time and greater scrutiny in the trooper conducted inspections, evidence that a focus on quality, rather than quantity, is critical in increased CMV safety.
6. The NDHP is still committed to completing an overall number of 11,000 inspections in 2025-2027. This total will cover all levels of inspections completed. The goals for each individual level of inspection have been adjusted to match the percentage of certified inspectors the NDHP has at that level.

The North Dakota Highway Patrol's level 5 inspection program is as follows: During safety compliance audits, our inspectors are periodically required to do a "driverless" inspections on a number of vehicles at that carrier to make sure that carrier is in compliance. In addition, to maintain a "motor coach" certification, our inspectors that are motor coach certified have to conduct a number of those inspections annually. Level 5 inspections are also conducted at carriers place of business at the request of FMCSA while FMCSA is conducting on-site investigations.

Projected Goals for FY 2025 - 2027

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. For FY 2025, 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: NORTH DAKOTA STATE PATROL

Enter the total number of certified personnel in the Lead agency: 117

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2000	185	8	2193	19.94%
Level 2: Walk-Around	3900	225		4125	37.50%
Level 3: Driver-Only	4500	160	0	4660	42.36%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			20	20	0.18%
Level 6: Radioactive Materials	2			2	0.02%
Sub-Total Lead Agency	10402	570	28	11000	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	3
Enter the total number of inspections projected for FY 2025:	200

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: NORTH DAKOTA STATE PATROL					
# certified personnel: 117					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 2					
# certified personnel: 3					
# projected inspections: 200					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2000	185	8	2193	19.94%
Level 2: Walk-Around	3900	225		4125	37.50%
Level 3: Driver-Only	4500	160	0	4660	42.36%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			20	20	0.18%
Level 6: Radioactive Materials	2			2	0.02%
Total MCSAP Lead Agency & Subrecipients	10402	570	28	11000	

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.

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

Projected Goals for FY 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	11000	0	0	11000
Enter total number of certified personnel	120	0	0	120
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	11000	0	0	11000
Enter total number of certified personnel	120	0	0	120

Part 2 Section 4 - Investigations

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

☐

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

Trend Analysis for 2019 - 2023

Investigative Types - Interstate	2019	2020	2021	2022	2023
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site	0	8	20	5	1
CSA On-Site Focused/Focused CR	15	12	8	18	8
CSA On-Site Comprehensive	10	9	2	1	3
Total Investigations	25	29	30	24	12
Total Security Contact Reviews					
Total Terminal Investigations					

Investigative Types - Intrastate	2019	2020	2021	2022	2023
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	3	1	3	0	0
Total Terminal Investigations	0	0	3	3	0

Narrative Overview for FY 2025 - 2027**Instructions:**

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

Projected Goals for FY 2025 - 2027

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2025 - 2027.

Projected Goals for FY 2025 - 2027 - Investigations						
Investigation Type	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	4	0	4	0	4	0
CSA On-Site Comprehensive	12	0	12	0	12	0
Total Investigations	16	0	16	0	16	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

It is the goal of the NDHP over the FFYs 2025 thru 2027 to have two additional investigators trained and certified.

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

Previously the NDHP had a goal that was set at 40, however, a reduction in investigators has occurred. The NDHP currently has two troopers that conduct compliance reviews will have a goal to complete 6 comprehensive reviews each by March 31 of each fiscal year, to maintain their certifications. 4 additional on-site focused investigations will also be completed.

Two additional troopers will be trained to conduct compliance reviews during FFYs 2025 to 2027. They will be utilized for compliance reviews upon successful completion of training and the overall compliance review goal will be adjusted accordingly. The NDHP is committed to staying in compliance with the FAST Act.

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

Our goal in FFY 2025 is to complete 16 investigations. The investigations will be composed of approximately 4 interstate CSA on-site focused/focused CR and 12 interstate CSA on-site focused comprehensive. The change in goals are because one investigator left the NDHP and we are still working to identify and train additional investigators. Additionally, FMCSA imposed new criteria for certifications that require more categories to be covered during investigations to maintain certifications. Our two current investigators have been working to complete investigations outside the normal times of the year in order to meet this criteria. It is our request that NDHP investigators are assigned comprehensive investigations to create an efficiency in the certification process.

The NDHP Motor Carrier Operations Commander, along with the NDHP MCSAP Coordinator, will monitor the investigations for quantity and quality of work each month during the months when investigations are completed (November-April). The NDHP will review the monthly investigation report provided to them by the ND FMCSA Division office. The motor carrier

commander will discuss any issues with ND FMCSA Division office. The Grants Specialist and the Motor Carrier Operations Commander will monitor the progress of the compliance reviews on a quarterly basis and report that activity to the local FMSCA office. All troopers assigned to compliance reviews will conduct these reviews on a part time basis from November to April.

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2019 - 2023

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2022	09/30/2023	1516	1988
10/01/2021	09/30/2022	1329	1723
10/01/2020	09/30/2021	1406	1731
10/01/2019	09/30/2020	1937	1364
10/01/2018	09/30/2019	2589	1788

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

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

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

NDHP ARIES query, August 2024.

Narrative Overview for FY 2025 - 2027

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](#).

Updated to FFY 2025.

The NDHP currently has 171 sworn members that can conduct traffic enforcement as of August 1, 2024. 104 troopers dedicated to traffic enforcement.

The motor carrier commander monitors NDDOT traffic data on a regular basis to determine trends in traffic flow, traffic volumes, causation factors, time of day and week and locations on specific roadways. The agency reviews all crash reports submitted by the troopers to assess causation factors, locations of occurrence, and time of day and week, and to monitor any developing trends. Troopers are deployed to work areas to have an impact in high traffic crash areas.

The Upper Great Plains Transportation Institute is in the process of developing a CMV dashboard for the NDHP to utilize crash and citation data to direct our patrol efforts in the State.

Increase traffic enforcement accompanied by an inspection through regional traffic enforcement saturation:

- Conduct four (MTE) mixed traffic enforcement blitzes in the eastern half of the state, and four in western North Dakota by September 30. The NDHP will try to concentrate these efforts in work zones (construction zones) during quarters where construction is taking place.
- Four seat belt enforcement blitzes will take place annually.
- The NDHP department goals established 100 hours of road patrol hours per month for each sworn officer. The 100 hours are for roadside inspections, inspections at a fixed site, and for inspections and enforcement when on active roving patrol.
- In 2019 and 2020 the state of North Dakota experienced a large reduction in VMT due to COVID and the government mandates that were put into place. The reduction in VMT had a direct correlation with several statistical categories for the NDHP to include the number of traffic stops, citations and warnings in relation to CMVs. It is the goal of the NDHP to continue to increase these numbers through FFYs 2025-2027.

Since 2016, North Dakota has adopted Vision Zero strategy to work towards 0 fatal crashes on ND highways. The NDHP works towards this initiative through high emphasis traffic enforcement campaigns along with focusing daily patrol routines. Vision Zero is an initiative that falls in line with the NRSS. North Dakota has designated safety corridors on four of our state highways focusing on safer speeds and attentive driving by vehicle operators.

Projected Goals for FY 2025 - 2027

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2025	FY 2026	FY 2027
☒	☐	CMV with Inspection	1800	1800	1800
☐	☒	CMV Non-Inspection	0	0	0
☐	☒	Non-CMV	0	0	0
☐	☒	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

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

The Motor Carrier Operations Commander, or designee, will schedule and track the progress of each blitz. The MC Operations Commander will track CMV inspection progress each quarter and report this progress to FMCSA. The four regional commanders will also coordinate with their sergeants to make sure that CMV inspections are completed by the (non-MCSAP) traffic troopers. The time is logged on the trooper's daily activity report. The area assignments are made on a weekly basis and placed on a schedule for the troopers to follow. Traffic troopers will also periodically participate in special events geared towards CMV safety and enforcement during emphasis weeks such as International roadcheck, operation safe driver week and brake safety campaigns.

Supervisors review NDHP and NDDOT traffic data and crash data to determine assignments of troopers to specific work areas. Line patrol and area patrol assignments are placed on a weekly schedule by the shift sergeants. Troopers work 8- or 10-hour shifts as determined by each regional commander. Troopers assigned under the MCSAP program will conduct an inspection on every CMV stop for a traffic violation. All traffic troopers will have a goal to conduct a minimum of 32 CMV inspections, at their highest level of certification, while on traffic patrol during. Work area assignments are determined with the assistance of traffic data reports and crash report summaries to identify areas of concern.

MCSAP assigned employees and Motor Carrier troopers will log MCSAP time for all work doing inspections and during special enforcement blitzes and saturation details. Overtime may be allowed at the approval of the Motor Carrier Operations Commander.

Factors dictating the ability to conduct roadside inspections in ND are: 1. It is only possible to consistently do Level 1 inspections during certain times of the year due to inclement weather conditions. Several months of winter and sporadic occurrences of extreme heat during the summer prohibit troopers from safely conducting Level 1 inspections. 2. The NDHP does not have an inspection barn or pit facility to accommodate year-round inspections. All inspections are outdoors. 3. The NDHP has a roadside and mobile approach that allows flexibility to address all traffic corridors in the state, while maintaining limited use of the traditional fixed station locations that have very limited siting across the road system. 4. The NDHP has a mix of civilians and troopers in the Motor Carrier Division to accomplish their mission.

****Due to the requirement of the FAST act, and the direction provided to us by our local FMCSA office, the NDHP is not eligible to seek reimbursement for non-CMV traffic enforcement. Therefore, the North Dakota Highway Patrol will not seek reimbursement for "non-CMV" traffic enforcement. This includes during the annual MTE events (mixed traffic enforcement events).

