

eCVSP

SOUTH DAKOTA

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027

Date of Approval: March 02, 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 South Dakota Highway Patrol promotes public safety through professional, courteous, dedicated service, excellence, education, and equitable enforcement.

Motor Carrier Services Goals:

- To provide the best quality of service to citizens and members of the motor carrier industry
- To reduce the number and severity of commercial motor vehicle crashes below the established goal of .15 fatalities per 100 million vehicle miles traveled.
- To act with integrity and accountability in all aspects of our duties
- To maintain a fair enforcement program that is based on sound principles
- To enhance public relations and awareness through safety and education programs
- To maintain public trust
- To gain voluntary compliance with laws and regulations pertaining to motor carriers
- To remain committed to the recruitment, development, and training of the highest-quality individuals

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
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

South Dakota's CMV enforcement program runs almost entirely through the South Dakota Highway Patrol (SDHP); there are two sub-recipients for operating and maintenance expenses from former CVISN programs. South Dakota continues to implement activities that involve the motor carrier industry, law enforcement personnel, and the citizens of South Dakota.

The SDHP has a total sworn strength of 201 officers. There are 69 personnel dedicated to motor carrier enforcement when fully staffed. There are 16 sworn troopers, 48 civilian inspectors, 2 Compliance Review/New Entrant auditors (Investigations), and 3 administrative staff when fully staffed. We are working on a plan to reclassify one inspector position and change it to a Compliance Review/New Entrant auditor position. Sworn personnel comprise 13 motor carrier troopers and three command staff (two lieutenants and one captain). Motor carrier inspectors must become certified to perform Level I safety inspections within two years of their hire date. Eleven of our thirteen troopers are Level I certified, with two positions vacant because of manpower issues. One motor carrier lieutenant is Part B certified. Six inspectors are assigned to the permit center but must maintain their Level 1 certification and complete inspections in addition to the permitting duties. Our certified inspectors are located at 4 permanent ports of entry, 7 mobile 2-person teams, and the 13 motor carrier troopers are stationed throughout the state. In addition to the motor carrier district, the SDHP averages 120 Level III certified troopers who are required to complete a minimum of 32 Level III inspections per year when fully staffed. The SDHP is currently down approximately 15% of sworn strength but is working diligently in recruitment and hiring to fill vacant positions at this time.

In 2013, we created a new position of Master Inspector. This position requires three years of experience, Level 1 certification, and hazardous materials certification, and the individual must be either Cargo Tank or Motorcoach certified. The creation of this position provides greater incentivization for increased training while providing resources for increased enforcement activity and greater public education hours. Eight of our inspectors are now Master Inspectors.

In 2016, we created the position of Motor Carrier Trooper Specialist. Like the Master Inspector program, the position requires three years of experience, Level 1 certification, hazardous materials certification, and the individual be either Cargo Tank or Motorcoach certified. 6 of the 7 troopers eligible have become Specialists; currently, there are two open trooper position to be filled. Four additional troopers do not qualify for the special position because of supervisory duties.

In addition to the troopers and inspectors dedicated to motor carrier enforcement, the SDHP requires troopers to be Part A certified and complete a minimum of 32 Level III inspections a year. This level of manpower number can vary depending on vacancies, completion of training, and job attrition. Included within the 120 troopers are thirteen Police Service Dog (PSD) handlers, who also are required to complete a minimum of 32 Level 3 inspections per year and carry out PSD deployments on commercial motor vehicles. A PSD deployment is when the handler uses his police service dog to perform an exterior sniff on a commercial vehicle in search of contraband.

The SDHP has 2 non-sworn personnel who are dedicated full-time to Compliance Reviews/New Entrant auditors (Investigations). Both are Level 1 certified and perform 32 inspections per year.

South Dakota has 3 non-sworn personnel who participate in MCSAP activities at various levels and perform MCSAP administrative functions in the headquarters office.

The South Dakota Highway Patrol has 189 personnel who perform MCSAP-eligible activities at some level.

Participating Agency	Number of Certified CMV Inspectors(Non-sworn)	Number of certified Officers (sworn)	Number of Officers in Column B supported by MCSAP Funds
South Dakota Highway Patrol	50	201	120
Total	50	201	120

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

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

We have identified one carrier authorized by the Department of Labor to transport farm laborers in South Dakota. The carrier has not been involved in any crashes in South Dakota. South Dakota has not identified safety concerns regarding the transportation of seasonal and migrant farm workers. There will not be any emphasis placed on this issue at this time.

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:	SOUTH DAKOTA HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	189
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	189
Traffic Enforcement Activities	136
Investigations*	2
Public Education and Awareness	189
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

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

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			
01/01/2022	12/31/2022	18	0.15	0.1672
01/01/2021	12/31/2021	17	0.15	0.1701
01/01/2020	12/31/2020	26	0.15	0.2156
01/01/2019	12/31/2019	16	0.15	0.1411
01/01/2018	12/31/2018	28	0.15	0.2366

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2024	12/31/2024	1	0	1
01/01/2023	12/31/2023	0	0	0
01/01/2022	12/31/2022	0	0	0
01/01/2021	12/31/2021	1	0	1
01/01/2020	12/31/2020	1	0	1

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2024	12/31/2024	0	0	0
01/01/2023	12/31/2023	1	0	1
01/01/2022	12/31/2022	1	0	1
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0

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

Large Truck Fatal Crash per 100M VMT: FMCSA A&I data covering calendar years 2018-2022 Motorcoach/Passenger Carrier data: FMCSA A&I data covering calendar years 2020-2024 Hazardous Material Crash Data: FMCSA A&I data covering calendar years 2020-2024

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

The average CMV Fatal Rate per 100 miles vehicle miles traveled in South Dakota from 2018 to 2022 saw a decreasing trend with a high of .2366 in 2018. There were 23 CMV-related fatal crashes resulting in 28 fatalities that year. The trend dropped to .1411 in 2019, back up to .2156 in 2020, and dropped to .1701 and .1675 in 2021 and 2022, respectively. Over the five-year period, South Dakota had a total of 92 crashes, resulting in 105 fatalities. A challenge for South Dakota is the low number of fatal CMV-related crashes and an increase or decrease in crashes each year can significantly influence our average CMV Fatal Crash Rate per 100 Million VMT. Despite the challenge of continuing to maintain and even lower the current crash rate, we will continue to work to achieve the stated goals.

South Dakota's previous three-year plan set a goal of .15 large truck fatal crashes per 100 million VMT traveled. Based on 2018-2022 crash data, South Dakota averaged .18 over this five-year period. South Dakota certainly saw success in 2019, with a fatal crash rate of .1411. Another successful factor to consider is South Dakota's overall CMV crash rate, which is below the national average. This disparity in the overall crash rates compared to fatal crash rates may be attributed to the higher number of rural crashes. Rural crashes generally have a higher fatality rate based on the higher impact speeds on rural roadway speeds.

A review of crash data from 2020-2024 for fatal crashes involving motorcoach/passenger carriers shows South Dakota had three fatal crashes over the five years. However, South Dakota consistently only has 0 or 1 fatal motorcoach/passenger carrier-involved crash yearly. While we would like to see that number at zero, it is difficult to design an enforcement program based on the factors of a single crash. South Dakota will continue performing motor coach enforcement and education by participating in planned programs and projects.

Since 2020, South Dakota has had two fatal crashes involving a CMV carrying hazardous materials. South Dakota strives to increase inspectors' and motor carrier troopers' certifications beyond Level 1 and attain General Hazardous Materials and Cargo Tank Inspection certifications. We will commit resources for planned hazmat-specific enforcement operations and education whenever possible. South Dakota will continue to provide education to specific hazmat and bulk tank-related industry. South Dakota will encourage staff to attend the Other Bulk Packaging class in FFY25 to further hazardous materials knowledge and enforcement.

CMV fatal and serious injury crashes are not restricted to high-traffic corridors in South Dakota and appear almost to be just the opposite, occurring mostly on rural roadways. We can identify specific reported contributing circumstances by analyzing traffic crash data gathered from the South Dakota Office of Accident Records covering 2020-2023. The three top driver circumstances are failure to keep in proper lane, running off the road, and failure to yield. Driver behavior is an issue compared to vehicle equipment failures, which contribute to the cause of a crash. The SDHP will continue to have dedicated enforcement operations and focused enforcement saturations to target these identified contributing circumstances throughout the year.

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.

There are many factors considered in crash reduction efforts. High crash corridors are difficult to identify in South Dakota due to the rural nature of the state and the number of injuries and fatalities involved in crashes each year. According to A&I crash numbers, the average number of injury crashes between 2020 and 2023 is 37.5. South Dakota has a current CMV fatal involved crash rate of .1861 per 100M VMT. We aim to maintain a rate of .15 fatalities per 100M VMT for CMVs. Safety restraint usage has

been identified as one of the effective tools available to help reduce injuries and fatalities in vehicle crashes. The SDHP will continue working towards a 100% seatbelt use goal. The South Dakota Highway Patrol has a directive that the agency will not issue a warning for observed seatbelt violations; all observed seatbelt violations will be addressed with a citation. South Dakota has no primary offense seatbelt law for those 18 and older. Seatbelt tickets are a secondary offense, meaning there needs to be another violation of law present before we can stop a vehicle and address the seat belt violation.

South Dakota's statistical data indicates a wide pattern of crash incidents throughout the state. The crashes that occur are dispersed sparsely throughout the entire state. A&I crash data from 2017-2021 shows that most fatal CMV crashes are rural, with a limited number occurring in an urban setting. Crash data gathered from the SD Office of Accident Records covering 2021 to 2023 showed that 35 out of 66 counties occurred in at least one CMV-related fatal crash. The highest reported county total during this time was four. This continues to make it challenging to demonstrate a high crash corridor area that has resulted in most fatal and injury crashes. These two counties are also where we station our staff to address the issue. Despite the challenge this presents beyond identified high-traffic corridors, we will continue to provide coverage across the state in an effort to prevent these crashes.

In previous years, the routes to the North Dakota oilfield continued to see a steady increase in oil field-related traffic, but currently, the numbers are lower than several years ago. While we do not see a crash problem on these routes, a change in the oil market could quickly change traffic numbers and possibly crash rates. The agency will continue to monitor traffic on these corridors for potential safety hazards and conduct focused inspection activities in these areas.

We will continue to raise awareness for CMV safety issues through public education and traffic enforcement on CMVs. During a four-year time from 2020 through 2023, we have conducted approximately 5,472 hours of public education and outreach. A proactive approach by maintaining public education hours statewide and concentrating our marathon and traffic enforcement efforts in these areas of higher traffic or higher crash occurrences will be priorities for FY25. With the 2023 MCSAP, we developed and implemented a media plan designed and created to reach CMV and non-CMV drivers with the purpose of educating them on safe driving behaviors around CMVs. That media campaign generated nearly 15,894,396 impressions with 1,044,869 interactions. We plan to continue implementing this type of successful media plan for 2025.

The South Dakota Highway Patrol utilizes data from the South Dakota Dept. of Transportation and the South Dakota Office of Accident Records to determine the best times and locations to establish roadside checks. This data enables us to schedule personnel at locations based on the time of day and day of week that have increased traffic volumes and greater potential for unsafe driving. The South Dakota Department of Public Safety has a GIS specialist on staff who uses historical data to predict the likelihood of a future crash. This employee also provides historical crash statistics that show locations, time of day, day of the week, and crash causation to design enforcement programs around the best data available. This data will be used to select the best time, day, and location for special enforcement projects and day-to-day patrol locations to reduce CMV crashes. The SDHP uses this data each summer to implement summer enforcement plans that target roadways based on the likelihood of a crash on identified roadways.

South Dakota will continue to promote the use of safety restraint systems. This will be stressed at the appropriate public education forums and during roadside interactions between inspectors and drivers. South Dakota Highway Patrol has a directive that all seatbelt violations discovered will be issued a citation with no written or verbal warnings.

SDHP prioritizes identifying and taking enforcement action for alcohol and drug offenses. In 2020, the agency identified 45 alcohol or drug violations; in 2021, 68 violations were identified; in 2022, 88 violations were identified; and in 2023, 75 violations were identified. In 2024, the agency has identified 75 violations for the year. We have previously identified that multiple factors could contribute to a rise in drug and alcohol violations, such as states legalizing marijuana and other drugs. The agency will also continue to provide drug and alcohol training (such as DIAP training) to staff to aid in identifying signs and symptoms of drug & alcohol use by CMV drivers. Continued awareness of removing impaired drivers will be stressed to all personnel.