Part 2 Section 6 - Safety Technology

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	No
PRISM	Full Participation	No

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: North Dakota ITD

Enter the agency name responsible for PRISM in the State: North Dakota Department of Transportation

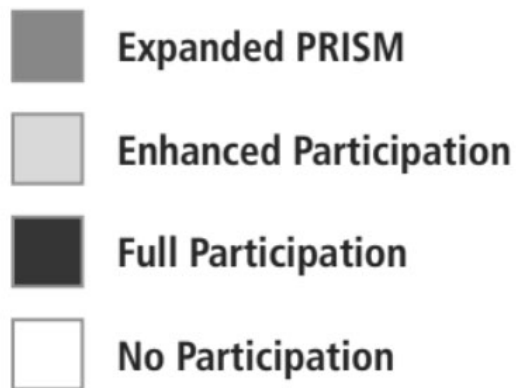
Narrative Overview for FY 2025 - 2027

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

On July 11, 2024 the NDHP launched implemented a completed CVIEW product and has become ITD core compliant.

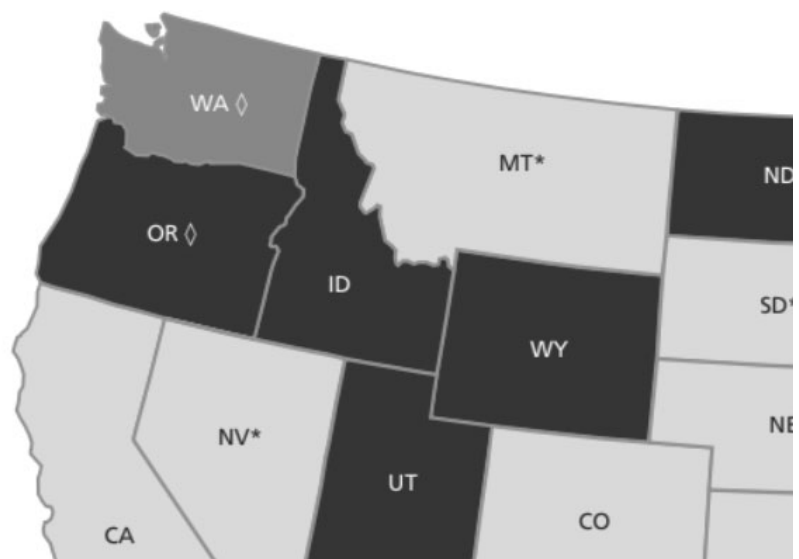
NDHP is in full participation with PRISM and carriers are in full compliance.

PRISM Implementation Status



◇ Real-time PWS for registration

* Retrieve suspended plates



Program Activities for FY 2025 - 2027: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

The NDHP CVIEW project was completed in August of 2024. The actual CVIEW program was implemented in July of 2024. The CORE compliance checklist was completed in July of 2024 as well.

The implementation of CVIEW will improve both ITD and PRISM programs as everything will be integrated into one system. The PRISM program will be enhanced as Federal OOS order will be more easily monitored. At the time of this grant application there are no ITD, High Priority or PRISM related O&M costs. If an application for an ITD or High Priority grant is made it will be updated on our PP/TLD.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting). Quarterly PRISM reports will be submitted as required by the North Dakota Department of Transportation (Motor Carrier Services).

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2019 - 2023

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

Public Education and Outreach Activities	2019	2020	2021	2022	2023
Carrier Safety Talks	12	14	15	24	22
CMV Safety Belt Education and Outreach	10	11	13	22	13
State Trucking Association Meetings	11	15	7	7	5
State-Sponsored Outreach Events	4	6	4	6	13
Local Educational Safety Events	6	5	5	4	9
Teen Safety Events	5	5	2	8	9

Narrative Overview for FY 2025 - 2027

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

Describe the activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

For FFY 2025-2027

The NDHP will schedule and staff booths at large public events, such as the ND Motor Carriers Association Conference and the North Dakota State Fair. We receive several requests from industry representatives to conduct regulations education at training events. We will develop and conduct educational presentations to industry or civic organizations on FMCSAs, CMV traffic safety topics, hazardous materials safety, and other related topics. Our public education and outreach is almost exclusively from inquiries made by carriers, civic groups or the general public. NDHP motor carrier operations does not actively solicit presentations due to the low number of staffing within our group. Any increase or decrease experienced between fiscal years is dependent on requests we receive. Based on that, the goals provided for FFY 2025-2027 are both reasonable and attainable. The public education and outreach activities chart above has been updated to reflect completed events from FFY 2019 to FFY 2023.

The NDHP Motor Carrier Region will participate in statewide traffic messaging with a special focus on higher-risk traffic areas/times, such the oil region, winter driving periods, and grain harvest season.

The NDHP will also participate with Vision Zero coordinators throughout the State to assist with traffic safety details and other community events.

Focusing on NRSS values, the NDHP has begun a program to educate CMV drivers on safe driving speeds and operations during inclement weather. This is being done through a series of videos that will be put on a YouTube channel, that will be accessed to QR codes displayed in inspection facilities and other DOT or properties frequenting by CMV drivers.

Projected Goals for FY 2025 - 2027

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

			Performance Goals		
Yes	No	Activity Type	FY 2025	FY 2026	FY 2027
☒	☐	Carrier Safety Talks	16	16	16
☒	☐	CMV Safety Belt Education and Outreach	4	4	4
☒	☐	State Trucking Association Meetings	6	6	6
☒	☐	State-Sponsored Outreach Events	2	2	2
☒	☐	Local Educational Safety Events	5	5	5
☒	☐	Teen Safety Events	2	2	2

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.

Federal Fiscal Year 2025 Update:

The MC Operations Commander will track education and outreach activities each month and submit periodically (on the quarterly PPRs) to FMCSA, to show that they have conducted:

- Two industry seminars coordinated with FMCSA ND Division and the ND Motor Carriers Associations.
- Two Share the Road Safely/No Zone presentations (one in the east and one in the west).
- 35 safety presentations throughout the state during the fiscal year.
- Conduct monthly paid media and outreach related to no-zone and safe driving around trucks, as described in the financials.
- The NDHP will explore spending increases in media funding targeting CMV related crashes (safety messages, driver improvement, reminders, etc.)

The NDHP will be renewing our contract with "Off the Wall" and "Peak" advertising services to put out printed safety and anti-human trafficking advertising at high-traffic areas and businesses such as movie theaters, truck stops, restaurants, etc. We also use these advertising services to put out safety messages on electronic billboards across our state in our most populated cities such as Fargo, Bismarck, Williston, etc. We are also interested in exploring radio, television or social media messaging campaigns for CMV safety or safety around CMVs. These campaigns will be focused around November and March of each calendar year as those months have been identified as higher CMV crash periods each year. The month of March has been identified through the FMCSA crash statistic visualization tool as the most problematic, with 50 crashes reported in 2024. The NDHP will increase our safety messages through all forms of media in the month of February on safely operating CMVs and passenger vehicles operating around CMVs. The goal of the media campaign will be to reduce the number of CMV related crashes by 20% or 10 crashes overall in 2025.

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

SSDQ Compliance Status

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

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

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: ND Highway Patrol

Enter the agency or agencies name responsible for DataQs: ND Highway Patrol

Enter the agency name responsible for the Crash Data Repository: ND Department of Transportation

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 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
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	Fair	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.

FMCSA Analysis and Information Online (A & I) data quality snapshot as of 8/22/2024.

Narrative Overview for FY 2025 - 2027

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Almost all SSDQ categories are currently listed as "Good"; with only Inspection Timeliness listed as "Fair". This was attributed to a recent change auto approval process with SafeSpect. This has been adjusted and should improve back to "Good" over time.

Program Activities FY 2025 - 2027: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.

Federal Fiscal Year 2025 Annual Update

Almost all SSDQ categories are currently listed as "Good". To maintain a "good" rating, the NDHP MC Operations Commander reviews the data quality rating each quarter and will host the meeting each year to discuss any data improvements and state safety data quality each quarter. The MC Operations Commander will coordinate with FMCSA ND Division and the NDDOT throughout this process.

In addition, the ND Police Basic is two times per year on average at the ND Law Enforcement Training Academy (LETA), and crash accuracy instruction will be completed during the crash investigation portion of the training. This has been coordinated with the training director. The LETA is the primary training facility for all law enforcement in North Dakota. Local agency personnel must complete this course to become a licensed peace officer in North Dakota. This topic will be addressed at the Motor Carrier Division in-service with MCSAP personnel and MC troopers.

Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

***Pursuant to NDHP Policy 9-27, Data "Q's" are reported and come to our agency through the PORTAL account. The reported data "Q's" are received by our Motor Carrier Operations MCSAP Coordinator and then resolved by him. If they cannot be resolved by the MCSAP coordinator, then a contested data "Q challenge" would be forwarded to the review and repeal process by the Motor Carrier Operations Commander, and the next step in the process would be a NDHP review panel consisting of the Motor Carrier Operations Commander, the North Dakota Motor Carrier's Association executive vice-president, and an "at large" motor carrier industry representative for a decision. If that decision is challenged, a formal administrative hearing can be held, and if that is contested it can go to a district court hearing. The decision of a district court is final.

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

The NDHP's goal is to maintain "Good" overall ratings in all the FMCSA state data quality measures.

The NDHP achieved "Good" ratings in 100% of the inspection data quality measure months. The NDHP achieved Good in the crash data quality for months measured after non-fatal crash completeness was eliminated from the rating system.

A meeting will be held by the end of each calendar year. NDHP MC Operations Commander reviews the data quality rating each quarter and will host the meeting each year to discuss any data improvements and state safety data quality each quarter. The MC Operations Commander will coordinate with FMCSA ND Division and the NDDOT throughout this process.

The ND Police Basic is two times per year on average at the ND Law Enforcement Training Academy (LETA), and crash accuracy instruction will be completed during the crash investigation portion of the training. This has been coordinated with the training director. The LETA is the primary training facility for all law enforcement in North Dakota. Local agency personnel must complete this course to become a licensed peace officer in North Dakota. This topic will be addressed at the Motor Carrier Division in-service with MCSAP personnel and MC troopers.

Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

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

Trend Analysis for 2019 - 2023

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	187	233	240	256	265
Intrastate					
Total Audits	187	233	240	256	265

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 2025 - 2027

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/26/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	186
Current Number of Past Dues	0

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

have effective safety management programs.

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

Projected Goals for FY 2025 - 2027

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
	FY 2025		FY 2026		FY 2027	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	50	0	50	0	50	0
# of Safety Audits (Offsite)	224	0	224	0	224	0
# Group Audits	1	0	1	0	1	0
TOTAL Safety Audits	275	0	275	0	275	0
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

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

Strategies:

1. Conduct at least 275 SAs of new entrant carriers annually in North Dakota. This is based on the previous 5 year average of audits completed by the NDHP.
2. Monitor SA timeliness on an ongoing basis.
3. Maintain high standard for coordinator and auditors, assuring qualifications through training.
4. Assess data to identify specific safety problems during SAs.
5. A minimum of one New Entrant Safety Audit blitz will be conducted in conjunction with FMCSA in an area in North Dakota that has onsite audits that need to be completed.
6. Utilize the 3 new entrant employees to conduct presentations to CMV industry.

In support of these strategies, the ND Highway Patrol Motor Carrier Division will:

- Maintain a close working relationship with FMCSA to support the goal of reducing the number of crashes and fatalities involving large trucks and commercial buses
- Monitor status of all SAs quarterly to complete 100% within the first 12 months, as reasonably possible, of operation for carrier's entry date of October 1, 2013 or later
- Monitor status of all SAs quarterly to complete 100% within the first 18 months, as reasonably possible, of operation for carrier's entry prior to October 1, 2013 and 180 days for motor carriers of passengers
- Ensure the quality of all SAs
- Provide in-service training to the coordinator and auditors
- Target specific, data-based safety problems during SAs
- Assign new entrant employees to conduct presentations to CMV industry.

FY2025-FY2027 SA Annual Goals/Numbers

Coordinator	35

Auditor 1	120
Auditor 2	120
Total	275

Activity Plan for FY 2025 - 2027: 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.
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Activity Plan:

1. Assign and complete all SAs due during FY2025 through FY2027 – at least 275 SAs annually (based on a previous 5 year average completed). The amount would be adjusted based on the previous 5 year average to use as a goal for completing the SAs.
2. One safety audit blitz will be conducted in conjunction with FMCSA in ND to have an impact on the high number of new carriers.
3. Require auditors to promptly (within 3 days) submit each SA to the coordinator for review.
4. Coordinate with FMCSA to develop and deliver in-service training for the coordinator and auditors as needed.
5. Evaluate program continuity plan to assess the need for training, personnel, or other resources.
6. As available, utilize new entrant employee when requests are made by CMV industry in their assigned work area for presentations.

The consolidated MSCAP program provides a new, valuable flexibility to reassign auditors, if time is available in the new entrant program, to do inspections at fixed or roadside facilities.

FY2025-2027 New Entrant Annual Roadside Inspections, Estimated	Level I	Level II	Level III	Level IV	Level V	Level VI	FY2025, FY2026, FY2027 Goal
Auditor 1	32	0	0	0	0	0	32
Auditor 2	32	0	0	0	0	0	32
Coordinator	32	0	0	0	0	0	32
Totals	96	0	0	0	0	0	96

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.

Activity Performance Metrics:

1. Number of SAs completed during each fiscal year, 2025-2027.
2. Number of SA blitzes completed during each fiscal year, 2025-2027.
3. Share of SAs submitted within three days during each fiscal year, 2025-2027.
4. Completion of in-service training for coordinator and auditors by September 30 each fiscal year.
5. 32 fiscal year NAS roadside inspections; each inspector will include HazMat to maintain the HazMat certification.

The MC Operations Commander will have direct supervision of the program while helping to ensure that the program goals are accomplished. The MC Operations Commander will report any issues to the MCSAP Grant Coordinator and will also discuss program successes, failures, and progress with the FMCSA division administrator; providing quarterly progress

reports to the division administrator. A program evaluation will be submitted to the division administrator after the end of each fiscal year program period.

Part 2 Section 10 - Border Enforcement

States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects (49 CFR 350.201). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2019 - 2023

In the table below, provide the number of inspections conducted in the past 5 years.

The Trend Analysis area is only open for editing during Year 1 of a 3-year plan.

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	196	415	434	350	447
Level 2: Walk-Around	347	984	984	788	712
Level 3: Driver-Only	768	922	922	464	356
Level 4: Special Inspections	1	0	1	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	1	0	4	2	3
Total	1313	2321	2345	1604	1518

Narrative Overview for FY 2025 - 2027

☐ The State chooses not to engage in border enforcement activities in FY 2025 - 2027. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:

Program Objectives: In addition to the primary goal of the program as stated below, to be considered for participation within this focus area, a State must identify at least one of the following priority objectives within their border enforcement program.

Program Goal: Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.

Check all objectives that apply (minimum of 1):

☐ **Objective 1: International Motorcoach Inspections —** Facilitate the conducting of inspections of motorcoaches engaged in international commerce. These International Motorcoach Inspections should be conducted at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). FMCSA encourages States to examine their previous years of data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

☒ **Objective 2: High Crash Corridor Enforcement Focused on International Commerce —** Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.

☒ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings —** Conduct International Commerce CMV Safety Inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders where there is no official border crossing facility. Site(s)

must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.

Projected Goals for FY 2025 - 2027

Summarize projected border enforcement activities in the table below.

Note: An inspection is counted as international commerce regardless of whether the transportation originated within the United States (US) or outside the US. All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the eCVSP, and not be indicated in BEG inspections on the inspection report which is uploaded into the inspection system.

Projected Goals for FY 2025 - 2027 - Border Enforcement			
	FY 2025	FY 2026	FY 2027
Number of International Commerce Regular CMV	1100	1100	1100
Number of International Commerce HM	100	100	100
Number of International Commerce Passenger	0	0	0
Total International Commerce Inspections	1200	1200	1200
Number of Fixed Facility International Inspections	0	0	0
Number of Non-Fixed Facility International Inspections	0	0	0
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	0	0	0

Strategies: Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.

STRATEGY 1: INSPECTIONS

- Activity 1.1: Coordinate with FMCSA, CBP, and local authorities to conduct inspections at ports of entry and at remote sites near the border.
 - Measure 1.1: The Motor Carrier Operations Commander will complete coordination by October 30 each fiscal year.
- Activity 1.2: Assign each of the 1200 inspections to include 100 HM.
 - Measure 1.2: By September 30 each fiscal year, complete 1200 border enforcement inspections.
- Activity 1.3: Conduct inspections at or near the 18 ports of entry and at numerous remote sites.
 - Measure 1.3: Throughout FY2022-FY2024, inspections are conducted at or near the 18 ports of entry and at numerous remote sites near the border, with the majority completed at Pembina, Portal and Dunseith ports. Assignments will be placed on the weekly schedule. Quarterly evaluations will be completed by first-line supervisors to provide feedback on work performance.
- Activity 1.4: Troopers in the northern tier, north of US Highway 2, will conduct a semi-annual blitz in that region dedicated to inspections on international carriers.
 - Measure 1.4: Four inspection blitzes focused on international carriers in the northern tier.

STRATEGY 2: ENFORCEMENT

- Activity 2.1: Conduct inspections (in conjunction with FMCSA personnel) during Roadcheck FFY 2025, 2026 and 2027.
 - Measure 2.1: By January 31 each year, coordination is completed.
- Activity 2.2: Conduct inspections during Road Check FFY 2025, 2026 and 2027.
 - Measure 2.2: Inspections are conducted during Roadcheck and completed by June each fiscal year.
- Activity 2.3: Conduct inspections during one Motor Coach Inspection Saturation by September 30 each fiscal year, 2025-2027.
 - Measure 2.3: If needed, conduct one motor coach saturation if available.
- Activity 2.4: Conduct a Level 3 inspection during valid traffic stops on international carriers and on passenger vehicles around international carriers along the northern border corridor (MTE). Violations will be recorded on the DVIR.
 - Measure 2.4: The assistant operations commander will review enforcement related activities on a quarterly basis to track inspection and citations issued. Inspection data from SafetyNet will be reviewed. Information will be relayed to the Motor Carrier MCSAP Grant Coordinator.

STRATEGY 3: MANAGEMENT

- Activity 3.1: Border enforcement activities are monitored on a quarterly basis.
 - Measure 3.1: Each quarter, the MCSAP administrative assistant will run the quarterly report. Those reports are submitted to the assistant operations commander, and available to the motor carrier regional commander.
- Activity 3.2: Motor Carrier Operations Commander reviews quarterly progress reports and evaluates the program and reports to the assistant operations commander.
 - Measure 3.2: At the end of the quarter, reports are reviewed and program is evaluated.
- Activity 3.3: MC Operations Commander shares relevant program information with the local FMCSA office, and the four NDHP regions.
 - Measure 3.3: At the end of the quarter, relevant program information is shared.
- Activity 3.4: NDHP Motor Carrier Operations Commander seeks and assesses program feedback from FMCSA partners and the four NDHP regions.
 - Measure 3.4: At the end of each quarter, program feedback is sought and assessed.

Activity Plan for FY 2025 - 2027: Describe the specific activities planned to reach border enforcement goals.

The Border Enforcement Program continues to be a vital part of our overall highway safety and northern border security operations. It has allowed the NDHP to increase inspections of drivers, trucks, buses (motor coaches), and HM shipments. It has enabled us to complete more CDL, operating authority, and financial responsibility checks.