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

The SDHP can track non-CMV traffic stops that occur at or around a CMV. A check box has been added to our electronic citation to indicate if the non-CMV driver committed a traffic violation near a CMV. Roughly 70% of the crashes involving a CMV occur due to the actions of a non-CMV. While this ability to use this data is new, we plan to use the data to determine non-CMV enforcement and education programs. The ability to indicate on the citation that a traffic violation occurred in the vicinity of a CMV is still relatively new. We will continue to educate traffic enforcement troopers on the proper use of the check box but this is often a judgment call by the trooper if the CMV was in a reasonable vicinity of the CMV, and to accurately reflect the intended data we wish to collect.

Enter the data source and capture date:

FMCSA A&I data 08-13-2023 SD Office of Accident Records data for years 2021-2023

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

South Dakota's goal will be to reduce large truck-involved fatal crashes to a crash rate of 0.15 Average CMV Fatal Crash Rate (per 100 Million VMT) per year. The rate varied from 2018 (.2366) to 2022 (.1672). A three-year goal is to reduce CMV-involved fatal crashes by 15%. From 2020 to 2022, there were 55 CMV fatal crashes, averaging 18.33 per year. The 15% reduction would result in a 3-year average of 15.58 crashes each year, effectively lowering the Average CMV Fatal Crash Rate (per 100 Million VMT) per 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.

South Dakota will conduct traffic enforcement activities in the higher traffic volume areas of the state, stressing the importance of safe driving practices and the interactions of CMVs with non-CMVs. Increased scrutiny of drivers will be given on all contacts to determine the physical and mental fitness to safely and legally operate a CMV to maintain our current low number of CMV crashes. SDHP Motor Carrier will conduct training sessions for MC Troopers annually at meetings to heighten awareness of traffic enforcement activities. Only 16 of the 69 full-time MCS personnel have the authority to stop a CMV for a traffic violation. Three of the 16 are command staff that do not have regular patrol duties. Considering this, we will also emphasize the importance of state troopers detecting and enforcing traffic regulations on CMVs at staff meetings. We aim to increase output by 5% in areas identified as traffic enforcement violations.

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

In 2022, South Dakota began using predictive analytics to forecast collisions of all types on specific road segments. The predictions are done quarterly and produce a map of the state with road segments highlighted that are predicted to have a higher number of crashes. The predictions include all types of vehicles, not just CMVs. South Dakota then designs enforcement activities to address predicted crash probability roads.

Using program funding from a different agency, law enforcement provides enforcement activities in work zones to reduce work zone-related crashes. From 2019 to 2023, 3,557.3 hours were spent in work zone-related enforcement that was above and beyond normal patrol activities. Since these activities are not performed under MCSAP-specific programs, they are not included in performance measurements or budget requests. However, they are highlighted since the state is actively addressing the crash rates in work zones.

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

In an effort to help keep the crash statistics low, we will conduct a total of 44 motor carrier special enforcement checks in FFY25:

- 4 - Level 1 Hazardous Material Marathons
- 4 - Level 1 Roadside checks
- 16 - CVSA Special checks
- 4 - Level 1 Intra-City Marathons

- 4 - Level 1 Port Marathons and
- 4 - Level 3 Marathons

The SDHP has no plans to increase manpower beyond the current staffing levels. CMV enforcement is not limited to troopers assigned to Motor Carrier Services. All troopers are required to become Level III certified and conduct CMV enforcement activities.

CMV Data Analyst

South Dakota will participate in the CCFP Large Truck Study. The agency is requesting reimbursement for hours staff will use to gather, analyze, report and share data and information with FMCSA relating to the CCFP Large Truck Study. This position would be responsible for gathering, interpreting, and transmitting the State data to FMCSA. Only actual time spent on the CCFP will be billed to the grant. We estimate approximately 100 hours @ \$33.09 per hour = Total cost \$3,309.00.

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.

- The South Dakota Highway Patrol will monitor the overall number of CMV-involved crashes through South Dakota Accident Records and FMCSA A&I records semi-annually to determine whether the activity trend will maintain our objectives. We will also check quarterly reports and monitor the crash rates in the two areas of South Dakota that have been identified as having higher traffic volumes and rates of CMV crashes.
- Some of the best methods we have identified as being effective in reducing the total number and severity of crashes are public education and traffic enforcement directed toward using safety restraint systems and safe driving practices. Quarterly reports will be used to track activity in the area. Our intention is to meet a target of 1,700 hours of public education. South Dakota Accident Records data will be used to measure the usage of safety restraints in crash-involved commercial vehicle drivers and work at increasing or maintaining the current 89% compliance rate.
- South Dakota will continue to train personnel in detecting drug and alcohol impairment in drivers. Quarterly, efforts by the motor carrier division, Police Service Dog Unit, Drug Recognition Experts, and interdiction troopers will be monitored for enforcement activity and drug and alcohol-impaired driving enforcement trends.
- In FY25, South Dakota will conduct 44 motor carrier special enforcement checks, which will be tracked and reported in the quarterly progress report.

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	2549	2538	2617	2549	2815
Level 2: Walk-Around	5542	5029	6011	5725	7298
Level 3: Driver-Only	16946	11243	14568	18060	18715
Level 4: Special Inspections	264	194	295	273	236
Level 5: Vehicle-Only	25	37	52	68	56
Level 6: Radioactive Materials	0	0	0	0	0
Total	25326	19041	23543	26675	29120

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, South Dakota has completely moved over to this application.

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

South Dakota's general roadside and fixed facility inspection program consists of four ports of entry. All four ports of entry have inspection buildings (with the most recent inspection building completed in 2024) that are dedicated entirely to Level 1-3 inspections; 7 fixed scale locations that are used on a random basis; 7 mobile teams that travel to sites around the state conducting inspections; and 13 troopers dedicated to motor carrier enforcement that may use any of the sites if not stopping a CMV on any roadway, as well as on average 120 troopers that perform the minimum 32 Level III inspections per year. South Dakota has 74 sites around the state where inspectors can perform roadside inspections of motor carriers. These sites include pull-off areas of sufficient size, from commercial vehicles to small ports of entry that can park multiple commercial vehicles for inspection. These sites are used part-time by our 7 mobile teams and state troopers throughout the state at random times. There is at least one port open every day of the week. Mobile crews are scheduled to work in high-traffic areas and areas where motor carrier services have received complaints of truck speeding or other unsafe issues.

Other than ports of entry, staff and supervisors periodically monitor road traffic counts to most effectively schedule locations to work. For example, US 83, which runs from Texas to Canada, was identified as a high CMV traffic corridor and one of the highest hazmat transportation routes other than the interstate highways. The Blunt inspection site is typically manned more frequently than other locations; however, the roadway at this location has been undergoing an extension rebuild and is scheduled to reopen in the fall of 2024, which includes site upgrades to the inspection site. This site has installed WIM scales and electronic screening equipment to most effectively monitor and enforce safety regulations on CMVs.

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

The Safespect inspection application is used to complete inspection reports. Supervisors approve the inspections and can monitor inspection activity. Safepect has proven challenging because it does not have SafetyNet's reporting capabilities. We also question the accuracy of the information we receive from Safespect reports.

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

South Dakota will increase the percentage of Drug and Alcohol Clearance House prohibited drivers identified during roadside inspections by 15%. We believe that one factor in increasing this percentage is our recent implementation of FMCSA's Safespect inspection software statewide. The software is integrated with the DACH and should identify prohibited drivers when the information is entered into the inspection software. We have made a concerted effort to grant access to the DACH and train motor carrier services personnel to check DACH on each inspection. The current catch rate for South Dakota, based on a July 1, 2024 report, shows we inspected 184 drivers, with 94 cited for operating while prohibited, resulting in a catch rate of 51%. This crash rate has improved from the past. At the end of FY2025, we are optimistic about achieving a minimum of a 15% increase in identification and, ultimately, at least a 65% overall identification rate with continued improvement going forward.

The 2019 numbers were corrected. The 2020 numbers were updated from the FMCSA MCMIS data snapshot as of 07/26/2024.

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: SOUTH DAKOTA HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 170

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2500	200	24	2724	10.09%
Level 2: Walk-Around	6100	400	5	6505	24.09%
Level 3: Driver-Only	17550	150	2	17702	65.56%
Level 4: Special Inspections	50	0	0	50	0.19%
Level 5: Vehicle-Only	0	0	20	20	0.07%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	26200	750	51	27001	

MCSAP subrecipient agency

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

Subrecipient is: SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

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

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

Subrecipient is: SOUTH DAKOTA DEPARTMENT OF REVENUE

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

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

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2025:	0

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: SOUTH DAKOTA HIGHWAY PATROL					
# certified personnel: 170					
Subrecipient Agencies: SOUTH DAKOTA DEPARTMENT OF REVENUE, SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2500	200	24	2724	10.09%
Level 2: Walk-Around	6100	400	5	6505	24.09%
Level 3: Driver-Only	17550	150	2	17702	65.56%
Level 4: Special Inspections	50	0	0	50	0.19%
Level 5: Vehicle-Only	0	0	20	20	0.07%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	26200	750	51	27001	

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

Our goal for L-1 inspections is to do 2,500 inspections. We plan to maintain or modestly increase L-1's each year. We have maintained a high level of L-3 inspections due to crash data. Previous Large Truck Crash causation studies indicate most crashes are caused by driver issues, not equipment issues. Of the top 10 causative factors for CMV's, only 1 (brake problems) was a potential equipment violation. All 9 others were driver controlled conditions. We have focused on doing more driver focused inspections, rather than fewer driver and vehicle combined inspections. We have had significant employee turnover in some areas and anticipate training time and time to complete NAS Part A and B courses to limit the amount of inspections that some staff can complete. We have had 32 individual inspectors resign or retire since June of 2017. This does not include troopers or command staff. Other factors contribute as well. SD currently has 3 NTC instructors that can teach NAS Part A in the state. We rely on out of state instructors and classes. While we have a significant employee turnover rate, we struggle to get new inspectors to certification training for L-1 inspections within their first months of employment. We try to get each new inspector certified within their first year. We generally budget and schedule for 1 in-state class every other year. In the off years we send inspectors to a class in neighboring states.

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

Projected Goals for FY 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	25516	0	0	25516
Enter total number of certified personnel	150	0	0	150
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	25516	0	0	25516
Enter total number of certified personnel	150	0	0	150

Part 2 Section 4 - Investigations

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					3
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					1
CSA On-Site Focused/Focused CR					1
CSA On-Site Comprehensive					1
Total Investigations	0	0	0	0	6
Total Security Contact Reviews					
Total Terminal Investigations					1

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					
Total Terminal Investigations					

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	10	0	15	0	15	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	10	0	15	0	15	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

South Dakota began performing compliance reviews in the FFY23 grant year. We are unable to add additional FTEs to perform compliance reviews. These investigations have been added to the duties conducted by our New Entrant Safety Auditors. South Dakota trained staff in 2023 to complete compliance reviews, so estimates are based on minimum standards for certifications. The SDHP currently has two staff members who have completed the compliance training and required field training.

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

South Dakota has two FTEs who have finished training and are completing compliance reviews. Before FFY23, these staff members only performed New Entrant Audits. If approved, we are proposing to add one new entrant auditor/compliance investigator position for a total of three.

The proposal is to reclassify one inspector position and train that person to complete new entrant audits and, eventually, compliance investigations. We need approval for this reclassification from SDHP leadership and the SD Bureau of Human Resources. Once approved, we will have a delay based on class availability and field training. This will limit our goals accordingly.

As a new program, activity numbers and the type of review estimates take time to forecast. We will work with the South Dakota FMCSA office to educate and train FTEs and assign the appropriate level of review. We will continue to increase the number of compliance investigations as we gain more expertise in this area while maintaining the new entrant audit levels.

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.

We will monitor progress toward meeting the above goals by ensuring all staff are trained and certified to complete CRs. With such a small program, it will be simple to monitor progress toward meeting minimum certification standards. We will work closely with the state’s FMCSA office to choose which companies are subject to review and what type of review to perform.

We anticipate a delay in filling and completing the proposed third position. Current certified inspectors will fill this position. Once we get the approval to create it, we will move forward with filling it as soon as possible. This third position will initially be trained on new entrant audits, with compliance investigations happening at a later date.

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

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		
01/01/2023	12/31/2023	1577	2208
01/01/2022	12/31/2022	1807	2304
01/01/2021	12/31/2021	1854	2457
01/01/2020	12/31/2020	1199	1564
10/01/2019	09/30/2020	1204	1570

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2023	12/31/2023	171	227
01/01/2022	12/31/2022	212	284
01/01/2021	12/31/2021	145	172
01/01/2020	12/31/2020	105	120
01/01/2019	12/31/2019	97	146

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

A&I data snapshot as of 08-16-2024 and SDHP records management system reports. Non-CMV Traffic Enforcement numbers are taken from the SDHP RMS system. The numbers entered were based on reports run on August 16, 2024. The reports differ from the previous eCVSP for 2019 and 2020 and reflect updated data.