Finally, it has given us the ability to establish temporary "inspection stations" at various remote locations along the northern border highways of North Dakota. For FY2025-2027, we will have activities committed to North Dakota's northern tier to conduct inspections at the port locations and remote sites. Inspections will be conducted on international carriers stopped for valid traffic violations. During FY2025-2027 all MCSAP designated troopers will receive assignments to the BEG program to meet inspection goals and support other program strategies. A border enforcement inspection blitz will occur on a monthly basis targeting international carriers along the northern tier of ND (north of US highway 2). The goals outlined for FFY2025-2027 are reasonable and attainable for the respective CVSPs. Since 2020, North Dakota has observed a decline in number of CMV miles driven, special fuel purchases made and carriers in the New Entrant program. This indicates that the opportunities for inspections to be conducted that contribute to the Border Enforcement Program have also been reduced. The NDHP will continue to work towards meeting the CVSP goals outlined.

Border enforcement inspections are completed on international passenger carriers during bus inspections if available.

Inspections done on motor vehicle carrier within the US Highway 2 corridor and north are designated as Border Inspection when they occur. MCSAP troopers within the US Highway 2 corridor, north to the Canadian border to conduct BE inspections when they encounter international carriers and during border enforcement blitzes. A Border Enforcement emphasis day will be scheduled each quarter for those personnel in the corridor area to concentrate their inspection efforts on international carriers.

Sworn troopers are issued marked patrol SUV units that are properly equipped with all necessary items to conduct inspections. The NDHP MC Operations Commander will continue to evaluate the program in order to understand and determine realistic and attainable goals for the program. Due to our longer period of colder weather, conducting Level 1 inspections becomes challenging all year-round. We will emphasize more Level 2 inspections.

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A goal of 1200 inspections was agreed upon by the NDHP and its local FMCSA office for FFY 2025, 2026, and 2027. With current staffing numbers we cannot guarantee an increase of border inspections without significantly impacting our other FMCSA goals. Regular work details will be scheduled for our current staff to work more frequently north of US Highway 2, where they may encounter more Canadian carriers.

1. Conduct 1200 inspections at ports of entry and at remote sites near the border.
2. Participate in Road Check FFY 2025, 2026 and 2027.
3. Complete one motor coach inspection saturation at Norsk Hostfest.
4. Conduct traffic enforcement during travel to and from inspection sites.
5. Conduct 1 Border enforcement inspection high emphasis day each quarter.
6. Review border enforcement monthly activities reports for the previous month's activities.
7. Have the Motor Carrier Operations Commander conduct ongoing program assessment through program activity report reviews and feedback from FMCSA, CBP, NDHP regions, and local authorities.

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

Activity Performance Metrics:

1. Number of inspections completed during fiscal years 2025, 2026 and 2027.
2. Number of motor coach inspection saturations completed during fiscal years 2025, 2026 and 2027.
3. Traffic enforcement stops during travel to and from inspection sites during fiscal years 2025, 2026 and 2027.

MCSAP funding enables the NDHP to launch a comprehensive border inspection program (BIP). The BIP purpose is to ensure compliance with the FMCSRs, the HMRs, and related state laws and regulations by inspecting drivers, trucks, and buses that enter North Dakota from Canada and to conduct traffic enforcement on CMVs and vehicles around CMVs along the northern corridor. No other program has this specific purpose.

The nature of the traffic flow on the North Dakota/Canada border means inspection programs are focused on regular CMV carriers involved in international commerce transport. Throughout FY2025-2027, inspections will be conducted at ports of entry and at numerous remote sites near the border, with the majority completed at Pembina, Portal, and Dunseith ports. These three ports account for approximately 92% of the truck traffic crossing the North Dakota/Canadian border, per 2023 traffic counts reported by the US Department of Transportation Bureau of Transportation Statistics. Assignments will be placed on the weekly schedule. Monthly activity reports will be monitored by the Motor Carrier Operations Commander. Quarterly evaluations will be completed by first-line supervisors to provide feedback on work performance.

MCSAP personnel will conduct CMV inspections during valid traffic enforcement stops on international carriers and on passenger vehicles around international carriers along the northern border corridor. The violations will be recorded on the DVIR.

Statistical data shows that North Dakota does not have a motor coach safety issue. Most of the motor coaches entering North Dakota from Canada are destined for other states. The ports of entry in North Dakota are rural in nature or are in small communities with limited facilities to provide for "reasonable accommodations for passengers" as dictated by FMCSA's policy. North Dakota has no rest areas north of US Highway 2 that could provide a reasonable location for conducting motor coach inspections. The CBP port locations do not provide for a safe area to conduct inspections or reasonable accommodations. Due to traffic and congestion issues, it would be unsafe to conduct inspections at CBP ports. We have identified the major destinations in our state, the biggest being Norsk Hostfest in Minot. We will continue to schedule inspection details at this event to work towards the FMCSA goals, while completing the inspections in a reasonable location for both the passengers and inspectors.

The NDHP Motor Carrier Operations Commander will have operational control of the program to ensure that the BIP program accomplishes its goals. The regional commander and Motor Carrier sergeants will directly supervise the troopers. Supervisors will monitor inspection assignments, inspection locations, and inspection activities on a routine basis. Assignments to locations and work areas will be made on a monthly and weekly schedule. With the oil industry in western North Dakota, many carriers make frequent back and forth crossings of the Canadian border. It is important to have a presence in that area. We will continue to focus on eastern North Dakota crossings of international carriers as I-29 and US Highway 52 seem to be major crossing routes for international carriers. First-line supervisors will conduct a semi-annual evaluation of troopers' work performance and a yearly formal performance appraisal per NDHP policy.

Each month, the Motor Carrier Operations Commander will discuss program successes, failures, and progress with the FMCSA State Program's Specialist. Quarterly progress/activity reports, using the quarterly progress report, will be provided to the North Dakota FMCSA division administrator.

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2025 - 2027).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH)** and **unsatisfactory/unfit (UNSAT/UNFIT)** OOS order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: No Data Available

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

Check this box if:

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

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

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

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

Part 3 Section 4 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 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 Increased Safety Belt Usage ND crash data reveal that 78% of truck drivers were wearing safety belts during truck driver fatalities in North Dakota between 2019 and 2023 even though federal and state laws require safety belt use. The rate ranged between 69% in FY2019 and 87% in FY2023 over the past five years. For the 2023 ND statewide passenger vehicle survey, observers tracked safety belt use for 14,083 drivers and 2,535 front-seat passengers. The estimates of safety belt use were 80% for drivers and 88% for passengers. Adjusting the raw state rate for the survey design and weights resulted in a weighted state rate of 78.5%. The national average safety for belt use is over 90%. So, while the use rate is good, it has been proven that people who don't wear safety belts are more likely to die in crashes, so additional gains in safety belt use will reduce crash fatal injuries. NDDOT Crash Data FY2018: 14 of 21 truck drivers wore safety belts during fatal crashes = 67% FY2019: 11 of 16 truck drivers wore safety belts during fatal crashes = 69% FY2020: 10 of 13 truck drivers wore safety belts during fatal crashes = 77% FY2021: 8 of 11 truck drivers wore safety belts during fatal crashes = 73% FY2022: 20 of 24 truck drivers wore safety belts during fatal crashes = 84% FY2023: 19 of 22 truck drivers wore safety belts during fatal crashes = 87%

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

Increase seat belt usage by truck drivers involved in fatal crashes by 2 percentage points during FY2023.

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

Seat belt use in fatalities increased from 84% in FY2022 to 87% in FY2023.

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

Complete four seat belt saturations. Be vigilant during valid traffic stops of CMVs for proper seatbelt use and take enforcement action when necessary. 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. Complete four seat belt saturations. Be vigilant during valid traffic stops of CMVs for proper seatbelt use and take enforcement action when necessary. One saturation for each quarter with a total of four to be completed by September 30th of each federal fiscal year. Target safety belt use on rural roads in and around the state's oil fields. One large oil field blitz and four small blitzes are completed by September 30th of each federal fiscal year. Conduct inspections in conjunction with CVSA Road Check and Operation Safe Driver of each federal fiscal year and promote safety belt use during the check and while conducting safety investigations. Troopers working the seat belt saturations and inspection blitzes will have a goal to complete one inspection or enforcement contact per hour of inspection time or road patrol time worked. The Motor Carrier Operations Commander will analyze safety belt use each quarter to look for increases. MCSAP troopers from each respective region will participate in the saturation held in their respective region locations.

Activity #2

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

Oil Field Operations North Dakota has become the second largest producer of oil in the nation as of May 2014. We continue to see traffic related to exploration and production of oil and natural gas in our state. The traffic in the Northwest corner of ND has risen dramatically over the past two decades. NDDOT Crash Data: 2018 = 21 ND

crashes, 9 NW crashes involving CMVs = 42.9% 2019 = 15 ND crashes, 8 NW crashes involving CMVs = 53.3% 2020 = 13 ND crashes, 4 NW crashes involving CMVs = 30.8% 2021 = 11 ND crashes, 1 NW crash involving CMVs = 9.0% 2022 = 22 ND crashes, 10 NW crashes involving CMVs = 45.5% 2023 = 22 ND crashes, 7 NW crashes involving CMVs = 31.8%

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

The goal is to reduce the truck involved crashes in the NW by 6% in FFY2023.

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

In FY2023 31.8% of crashes occurred in the NW region of the state compared to 45.5% in FY2022.

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

Part 3 Section 5 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2025 - 2027. 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.

CMV Increased Safety Belt Usage. The North Dakota Department of Transportation (NDDOT), the U.S. Department of Transportation, and the Upper Great Plains Transportation Institute (North Dakota State University) prepare an annual report named "Seatbelt Use in North Dakota". The data in that report is used by the North Dakota Highway Patrol to determine seatbelt usage and trends in North Dakota on an annual basis. The North Dakota Highway patrol also uses the seatbelt data from all crash reports reported to the NDDOT, to gauge seatbelt compliance amongst motorists involved in motor vehicle crashes.

Narrative Overview for FY 2025 - 2027

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

ND crash data reveal that 78% of truck drivers were wearing safety belts during fatal crashes in North Dakota between 2019 and 2023 even though federal and state laws require safety belt use over the past five years. It has been proven that people who do not wear safety belts are more likely to die in crashes, so additional gains in safety belt use will reduce crash fatal injuries. NDDOT Crash Data show that 78% of truck drivers were wearing seatbelts in fatal crashes between 2019 to 2023. More recently, the usage rate between 2021 and 2023 was 81%. The NDHP will remain vigilant in encouraging CMV seat belt with education and enforcement to restore and exceed the recent history to full compliance among drivers.

Projected Goals for FY 2025 - 2027:

Enter performance goal.

Through education and enforcement activities the NDHP has a goal of increasing the use of seatbelts, to achieve 100% seat belt use rate with truck drivers and reduce fatal crashes by five percentage points each year during FY 2025, FY2026 and FY2027.

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts. - Conduct driver and vehicle inspections - Conduct traffic enforcement activities - Conduct carrier investigations [CSA] - Conduct public education and awareness - Conduct effective data collection and reporting

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.

North Dakota now has a law making the use of a seatbelt mandatory by the driver of certain motor vehicles. We are anticipating a significant increase in seatbelt usage

amongst all drivers in our great State. According to the US Center for Disease Control, the passage of primary seatbelt laws will increase seatbelt usage on average by 7%. NDHP MC Troopers will complete four seat belt saturations. Be vigilant during valid traffic stops of CMVs for proper seat belt use and take enforcement action when necessary. Be vigilant during valid traffic stops of CMVs for proper seat belt use and take enforcement action when necessary. - One saturation each quarter with a total of four to be completed by September 30 each fiscal year. - Target safety belt use on the rural roads in and around the state's oil fields. - One large oil field blitz and four small strike blitzes are completed by September 30 each fiscal year. - Conduct inspections in conjunction with annual CVSA Road Check and Operation Safe Driver each federal fiscal year to promote safety belt. Troopers working the seat belt saturations and inspection blitzes will have a goal to complete one inspection or enforcement contact per hour of inspection time or road patrol time worked. The Motor Carrier Operations Commander will analyze safety belt use each quarter during to look for increases. MCSAP troopers from each respective region will participate in the saturation held in their respective region locations.

State Objective #2

Enter the title of your State-Identified Objective.

Oil Field Operations

Narrative Overview for FY 2025 - 2027

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

North Dakota has become the third largest producer of oil in the nation as of August 2024. We continue to see traffic related to exploration and production of oil and natural gas in our state. The traffic in the northwest corner of ND rose dramatically over the past decade per the previous explanation. While infrastructure investments and drilling technology have eased truck demand in the region, the NDHP will continue to monitor traffic and crash in the region with the agility to increase presence and/or deliver education to at-risk groups in onsite and media campaign education. In addition, the NDHP will continue efforts to monitor truck traffic and crash events in terms of heightened economic activity demand and roadway work zone disruptions that may increase or modify truck traffic compared to normal patterns. As with the oil field region, proactive education and enforcement response to these changes is essential in encouraging safe driving behaviors and crash prevention.

Projected Goals for FY 2025 - 2027:

Enter performance goal.

Crash reduction of at least (1) crash per year between FY2025 and FY2027.

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

The State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts. - Conduct driver and vehicle inspections - Conduct traffic enforcement activities - Conduct carrier investigations [CSA] - Conduct public education and awareness - Conduct effective data collection and reporting

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

The crash incidents reports by the will be monitored for CMV involved crashes. These crash event counts will be compared to previous years' crash levels.

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

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

On Screen Messages

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

- Calculation of Federal and State Shares

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

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

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Troopers (15)	15	80.0000	\$91,668.00	\$1,100,016.00	\$1,045,015.20	\$55,000.80	\$0.00
Motor Carrier Commander	1	95.0000	\$123,677.00	\$117,493.15	\$111,618.49	\$5,874.66	\$0.00
MCSAP Admin Assistant	1	100.0000	\$53,040.00	\$53,040.00	\$50,388.00	\$2,652.00	\$0.00
MCSAP Sergeants	3	75.0000	\$100,464.00	\$226,044.00	\$214,741.80	\$11,302.20	\$0.00
Civilian MCSAP Inspector	1	85.0000	\$64,185.00	\$54,557.25	\$51,829.39	\$2,727.86	\$0.00
New Entrant Coordinator	1	100.0000	\$78,711.00	\$78,711.00	\$74,775.45	\$3,935.55	\$0.00
New Entrant Inspector	2	100.0000	\$72,172.00	\$144,344.00	\$137,126.80	\$7,217.20	\$0.00
Sworn Road Sergeant (non MCSAP)	4	1.0000	\$100,464.00	\$4,018.56	\$3,817.63	\$200.93	\$0.00
Grant Specialist	1	30.0000	\$67,343.00	\$20,202.90	\$19,192.76	\$1,010.14	\$0.00
Field Troopers (non-MCSAP_	92	1.0000	\$91,668.00	\$84,334.56	\$80,117.83	\$4,216.73	\$0.00
On-Call Pay	1	100.0000	\$49,200.00	\$49,200.00	\$46,740.00	\$2,460.00	\$0.00
Subtotal: Salary				\$1,931,961.42	\$1,835,363.35	\$96,598.07	\$0.00
Overtime Project Costs							
Overtime	1	100.0000	\$205,139.00	\$205,139.00	\$194,882.05	\$10,256.95	\$0.00
Subtotal: Overtime				\$205,139.00	\$194,882.05	\$10,256.95	\$0.00
TOTAL: Personnel				\$2,137,100.42	\$2,030,245.40	\$106,855.02	\$0.00
Accounting Method:	Accrual						

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

The North Dakota Highway Patrol will responsibly utilize funding provided by FMCSA through the MCSAP grant. We have demonstrated that we are good stewards of money and resources.

The total budget award amount was based on guidance given in the NOFO and FMCSA Policy. All eligible direct costs are – and always have been – charged to the MCSAP grant since the inception of the program. For example, NDHP troopers code their time records to show time spent on MCSAP-eligible activities. Further, employees in other State agencies who perform MCSAP-eligible activities are already working under other Federal grants. For instance, NDDOT employees who do crash data collection are already funded by NHTSA and other Federal grants.

Regarding indirect costs (IDC), the total indirect costs are calculated by up to 10% of salaries, fringe, supplies, services, and travel.

Regarding MOE in general, the main points are listed below: The NDHP has participated in MCSAP since its inception in the 1980s. The NDHP routinely turned back or rolled over MCSAP funds during the 1990s and early 2000s (i.e., during the "rollover era"). The NDHP has always spent MCSAP funds for one fiscal year into the succeeding fiscal year from the late 2000s through 2018 (i.e., during the "post-rollover era"). The FY 2010 MCSAP Review only found two eligible costs that created MOE: (1) NDDOT costs associated with crash data management, and (2) vehicle replacement costs included in the NDDOT's motor pool billings. The crash data management costs were eliminated when it was determined that NDDOT employees were funded by other Federal grants. The vehicle replacement costs were eliminated by an FMCSA determination that they were not eligible. All available evidence indicates that North Dakota has a zero MOE. The "Total Grant Funds Expended" includes the Federal grant funds expended and corresponding State matching funds expended on MCSAP-eligible activities during the identified fiscal year. The vast majority of the MCSAP budget is for salaries, benefits, training, fleet mileage costs, supplies and equipment needs under \$10,000 to support the MCSAP eligible activities. This supports our civilian and sworn personnel as they conduct inspections and support for the inspection processes.

Salaries are figured based on an hourly rate prorated for the percentage of time personnel dedicate to the MCSAP program from time distribution reports from 2023. This prorated method was discussed the ND FMCSA State Program Manager and approved. MCSAP Troopers are at 80% based on time distribution and salaries invoiced to MCSAP for the stated period. The Motor Carrier Regional Commander's adjusted to 95%, and MCSAP Sergeant's time is adjusted for 75% time dedicated to MCSAP. New Entrant coordinator is 100% dedicated. The MCSAP Civilian inspector is prorated to 85%. 95 sworn road troopers (non-MCSAP) conduct a minimum of 32 level 1,2 and/or 3 inspections. This is an average of approximately 2% of their total time.

All MCSAP hours doing inspections or other eligible activities are coded separately on our daily activity system and paid accordingly. Final monthly MCSAP salaries to be reimbursed are determined by taking the total actual MCSAP salaries for the month and then subtracting the Leave Salaries Reduction amount from this total to arrive at the final salaries amount to be requested for reimbursement for that month. The Leave Salaries Reduction amount is obtained by first multiplying the monthly MCSAP salaries total by the ratio of total MCSAP employee leave hours to the total MCSAP employee work hours for that month. The resulting total is then multiplied by the ratio of total state regular work hours to the total regular work hours by MCSAP employees for that month. This final resulting total is the Leave Salaries Reduction amount. For purposes of the above calculation, total MCSAP employee leave hours are the sum total of Annual Leave, Sick Leave, Family Sick Leave, and Funeral/Emergency Leave for that month.

***The NDHP's Motor Carrier Division (MCD) has one full-time MCSAP Administrative Assistant position. That employee assists in the day to day operation of the MCD by answering the phone, filing paperwork, processing driver/vehicle examination reports, maintaining supplies of the MCD, preparing and submitting invoices to FMCSA (thru the DELPHI system), and a multitude of other tasks to keep the NDHP MCD operational.