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](#).

The South Dakota Highway Patrol currently has 13 state troopers whose primary focus is commercial motor vehicle enforcement when fully staffed and another 120 state troopers, when fully staffed, who complete 32 Level III inspections each year. All troopers are tasked with traffic enforcement of both commercial and non-commercial vehicles. There are state troopers who focus on CMV enforcement working in at least one area of the state at nearly all times. CMV troopers work a varied schedule that matches times of day and day of the week that match the highest CMV truck traffic counts and patterns. They work a percentage of time during off-peak traffic hours to patrol roads and areas where CMV drivers may be traveling specifically to avoid enforcement locations.

In 2016, the agency added 3 motor carrier troopers to the motor carrier division, increasing our numbers from 11 to 14. We have since needed to reassign one of those CMV troopers to a patrol division due to manpower shortages. We are currently down two CMV trooper positions due to manpower shortages but are working to fill all vacant trooper positions once qualified candidates are hired and trained. It is the SDHP's priority to fill all vacant trooper positions. This can create challenges in meeting the inspection and traffic enforcement goals, but the agency strives to meet those goals despite the manpower shortages.

South Dakota participates in the New Entrant Audit program, which encourages solid management principles, safe behaviors, and a safety mindset for companies and drivers. SDHP Motor Carrier does not conduct traffic enforcement on CMVs without an inspection. Motor Carrier troopers are required to write a vehicle examination report on all traffic stops involving commercial motor vehicles. The South Dakota Highway Patrol is able to track non-CMV stops that occurred with a CMV in the vicinity. A check box was added to our E-ticket application to allow all troopers to indicate if the non-CMV committed the traffic violation in the vicinity of a CMV. The tracking ability is new and a habit that is starting to be ingrained into enforcement personnel. We have issued guidance to educate troopers to when it is appropriate to check the box. This is still a judgment call, and we hope to see improvement in the tracking of these violations. While we try to track non-CMV traffic enforcement stops for violations committed around a CMV, we do not seek reimbursement for these activities.

South Dakota will conduct traffic enforcement activities in the higher traffic volume areas of the state, stressing the importance of safe driving practices and the interactions of CMVs with non-CMVs. Increased scrutiny of drivers will be given on all contacts to determine the physical and mental fitness to safely and legally operate a CMV in order to maintain our current low number of CMV crashes. If information and data show routes with the highest volumes of hazardous materials shipments, traffic enforcement activities will be emphasized. The SDHP will encourage our certified hazmat inspectors to increase hazmat safety activities through inspections and education focused on the hazmat industry. We will also continue to train and certify additional inspectors in hazmat. SDHP will conduct additional inspection marathon activities in those areas identified as having increased volumes of CMV traffic. These marathons will be comprised of inspectors and state troopers. All drivers for whom an inspection report is generated will have their driver status checked and verified to ensure they are in compliance. Continued training will be given to all inspectors in the detection and apprehension techniques of impaired drivers. Additionally, South Dakota will participate in the national Operation Safe Driver event.

The South Dakota Highway Patrol will conduct traffic enforcement on CMVs throughout the plan period using the SDHP fixed-wing aircraft. The fixed-wing aircraft will be used in special enforcement plans focusing on traffic violations committed by CMVs and non-CMVs in higher crash areas. The aircraft will also be used to check for CMVs that are attempting to avoid fixed inspection sites and then direct troopers to that vehicle. We will use crash statistics and mapping to plan the best locations and times to perform the special enforcement projects. The aircraft is equipped with both video and FLIR capabilities to record and document violations committed by all drivers. When violations are observed by the pilot or technical flight officer (TFO), they will radio a description of the CMV or non-CMV and the violations observed to an

available trooper. The trooper will stop the vehicle and take enforcement action. We intend to use the aircraft for 56 hours of flight time if weather and schedules allow. Those expenses are budgeted in the FY25 spending plan and will be included in future budget updates. **The estimated 56 hours (\$354.00 estimate per hour) of aircraft operation have been added to the Supplies Project cost as MOE—a total of \$19,824.** Operational and enforcement statistics will be recorded when using the aircraft for MCSAP enforcement purposes. Types of violations and types of vehicles will be recorded for tracking traffic enforcement priority reporting.

Over the five reported periods, the agency completed 7,641 traffic stops with inspections, an average of 1,528 per period. The goal was set at 1,600, increasing to 1,700 in year 2 and 1,800 in year 3. These goals were set based on the period average and a review of the lowest period versus the highest period. The goals are established to be achievable and challenging. Motor Carrier Services will strive not only to achieve but also to surpass the established goals.

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
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1600	1700	1800
<input type="radio"/>	<input checked="" type="radio"/>	CMV Non-Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	44	44	44

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

South Dakota MC troopers do not conduct traffic enforcement on CMVs without completing an inspection. Motor carrier troopers are required to write a vehicle examination report on all traffic stops involving commercial motor vehicles. The South Dakota Highway Patrol makes numerous traffic enforcement stops on non-CMV. We have the ability, with our E-ticket (traffic citation), to track non-CMV traffic stops when the violation occurs in the vicinity of a CMV. A trooper can check a field on the traffic citation indicating a violation occurred near a CMV. SDHP MCS staff monitors inspection reports to help ensure traffic enforcement efforts on CMVs are properly marked on the vehicle examination reports.

SDHP supervisors monitor trooper and inspector enforcement activity to ensure effective and consistent efforts in meeting the goals established within the eCVSP. Supervisors review the effectiveness of our enforcement efforts and deploy resources as needed. The SDHP is actively recruiting to fill vacant trooper positions; this will improve our effectiveness as an agency and allow us to have more officers in the field.

With the recent transition to Safespect, technology upgrades, and network capabilities in the field, we expect to become more effective in our traffic enforcement activity and identifying at-risk drivers and carriers.

The 2019 CMV traffic enforcement numbers match what is reported in the FY 2024 CVSP. The 2020 CMV traffic enforcement numbers were updated from the FMCSA MCMIS data snapshot as of 07/26/2024.

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	Yes
PRISM	Enhanced Participation	Yes

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: South Dakota Department of Transportation

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

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.).

South Dakota is Core CVISN Compliant and exceeds full participation in the PRISM program. South Dakota uses MCSAP funds to assist with costs associated with the operation and maintenance of the systems.