***The NDHP Motor Carrier Division (MCD) has two full-time MCSAP New Entrant Inspector positions. Those employees each conduct approximately 120 safety audits on new commercial motor vehicle carriers annually to ensure that they are in compliance with US Federal Motor Carrier rules and regulations. In addition, those inspectors conduct, at a minimum, 32 driver/vehicle examinations on commercial motor vehicles each year.

Overtime is paid at 1.5 times the regular hourly rate. The NDHP will budget for 3156 total hours of overtime for FY 2025. The NDHP's personnel working overtime is on a voluntary basis. The MC Operational Commander will work with the Regional Field Commanders in assigning available overtime. The certified employees may work overtime on a day off or as a shift extension. The NDHP will budget using an average overtime hourly rate for all positions of \$65.00/hr for a total expense of \$205,140.

The overtime can be done as a shift extension or work overtime on regular days off. We utilize the overtime to allow troopers, auditors and safety investigators more time during a shift to travel to the remote locations to conduct inspections complete audits and investigations.

On Call Pay is for motor carrier division troopers and sergeants to be available after hours. The 2023 ND legislative session approved funding to support NDHP line level sworn personnel to be paid 1/5th their regular time, per hour, to be on call. The average of this would be approximately \$9.82 per hour. The NDHP will plan for the sworn, line level MCSAP personnel to be on call after hours for MCSAP related response as needed. The sworn NDHP operate on a 28 day schedule period. The NDHP will plan for 1 trooper within Motor Carrier Operations to be on call each day of the week. The NDHP will plan for 1 sergeant within Motor Carrier Operations to be on call while off-duty until the last scheduled MCSAP trooper has ended their shift. The NDHP estimates that approximately 5,000 hours of on-call MCSAP time to be logged.

5,000 hours x \$9.82 per hour = **\$49,200** total project cost (Federal + State)

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MC Commander	44.0000	95.0000	\$123,677.00	\$51,696.98	\$49,112.13	\$2,584.85	\$0.00
MCSAP Admin Assistant	58.0000	100.0000	\$53,040.00	\$30,763.20	\$29,225.04	\$1,538.16	\$0.00
Civilian Motor Carrier Inspector	52.0000	75.0000	\$64,185.00	\$25,032.15	\$23,780.54	\$1,251.61	\$0.00
New Entrant Coordinator	46.0000	100.0000	\$78,711.00	\$36,207.06	\$34,396.71	\$1,810.35	\$0.00
Grant Specialist	50.0000	30.0000	\$67,343.00	\$10,101.45	\$9,596.38	\$505.07	\$0.00
MCSAP Troopers	60.0000	80.0000	\$1,375,020.00	\$660,009.60	\$627,009.12	\$33,000.48	\$0.00
MCSAP Sergeants	48.0000	75.0000	\$301,392.00	\$108,501.12	\$103,076.06	\$5,425.06	\$0.00
Field Trooper (non-MCSAP)	60.0000	1.0000	\$8,433,456.00	\$50,600.73	\$48,070.69	\$2,530.04	\$0.00
Field Sergeant (non-MCSAP)	48.0000	1.0000	\$401,856.00	\$1,928.90	\$1,832.46	\$96.44	\$0.00
New Entrant Inspector	48.0000	100.0000	\$144,344.00	\$69,285.12	\$65,820.86	\$3,464.26	\$0.00
TOTAL: Fringe Benefits				\$1,044,126.31	\$991,919.99	\$52,206.32	\$0.00

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

Fringe benefits includes health and life insurance, retirement, Soc. Sec., Workers Comp., Medicare for the MCSAP assigned personnel.

The specific amounts will be included in the vouchers. Fringe benefits requested for reimbursement are based on actual monthly fringe benefit costs for the following salaries accounts: State Retirement, Trooper's Retirement, Hospital Insurance, Basic Life Insurance, Social

Security, Medicare, Unemployment Insurance and Workers Compensation. The only fringe benefit costs which are requested for reimbursement are the actual benefit expenses which are recorded each month in the ND OMB computer printouts and a copy of this printout is included with each reimbursement request voucher submitted to FMCSA. The Fringe rates for each position are listed in the table above. Fringe rates were obtained from NDHP Finance section based on information from ND OMB.

The stated fringe rates were applied to the prorated base amount from the salaries section.

Calculations are formulated on the table above.

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
In-State Travel	1	1	100.0000	\$22,985.00	\$21,835.75	\$1,149.25	\$0.00
Out of State Travel	1	1	100.0000	\$66,233.00	\$62,921.35	\$3,311.65	\$0.00
TOTAL: Travel				\$89,218.00	\$84,757.10	\$4,460.90	\$0.00

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

In-State travel

Will be to allow routine travel for MCSAP personnel to travel to remote areas of ND to conduct inspections, complete safety investigations, complete New Entrant safety audits, attend in state training, in-service, meetings, educational and outreach presentations and special enforcement/inspection blitzes.

Commanders, Troopers, auditors and inspectors spend time out of their home assigned post to conduct MCSAP activities such as blitzes in other areas of the state, attend meetings, training and in-service. The NDHP anticipates that each commander, sergeant, trooper, New entrant auditor and civilian inspector will spend on average 1 day per month on overnight stay. State Rate for lodging is \$86.40 per night plus tax. We follow the state limits on allowed room rates for these locations. In addition, throughout the FFY, the NDHP budgets for numerous "In-state training" seminars and events. See table below for specific details. **The NDHP estimates total in-state travel for FFY 2025 will be approximately \$22,985.**

Planned Training and Travel
for MCSAP FFY 2025

TRAINING	LOCATION	# of PERSONNEL	# of NIGHTS	REGISTRATION FEE	HOTEL	MEALS	AIR FARE *	RENTAL VEHICLE	TOTAL
Gen Haz Mat	N/A			\$0.00	\$0	\$0	\$0	\$0.00	\$0
Cargo Tank	N/A								
Other Bulk Packaging	N/A								
NAS Part A (recruits)	Bismarck, ND, Spring 2026, LETA	20	5	\$0.00	\$1385 (2 instructors)	\$4500	\$0.00	\$0.00	\$5885

NAS Part B	Bismarck, ND, Fall 2025, LETA	20	5	\$0.00	\$9,000	\$4,500.00	\$0.00	\$0.00	\$13,500
FMCSA MCSAP Grant Planning Workshop 2025	TBD	2	3	\$0.00	\$1,120	\$466	\$2000.00	\$0.00	\$3,586
CVSA Spring Workshop 2026	Chicago, IL Apr 19-23, 2026	5	5	\$3,750	\$5,000	\$2,000	\$2500	\$0.00	\$14,250
CVSA Fall Conference 2025	Denver, CO Sept 21-25th	5	5	\$3,750	\$5,000	\$2,500	\$3,000		\$13,450
NAIC 2025	Minneapolis Aug 19-23, 2025	2	6	No charge	\$2,400.00	\$800.00	\$1,400.00	\$0.00	\$4,600
CVSA-FMCSA Data Quality 2025	March 2025	2	2	\$1400	\$800	\$320	\$1600		\$4120
COHMED 2025 (Level 6 recertification)	Costa Mesa, CA January 27-31, 2025	3	5	\$2250	\$4050	\$1152	\$2185	\$0.00	\$9,637
Investigation Safety Analysis	Austin, TX Nov. 4-13 2025	1	11	0.00	\$2,000	\$1,000	\$580	\$610	4,190
NDHP Motor Carrier Inservice	Bismarck, December 2024	20	1 night	free	\$1800	\$1800	\$0	\$0	\$3600
CVSA Board of Directors (70%)	New Orleans, LA April 27-May 1, 2025	1	3	free	\$600	\$400	\$800		\$1260
NTC instructor recertification	Spring 2026 TBD	2	6	free	\$3000	\$960	\$1600		\$5560
CMV Crash Manager Safety Summit	Oct. 2025 TBD	2	4	\$1500	\$1600	\$560	\$1600		\$5260

Out of State Travel:

Travel out of state follows the federal guidelines for reimbursement for meals. Employees submit a monthly travel expense voucher with the detailed expenses and an explanation. The expenses are reviewed by the Commander prior to approval for payment. **NDHP budgets for approximately \$66,233 for out of state travel for FFY 2025.**

In regard to the COHMED conference:

The troopers that have attended this conference find that the Hazardous Material training offered at this venue is some of the most valuable they receive. This is the only venue where there is continuing education provided on a frequent basis in regard to Hazmat. Short of attending the NTC Hazmat course again. With the volume of oil activity in ND and the associated hazmat that accompanies this activity it is valuable for our troopers to attend this conference. The networking and knowledge obtained by our Hazmat troopers at this conference is invaluable to them as they perform hazmat inspections. Hazmat involved crashes have risen consistently in ND over the past 5 years, from 10 in 2010 to 153 in 2014. COHMED is comprised of federal, state and local agencies, and industry from the United States and Canada. COHMED works cooperatively with other federal and state agencies, enforcement personnel, emergency planning managers, responders, academic institutions, interest groups and private industry. COHMED is committed to: Improving hazardous materials transportation safety, Fostering national uniformity in regulation and enforcement, Sharing information on hazardous materials transportation issues and delivery of services, Providing technical assistance, training and education to states and local governments to enhance existing programs and develop new ones to improve hazardous materials safety.

In regard to NAIC:

The North American Inspectors Challenge NAIC Each year, CVSA recognizes the best of the best by inviting member jurisdictions throughout North America to participate in the North American Inspectors Championship (NAIC), the only event dedicated to recognizing and awarding commercial vehicle inspector excellence.

In addition to the competitive events, each inspector receives training on the latest safety information, technology, standards and inspection procedures while sharing ideas, techniques and experiences with other inspectors. Although participating inspectors compete for honors in several categories, each inspector leaves NAIC as a winner.