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.

South Dakota uses MCSAP funds to administer the CVISN program, such as travel to meetings and facilities, reporting requirements, and personnel costs. It also uses MCSAP funds for costs associated with CVIEW annual maintenance and support (Iteris) and SDAPS annual support and maintenance (South Dakota Automated Permitting System—Bentley Systems). MCSAP funds also maintain and support roadside e-screening (IRD).

South Dakota uses MCSAP funds to operate and maintain the Explore System, which is our International Registration Plan and International Fuel Tax Agreement registration system. Funds are also used for IRP and IFTA clearing house dues, all supporting the PRISM program.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).

We will continue to monitor the CVISN and PRISM programs' status with FMCSA quarterly to remain fully core CVISN compliant and fully participate in the PRISM program.

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	1624	527	1457	1780	1354
CMV Safety Belt Education and Outreach	37	286			
State Trucking Association Meetings	98	6	118	82	189
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	466	1	286	398	259

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.

In the five-year table above, The SDHP has not always tracked our public safety education by these categories or by events. We track public safety education by hours, so in our grant proposal, all the numbers in the graphs will represent hours, not events. Raising awareness of non-commercial vehicle drivers' interactions with commercial vehicles will be an important aspect of our agency's public education program. Information on sharing the road will be presented to driver education classes by troopers and inspectors and through multiple venues, such as safety booths at the South Dakota State Fair and numerous farm and home shows that are attended by staff. Our goal will be to provide 1,700 hours of public safety education forums. We will utilize our public safety education to help meet our goal of reducing the current fatality-involved crash rate even further in an attempt to assist in meeting FMCSA's national target of less than 0.114 fatalities per 100 million VMT and our overall crash reduction goal of 15% reduction of all CMV crashes in the next three years.

Safety restraint use has been proven to save lives, reduce injury, and be an important aspect of safely operating a CMV. We will continue to educate and emphasize the importance of wearing seat belts during safety presentations and roadside inspection activities. We aim to achieve a 100% compliance rate for CMV safety restraint use; though this will be difficult, we must work to achieve this goal. The SDHP has a directive that each observed seatbelt violation will be addressed with a citation.

South Dakota realizes the need to educate hazardous material carriers on the proper transportation of their products. Two methods deployed to enhance hazardous materials safety will be safety education presentations and special roadside checks. Our goal for FY2025 is to conduct four safety presentations and four inspection marathons for hazardous material transportation education. Enforcement personnel will continue educating the public on the Electronic Logging Device regulations whenever possible.

South Dakota will also find opportunities to educate employees and motor carriers on Human Trafficking. South Dakota has partnered with Truckers Against Trafficking (TAT) to help with this national issue. For the past several years, we have trained employees on human trafficking basics. We have posters and flyers posted at our inspection facilities and CDL testing sites, and the information is prominently published in both printed and online CDL testing manuals. We are nearly complete with full implementation of TAT's Iowa Model. Two of the areas we can work on to complete are including human trafficking materials to new carriers and speaking on the issue at company safety meetings. While we have certainly talked about it at safety talks with companies, not all audiences want the education or have different priorities when SDHP staff comes to their events. South Dakota will offer to speak about human trafficking at safety talk opportunities in FFY 2025 and do so when appropriate and desired by motor carriers. We will also make available materials to distribute

during those opportunities. We will distribute human trafficking information at new entrant safety audits. We have appointed two personnel to take a lead role in training existing and new employees and in human trafficking education for our agency.

The SDHP will continue participating each year in the CVSA annual five-day human trafficking awareness and outreach campaign. This opportunity raises awareness and trains individuals on the crime of human trafficking, indicators to look for, and what to do when a victim of human trafficking has been identified.

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

SDHP implemented a CMV media outreach campaign that ran from November 2023 through April 2024. The campaign generated over 15.8 million impressions across South Dakota. Over 70% of those impressions were generated by out-of-home media, including gas pump toppers and billboards across the state. This campaign also utilized storytelling channels like video and audio to inform CMV and non-CMV drivers to practice safe driving behaviors. This campaign utilized social media to create engagement with a younger audience, resulting in high engagement.

Based on the success of this media plan, the SDHP intends to continue to create and implement a continuation of this media outreach plan to increase public awareness and education to lower commercial motor vehicle crash rates and non-commercial vehicle-involved crashes with commercial motor vehicles. The campaign will focus on the newest non-CMV operators and CMV operators.

The tables and sections have been updated. Typo corrected.

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
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	1300	1300	1300
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	150	150	150
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	100	100	100
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	150	150	150

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

In the table above, we have listed our goals in hours rather than events. All hazardous material safety education will be included in the Carrier Safety Talk category, as there is no direct location for hazardous material education. SDHP Motor Carrier will attend special events such as farm/home shows, county fairs, and the South Dakota State Fair. We will actively seek out the motor carrier industry and other public groups to which we can provide information on safe operation in and around CMVs. Additionally, we will continue to provide personnel to speak at formal commercial vehicle driving classes at local vocational/technical schools. We will work to meet the goal of 1,700 safety education hours each year of the plan.

Stressing the importance of commercial and non-commercial vehicle interactions and safety restraint use will be a priority at all appropriate safety education forums. SDHP troopers and inspectors will stress the importance of sharing the road between commercial and non-commercial motor vehicles. We will attempt to reduce the overall rate of crashes caused by both passenger and commercial drivers. South Dakota Accident Records and A&I data will be used to measure the effort's success. We will target both commercial and passenger vehicle drivers at all possible venues. This includes state and local fairs, farm and home shows, driver education programs, and our participation in the South Dakota Truck Driving Championships. Additionally, SDHP staff is requested to present safety education programs for numerous industry partners

to promote safe vehicle operations. We will continue to review SD Office of Accident Records crash data to determine the compliance rate of safety restraint use in crashes. Informational brochures on the advantages of seat belt use will be provided to drivers during these campaigns when available. As stated in the eCVSP, the SDHP will maintain zero tolerance for lack of seatbelt use, and enforcement will result in a citation and not a warning for violations.

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

We will use the following strategy to monitor the media campaign. The media development team will provide a summary report at the end of the campaign to measure its performance. The report will provide information on the number of impressions, interactions, and interaction rates, demonstrating the campaign's success.