NAIC contestants are evaluated in the following six categories:

North American Standard Level I Inspection

North American Standard Level I Inspection Procedures

North American Standard Hazmat/Dangerous Goods Inspection

North American Standard Cargo Tank/Other Bulk Packagings Inspection

North American Standard Level V Passenger Carrier Vehicle (Motor coach) Inspection

North American Standard Out-of-Service Criteria Exam

All of the inspection categories are timed events and the compilation of scores for these categories result in a Grand Champion. In addition to a Grand Champion, awards are given for first, second and third place for selected inspection events. Also, an award is given to each inspector who scores the most points representing each of the three participating countries: Canada, the United States and Mexico. And a special award, the John Youngblood Award of Excellence, is an honor NAIC contestants bestow upon a fellow NAIC inspector who exemplifies the high standards and unwavering dedication to the profession.

The CVSA Data Workshop offers training for users of federal data bases such as SafetyNet, NEWS, MCMIS. It is usually held at the same location as NAIC.

Part 4 Section 5 - Equipment

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

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see 2 CFR § 200.1 Definitions.*

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in 2 CFR §200.1 Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Intoximeters	25 Each	\$340.00	100.0000	\$8,500.00	\$8,075.00	\$425.00	\$0.00
MCSAP Tasers	25 Each	\$3,219.00	100.0000	\$80,475.00	\$76,451.25	\$4,023.75	\$0.00
General Supplies	24 Each	\$1,254.00	100.0000	\$30,096.00	\$28,591.20	\$1,504.80	\$0.00
MCSAP Squad Car Uptitting	4 Each	\$23,752.00	100.0000	\$95,008.00	\$90,257.60	\$4,750.40	\$0.00
TOTAL: Supplies				\$214,079.00	\$203,375.05	\$10,703.95	\$0.00

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

Supplies include all general office, inspection and general supply items to support the MCSAP program. These are the general supplies for the 24 assigned office and field MCSAP, BE and New Entrant personnel. Paper products for CSA investigators, New Entrant auditors, commanders, sergeants, troopers, inspectors and office personnel etc. and ink products for printers and copiers. The NDHP supplies all uniforms, and BDU's for officers, auditors and inspectors to conduct inspections, investigations and New Entrant Safety Audits, in addition to all foot wear and headgear, and winter gear for conducting inspections during the cold weather in ND.

In addition to the listed equipment the NDHP provides all inspection equipment and supplies necessary to conduct inspections. This includes eye protection, gloves, bump hats, road side inspection signage, rulers, soap stones, caps, hand cleaner and wipes, flashlights, batteries, break chamber devices, headlamps. Inspection, audit and investigation related equipment and supplies will be invoiced at 100%.

Any shared uniform, small equipment items and supply items that may be used outside of the MCSAP program will be prorated based on the approved method for the time dedicated to the MCSAP program per the labor distribution reports for the time period of 2025. These items may include but not limited to: weapons, holsters, AED's, Bar code scanners, Tasers, computers, printers, monitors, and other items below the \$5,000 threshold in relation to squad car upfitting that is necessary to carry out the duties of their positions.

Also included in supplies is the cost of publications for the officers to do inspections such as Manuals, regulation books, periodical publications that are CMV and inspection related, educational handout material.

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract (2 CFR §200.1 Definitions and 2 CFR §200.331).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency (2 CFR §200.1 Definitions).

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Stutsman County, ND		Contract	100.0000	\$1,296.00	\$1,231.20	\$64.80	\$0.00
Description of Services: Jamestown MCSAP Office Space							
Farm Bureau		Contract	100.0000	\$810.00	\$769.50	\$40.50	\$0.00
Description of Services: Minot MCSAP office space							
DRIVEWYZE CVIEW	0	Contract	100.0000	\$73,500.00	\$69,825.00	\$3,675.00	\$0.00
Description of Services: Year 3 Ongoing Licensing and Maintenance							
Upper Great Plains Traffic Institute	0	Contract	100.0000	\$13,546.00	\$12,868.70	\$677.30	\$0.00
Description of Services: NDHP Commercial Vehicle Safety Plan (CVSP) Assistance and PPTLD Updates, or other services as needed							
NEPEAN Transport Equipment	0	Contract	100.0000	\$4,680.00	\$4,446.00	\$234.00	\$0.00
Description of Services: Vis-Check extended Warranty #15063							
TOTAL: Contractual and Subaward				\$93,832.00	\$89,140.40	\$4,691.60	\$0.00

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

The NDHP will budget for office space utilized to support the MCSAP program. MCSAP employees utilize office space at our regional office locations in Jamestown and Minot. This is for assigned office space to conduct MCSAP eligible activities, New Entrant Audits, and safety investigations.

The below table details the employees, square footage for each office, current cost per square foot, and the estimated prorated amounts of each employee's labor distribution towards the MCSAP program from FY2021. The entered amounts above in the table include the prorated totals for each office location for each employee.

OFFICE RENT

Location	Cost/Sq. Foot
Jamestown	\$12.00
Minot	\$6.00
Williston	\$7.80

**ESTIMATED COST PER MONTH-
MCSAP FY2022**

Employee	Location	Square Ft.	Cost/Sq. Ft.	Sub-Total	Federal Time	Pro-rated	85%
MC Sergeant	Williston	100	\$7.80	\$780	75%	\$585	\$497
MC Trooper	Jamestown	121	12	\$1452	80%	\$1161	\$937
MC Trooper	Minot	135	6	\$ 810	80%	\$648	\$551

The NDHP plans to once again utilize the services of Upper Great Plains Transportation Institute to assist in gathering data, analyzing trend data as it applies to CMV safety to provide solid background information to support performance objectives and identify issues and to assist in preparing and yearly review of the CVSP document. This partnership with UGPTI will allow the NDHP to provide better information and a product to FMCSA. This work agreement is one that has proven successful and approved by FMCSA in other jurisdictions. It has been successful for the NDHP in past years. UGPTI will assist in drafting and reviewing the CVSP document in FFY 2025. Cost as of 8/25/2024 is \$13,546 for the CVSP assistance and needed updates to the PP/TLD document for the ITD program.

Upper Great Plains Transportation Institute is a state agency within North Dakota State University and as such, under ND state procurement rules this is an exemption to competitive procurement. The NDHP is following the state rules on procurement in regard to this contract. State procurement language under North Dakota Century Code 54-44.4-05 states:

"The office of management and budget shall adopt rules specifying the circumstances under which competition may be waived or limited, when negotiation may be used, and specifying the required justifications and procedures for using those methods of purchasing. The office of management and budget shall adopt rules related to sending notice of intent to make limited competitive, noncompetitive, and negotiated purchases in accordance with this chapter. The notice must describe the needed commodity or service and the intended procurement method and must state that vendors are permitted to submit bids or proposals for contracts to be awarded under this section. The circumstances that may permit limited competitive, noncompetitive, or negotiated purchases include: a. The commodity or service is available from only one source. b. The commodity or service is to be purchased for experimentation or trial. c. No acceptable bid or proposal was received pursuant to a competitive bidding or competitive proposal process. d. Commodities are being purchased for over-the-counter resale. e. Acceptable commodities or services are produced or provided by correctional institutions or other government agencies or a work activity center as defined in section 25-16.2-01. f. The anticipated cost of purchasing specified commodities or

services is less than an amount determined by the office of management and budget which would justify the expense of a competitive bidding or competitive proposal process. g. A used commodity is advantageous to the state and the commodity is available only on short notice. h. The commodity is a component or replacement part for which there is no commercially available substitute and which can be obtained only from the manufacturer. i. Compatibility with equipment currently owned by the state is essential to the proper functioning of that equipment. j. The agency provides documentation indicating that the services or the circumstances are of such a nature that deviation from the procurement procedure is appropriate."

The NDHP follows state procurement procedures that *comply with the standards described in 2 CFR §200 Procurement Standards*.

2 CFR 200.318e states: To foster greater economy and efficiency, and in accordance with efforts to promote cost-effective use of shared services across the Federal government, the non-Federal entity is encouraged to enter into state and local intergovernmental agreements or inter-entity agreements where appropriate for procurement or use of common or shared goods and services.

Upper Great Plains Transportation Institute is an inter-entity state governmental agency and is within North Dakota State University, a state government agency.

The operation and maintenance of our new CVIEW by DRIVEWYZE, LTD. has an anticipated year 3 cost around \$73,500.

NEPEAN Transport Equipment has provided an extended one year warranty for our current PBBT. This will be purchased in March of 2026.

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs (2 CFR §200.1 Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see 2 CFR § 200.414 Indirect (F&A) costs.

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
TOTAL: Indirect Costs			\$0.00	\$0.00	\$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
CVSA decals	4500 per year	\$0.46	100.0000	\$2,070.00	\$1,966.50	\$103.50	\$0.00
Cellular Communication and Data	1 per year	\$14,000.00	79.3200	\$11,104.80	\$10,549.56	\$555.24	\$0.00
Computer Operations and Maintenance	12 per year	\$2,000.00	79.3200	\$19,036.80	\$18,084.96	\$951.84	\$0.00
ND Motor Pool Mileage (MCSAP)	1 Annual	\$253,000.00	100.0000	\$253,000.00	\$240,350.00	\$12,650.00	\$0.00
Paid Media for Public Education	4 Per Year	\$1,200.00	100.0000	\$4,800.00	\$4,560.00	\$240.00	\$0.00
Overtime Mileage	1 Per Year	\$62,331.00	100.0000	\$62,331.00	\$59,214.45	\$3,116.55	\$0.00
TOTAL: Other Costs				\$352,342.60	\$334,725.47	\$17,617.13	\$0.00

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

CVSA decals are purchased from the Commercial Vehicle Safety Alliance at a fixed rate placed by them. The amount is from a published email from CVSA that indicated the cost of .28 cents per decal. Decals are issued by troopers and inspectors to power units and trailers after completing violation free Level 1 inspections.