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: South Dakota Department of Public Safety

Enter the agency or agencies name responsible for DataQs: South Dakota Highway Patrol- Motor Carrier Services

Enter the agency name responsible for the Crash Data Repository: South Dakota Department of Public Safety Accident Records

In the table below, use the drop-down menus to indicate the State’s current rating within each of the State Safety Data Quality categories, and the State’s goal for FY 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	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Data current as of July 26, 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.).

All categories for South Dakota are rated Good. South Dakota will continue to monitor the ratings and continue activities to maintain that rating.

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.

South Dakota will monitor FMCSA ratings monthly and quarterly. Administrative staff will continue monitoring inspection and crash records to identify potentially late records. We will also continue to work with the South Dakota Accident Records office to prioritize commercial vehicle crash reports for transmission to FMCSA.

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

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.

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

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

South Dakota will monitor Data Qs daily for volume, timely response, and patterns to educate inspectors in an effort to lower the number of future Data Qs.

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
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 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	251	247	186	207	199
Intrastate	0	0	0	0	0
Total Audits	251	247	186	207	199

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: South 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	07/26/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	267
Current Number of Past Dues	8

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)	28	0	28	0	28	0
# of Safety Audits (Offsite)	162	0	162	0	162	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	190	0	190	0	190	0
# of Non-Audit Resolutions	65	0	65	0	65	0

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

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

South Dakota currently (08/28/2024) has an inventory of 211 carriers in the New Entrant pool, with five past-due carriers.

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

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

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

The SDHP proposes adding a New Entrant Auditor/Compliance investigator by 2025. This proposal is pending approval from the SDHP Command Staff and the SD Bureau of Human Resources. The SDHP cannot add an FTE, but we would reclassify a current inspector position. If we successfully reclassify the position, the addition of this position will benefit both the New Entrant Audit program and Safety Investigations with increased activities. Once the reclassification is approved, we will take time to select the person from existing staff and train them to complete new entrant audits.

The two current new entrant staff members are also tasked with completing compliance investigations; adding additional staff would balance out the workload and allow us to complete additional new entrant audits.

The numbers in the trend analysis were corrected for 2019 and 2020. The numbers for 2021-2023 were taken from the New Entrant Safety Audit Summary using GOTHAM, which only goes back to 2021.

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.

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

The SDHP New Entrant program does not anticipate the need to conduct group audits for FY2025 through FY2027 but would be prepared to do so if there were a sudden influx of on-site carriers. Regionalized scheduling of on-site safety audits will streamline the safety audit process and reduce the travel time of the auditors, allowing for more on-site safety audits to be performed in a shorter time period.

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

The State has many carriers that operate intermittently in interstate commerce in addition to numerous farm and ranch operations. The carriers often need to become more familiar with FMCSRs and the requirements of a new entrant motor carrier. These carriers will be provided pre-safety audit educational information on pre-identified problem areas such as drug and alcohol testing requirements, hours of service rules, and vehicle maintenance to increase their knowledge of the FMCSRs and requirements of the New Entrant program. We will provide education on entry-level driver training requirements. Assistance with uploading documents will be provided as needed. Electronic logging device (ELD) requirements along with changes and added emphasis to agriculture exemptions to the hours of service rules have increased time spent on safety audits and pre-safety audit efforts.

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

The supervising lieutenant will review all safety audits for quality, completeness, and accuracy and monitor activity throughout the month to guide the program to the established goal. The lieutenant will review additions to the New Entrant pool and assign passenger carrier audits for scheduling as soon as practical. The supervising lieutenant will monitor progress toward the 255 safety audit goal quarterly to ensure we meet or exceed the goal. Scheduling and assignments will be given and monitored to ensure the most efficient use of time and travel.

The lieutenant will review the new entrant inventory monthly and make assignments based on due dates. Priority will be given to any past-due safety audits and motor carriers of passengers and hazardous materials. If necessary, the safety audit process, including scheduling and group audits, will be reviewed to monitor the program's efficiency. Scheduling and assignments will be reviewed and adjusted to maximize audit completion for onsite audits when travel is required to ensure program efficiency.

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

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.

Oilfield and Pipeline Operations- Conduct focused enforcement on oilfield and pipeline construction vehicles.

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

Our goal is to conduct at least three special enforcement marathons targeting areas where the state has increased oilfield traffic. In previous years, South Dakota had planned three special enforcement checks where pipeline construction traffic was anticipated to increase.

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

Because of the current status of the oil field traffic, we have not run any special operations. With the possibility of the oil field activity increasing again, we want to have the basics of a plan in place to address any such event.

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

During the current 3-year CVSP plan (FY22-24), the oil field traffic has significantly reduced through South Dakota. The Keystone Pipeline project was terminated even though site preparation and supply stockpiles had started. Truck traffic was significantly reduced without expanding oil drilling sites in the North Dakota oil fields. While there is more traffic on routes to the North Dakota oil fields than when the expansion started, it is only slightly above historical averages. We have seen no increase in CMV crashes related to oilfield traffic in South Dakota, specifically on US Highway 85 and US Highway 83, the two most popular routes to the western North Dakota oil fields. Pipeline construction during the previous CVSP was sporadic without full federal approval. The pipeline was anticipated to begin construction several times but was delayed. The only significant CMV traffic we encountered was when the pipe was transferred from rail yards to the construction staging areas. In January 2021, regulators terminated the pipeline permit. In the spring of 2021, the company building the pipelines announced they were not constructing the pipeline or pursuing a permit application to begin again. Oilfield enforcement will only be a specific goal in this or future CVSPs if we see a significant increase in traffic or crash rates of this type of CMV. If there is a noticeable change in traffic patterns related to the oilfields, we will dedicate resources to the three special enforcement marathons.

Activity #2

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

Small Intrastate CMV Enforcement

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

South Dakota will perform four special enforcement operations focusing on smaller 3-axle CMVs for FY2025.

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

For 2024, we conducted five intercity operations focused solely on three-axle vehicles. These operations focused on traffic in our cities, where most vehicles checked are smaller CMVs, but they were not limited to just three axles. We continue to conduct intercity marathons to focus enforcement on these types of vehicle configurations.

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

During these enforcement marathons, we continue to see carriers that were inspected and had violations for no annual inspection. This indicates that these drivers or vehicles were unfamiliar with FMCSRs. Our tracking forms do not have a line item to record no DOT number, just a general FMCSR violation line item. This indicates that the carriers needed to be more compliant with FMCSRs and would be given information on the new requirements and how to obtain a DOT number and comply with the other regulations. We plan to continue special enforcement checks on these smaller CMVs and carriers that travel mainly within a municipality to ensure compliance with FMCSRs. In the majority of South Dakota's smaller cities, after one of these operations, we see an increase in compliance as we educate the carriers and these carriers talk to other carriers. Future operations will help determine compliance for that group of intrastate carriers that recently came under the FMCSRs, but much of what we see already is compliant.