Communications are for cell phones and aircards for our MCSAP personnel. 23 personnel are issued a cell phone and a laptop for use on a daily basis. Laptops utilize cellular air cards to complete roadside inspections, new entrant safety audits, safety investigations, NCIC queries, case reports, issue citations, and issue warnings. Cell phones are used to communicate with carriers, owners and industry as well as NDHP supervisors and coworkers to conduct day to day business associated with inspections, New Entrant Audits and safety investigations. All NDHP personnel are issued cell phones for work purposes. Air cards cost approximately \$49.99 per month. Each cell phone costs \$52.97/mo. The fees vary slightly each month due to data usage.

For 23 cell phones and 23 air cards, we anticipate spending \$14,000 total for communications in FFY 2025.

For budgeting purposes, communication costs will be prorated based on the aggregate total of the labor distribution used for salaries. The **average proration amount amongst the 22 below listed employees is 79.32%.**

- 13 MCSAP troopers= 80%
- 1 MCSAP Civilian = 75%
- 1 MC Regional Commander=95%
- 3 MCSAP Sergeants=75%
- 1 New Entrant Coord.=100%
- 2 New Entrant Auditors = 100%

The NDHP estimates \$253,000 to be expended for NDDOT motor pool/mileage costs for FFY 2025. This was identified by FFY2024 expenditures for MCSAP mileage billed to the NDHP using the most recent mileage rate of \$0.75/mile. This rate is subject to change and fluctuates regularly throughout the year. MCSAP employees identify mileage traveled on their patrol vehicles to the MCSAP grant when applicable.

Public Outreach and Education, the NDHP will plan paid media for public outreach and education through advertising of CMV safety messages. The NDHP will budget \$4,800 for FFY 25 for advertising at local truck stops and restaurants around the state. Messaging would include NO-Zone awareness, human trafficking and seatbelt use in CMVs as examples. The NDHP is planning on expanding its scope of public outreach and education with efforts toward educating CMV drivers with analysis of CMV speeds during inclement/winter weather driving conditions. This will potentially include safety messages in the form of video safety messaging and public service announcements.

Computer operation and maintenance costs for MCSAP related software and hardware items in the previous 12 month period have averaged approximately \$2000 per month (NDHP finance). This is for routine maintenance and operation of federal and state software systems for completing enforcement, inspections, investigations and audits and other duty related tasks. This line item also includes all software maintenance and computer maintenance needs. Each commander, sergeant, trooper, auditor and inspector (22) are issued a Panasonic Toughbook laptop and associated software in order to

complete inspection and investigations. The office administrative assistant, and two commanders have an office computer. There are maintenance costs for the hardware and software. Aspen, ISS, Guard, Capri, UFA, ProVu, Case Rite and EFOTM are the software used by inspectors and troopers that do inspections and/or safety investigations. Computer hardware and software operation and maintenance costs that are shared will be prorated based on the time dedicated to MCSAP. This is determined by the labor distribution report.
 $\$2,000.00 \times 12 \text{ months} \times 79.32\% = \$19,036.80$

Total indirect costs are calculated by up to 10% of salaries, fringe, supplies, services, and travel. Our employees average 25 miles driven for every 1 hour of overtime worked. Using the federal mileage reimbursement rate of \$0.79/mile that equates into \$19.75 per hour for OT mileage. A total of \$62,331 is budgeted for FFY2025.

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Troopers (15)	\$1,045,015.20	\$55,000.80	\$1,100,016.00	\$0.00
Motor Carrier Commander	\$111,618.49	\$5,874.66	\$117,493.15	\$0.00
MCSAP Admin Assistant	\$50,388.00	\$2,652.00	\$53,040.00	\$0.00
MCSAP Sergeants	\$214,741.80	\$11,302.20	\$226,044.00	\$0.00
Civilian MCSAP Inspector	\$51,829.39	\$2,727.86	\$54,557.25	\$0.00
New Entrant Coordinator	\$74,775.45	\$3,935.55	\$78,711.00	\$0.00
New Entrant Inspector	\$137,126.80	\$7,217.20	\$144,344.00	\$0.00
Sworn Road Sergeant (non MCSAP)	\$3,817.63	\$200.93	\$4,018.56	\$0.00
Grant Specialist	\$19,192.76	\$1,010.14	\$20,202.90	\$0.00
Field Troopers (non-MCSAP_	\$80,117.83	\$4,216.73	\$84,334.56	\$0.00
On-Call Pay	\$46,740.00	\$2,460.00	\$49,200.00	\$0.00
Salary Subtotal	\$1,835,363.35	\$96,598.07	\$1,931,961.42	\$0.00
Overtime	\$194,882.05	\$10,256.95	\$205,139.00	\$0.00
Overtime subtotal	\$194,882.05	\$10,256.95	\$205,139.00	\$0.00
Personnel total	\$2,030,245.40	\$106,855.02	\$2,137,100.42	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MC Commander	\$49,112.13	\$2,584.85	\$51,696.98	\$0.00
MCSAP Admin Assistant	\$29,225.04	\$1,538.16	\$30,763.20	\$0.00
Civilian Motor Carrier Inspector	\$23,780.54	\$1,251.61	\$25,032.15	\$0.00
New Entrant Coordinator	\$34,396.71	\$1,810.35	\$36,207.06	\$0.00
Grant Specialist	\$9,596.38	\$505.07	\$10,101.45	\$0.00
MCSAP Troopers	\$627,009.12	\$33,000.48	\$660,009.60	\$0.00
MCSAP Sergeants	\$103,076.06	\$5,425.06	\$108,501.12	\$0.00
Field Trooper (non-MCSAP)	\$48,070.69	\$2,530.04	\$50,600.73	\$0.00
Field Sergeant (non-MCSAP)	\$1,832.46	\$96.44	\$1,928.90	\$0.00
New Entrant Inspector	\$65,820.86	\$3,464.26	\$69,285.12	\$0.00
Fringe Benefits total	\$991,919.99	\$52,206.32	\$1,044,126.31	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
In-State Travel	\$21,835.75	\$1,149.25	\$22,985.00	\$0.00
Out of State Travel	\$62,921.35	\$3,311.65	\$66,233.00	\$0.00
Travel total	\$84,757.10	\$4,460.90	\$89,218.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Intoximeters	\$8,075.00	\$425.00	\$8,500.00	\$0.00
MCSAP Tasers	\$76,451.25	\$4,023.75	\$80,475.00	\$0.00
General Supplies	\$28,591.20	\$1,504.80	\$30,096.00	\$0.00
MCSAP Squad Car Uptitting	\$90,257.60	\$4,750.40	\$95,008.00	\$0.00
Supplies total	\$203,375.05	\$10,703.95	\$214,079.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Stutsman County, ND	\$1,231.20	\$64.80	\$1,296.00	\$0.00
Farm Bureau	\$769.50	\$40.50	\$810.00	\$0.00
DRIVEWYZE CVIEW	\$69,825.00	\$3,675.00	\$73,500.00	\$0.00
Upper Great Plains Traffic Institute	\$12,868.70	\$677.30	\$13,546.00	\$0.00
NEPEAN Transport Equipment	\$4,446.00	\$234.00	\$4,680.00	\$0.00
Contractual and Subaward total	\$89,140.40	\$4,691.60	\$93,832.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA decals	\$1,966.50	\$103.50	\$2,070.00	\$0.00
Cellular Communication and Data	\$10,549.56	\$555.24	\$11,104.80	\$0.00
Computer Operations and Maintenance	\$18,084.96	\$951.84	\$19,036.80	\$0.00
ND Motor Pool Mileage (MCSAP)	\$240,350.00	\$12,650.00	\$253,000.00	\$0.00
Paid Media for Public Education	\$4,560.00	\$240.00	\$4,800.00	\$0.00
Overtime Mileage	\$59,214.45	\$3,116.55	\$62,331.00	\$0.00
Other Costs total	\$334,725.47	\$17,617.13	\$352,342.60	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00
Total Costs Budgeted	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$3,734,164.00	\$196,535.00	\$3,930,699.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$589,605.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$1,835,363.35	\$96,598.07	\$1,931,961.42	\$0.00
;;;Overtime Subtotal	\$194,882.05	\$10,256.95	\$205,139.00	\$0.00
Personnel Total	\$2,030,245.40	\$106,855.02	\$2,137,100.42	\$0.00
Fringe Benefits Total	\$991,919.99	\$52,206.32	\$1,044,126.31	\$0.00
Travel Total	\$84,757.10	\$4,460.90	\$89,218.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$203,375.05	\$10,703.95	\$214,079.00	\$0.00
Contractual and Subaward Total	\$89,140.40	\$4,691.60	\$93,832.00	\$0.00
Other Costs Total	\$334,725.47	\$17,617.13	\$352,342.60	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$3,734,163.41	\$196,534.92	\$3,930,698.33	\$0.00

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

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

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

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Lieutenant Luke Hendrickson
2. What is this person's title? Motor Carrier Operations Commander
3. Who is your Governor's highway safety representative? Karin Mongeon
4. What is this person's title? NDDOT Safety Division Director

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

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

State Certification declaration:

I, Lieutenant Luke Hendrickson, Motor Carrier Operations Commander, on behalf of the State of NORTH 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 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Lieutenant Luke Hendrickson
2. What is the title of your certifying State official? Motor Carrier Operations Commander
3. What are the phone # and email address of your State official? (701)730-3722, lhendric@nd.gov

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

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

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

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

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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

☐ Yes ☒ No

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

☐ Yes ☒ No