Activity #3

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

Use of eRods and data transfer.

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

The FY21 goal was to meet the goal of 85%, with a future goal of 90% or greater transfer of log files through eRODs electronic transfer system.

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

We do not have an accurate way of calculating transfer data and the information is unavailable at this time from FMCSA. However, we have trained 100% of our enforcement personnel on using eRODs for data transfer. We also train new troopers and inspectors as they become certified. Because of South Dakota's rural nature, data transfer is challenging. Recent improvements in equipment have helped with these challenges. This includes the implementation of Cradlepoint equipment, which has greatly improved the agency's connectivity for applications requiring data transfer.

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

The SDHP has moved to the Safespect inspection application and no longer uses ASPEN. We conducted hours of service refresher training and eRODs data transfer to all our staff. We also conduct quarterly motor carrier training for troopers not assigned to the motor carrier services unit. This training will cover refresher training on Level III inspections, including hours of service and electronic transfer of eROD files. We will evaluate the percentage when reports become available through FMCSA. We encourage its use whenever an internet connection is available due to the goal of better enforcement of the HOS regulations since eRODs highlight potential violations.

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.

Interstate 90 Tri-State Crash Reduction Operations

Narrative Overview for FY 2025 - 2027

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

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

Projected Goals for FY 2025 - 2027:

Enter performance goal.

The states of Wyoming, South Dakota, and Minnesota will perform two multiday special enforcement operations each year on Interstate 90 from the Montana-Wyoming Border to the Minnesota-Wisconsin border. During these operations, the goal is zero CMV-related fatalities or injury crashes. We will collect enforcement statistics as well as crash data, but prevention of crashes will be the goal measure.

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

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

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

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

State Objective #2

Enter the title of your State-Identified Objective.

Enforcement of Drug and Alcohol Clearing House Requirements

Narrative Overview for FY 2025 - 2027

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

Nationally, a significant number of drivers with DACH violations are not being identified during CMV enforcement activities.

Projected Goals for FY 2025 - 2027:

Enter performance goal.

To ensure 100% of the motor carrier services unit employees have access to CDLIS. We also seek to obtain a minimum of 90% of all drivers in a prohibited status identified during roadside inspections.

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

Existing employees have access to CDLIS. New employees apply for a CDLIS account once they receive proper training and accounts to run driver license queries through state systems. All motor carrier service employees should run out of state driver licenses through CDLIS systems.

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

New employee will be given access to CDLIS once state training requirements are met for other CJIS systems. Supervisors will ensure as part of the initial training, CDLIS account applications are processed. Supervisors will monitor employees during inspections to the DACH status is being queried. We will monitor reports provided by our state FMCSA partners on our ability to identify DACH prohibited drivers and evaluate our ability to identify prohibited drivers.

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	\$3,298,259.00	\$173,593.00	\$3,471,852.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$520,778.00
MOE Baseline:	\$345,623.00

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):	\$520,778.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MC Inspector	42	24.7500	\$35,773.92	\$371,869.89	\$339,919.45	\$31,950.44	\$1,130,634.75
MCSAP Admin staff	1	0.0000	\$28,377.44	\$0.00	\$0.00	\$0.00	\$28,377.44
K9 Troopers	14	0.0000	\$7,573.44	\$0.00	\$0.00	\$0.00	\$7,573.44
HP Trooper	120	0.0000	\$45,068.80	\$0.00	\$0.00	\$0.00	\$45,068.80
MC Command Staff	3	0.0000	\$166,483.20	\$0.00	\$0.00	\$0.00	\$166,483.20
MC Troopers	13	9.2456	\$83,200.00	\$100,000.40	\$100,000.40	\$0.00	\$981,599.60
New Entrant Auditor	3	100.0000	\$63,668.80	\$191,006.40	\$191,006.40	\$0.00	\$0.00
Permit Center	6	0.0000	\$7,017.40	\$0.00	\$0.00	\$0.00	\$42,104.40
CMV Data Analyst	1	100.0000	\$3,309.00	\$3,309.00	\$3,309.00	\$0.00	\$0.00
Subtotal: Salary				\$666,185.69	\$634,235.25	\$31,950.44	\$2,401,841.63
Overtime Project Costs							
MC Inspector OT	1	100.0000	\$64,505.00	\$64,505.00	\$64,505.00	\$0.00	\$0.00
MC Trooper OT	1	100.0000	\$75,000.00	\$75,000.00	\$75,000.00	\$0.00	\$0.00
New Entrant OT	1	100.0000	\$6,612.48	\$6,612.48	\$6,612.48	\$0.00	\$0.00
Subtotal: Overtime				\$146,117.48	\$146,117.48	\$0.00	\$0.00
TOTAL: Personnel				\$812,303.17	\$780,352.73	\$31,950.44	\$2,401,841.63
Accounting Method:	Accrual						

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

Sixty-nine (69) employees are assigned to the motor carrier section when fully staffed. All work on MCSAP-eligible activities. There are 13 motor carrier troopers dedicated to the MCSAP program, 4 of which are sergeants and 9 troopers. These troopers are assigned to focus 100% of their time on MCSAP-eligible activities unless a law enforcement response requires them, e.g., blizzard response, life-threatening crash responses, and crime in progress calls. When these other law enforcement duties are conducted, non-MCSAP timesheet codes are used, and no reimbursement is sought for those activities.

One civilian Highway Patrol employee is assigned to work on MCSAP activities 35% of their time. This employee is responsible for submitting reimbursement requests, reconciling monthly reports, overlooking MCSAP-eligible expenses, and submitting information for monthly federal auditing and other financial activities related to MCSAP.

There are 42 civilian (non-sworn) inspectors. Time record estimations indicate that motor carrier inspectors spend 70% of their time on MCSAP-eligible activities. The Command Staff for the motor carrier division consists of one captain and two lieutenants. Time records indicate they spend 50% of their time on MCSAP-eligible activities. The average pay rate for motor carrier troopers is \$40.00 per hour. The average pay rate for motor carrier inspectors is \$24.57 per hour. The average pay rate for Command Staff is \$53.36 per hour. Wage calculations are the calculated average of members in the respective groups based on payroll records. Reimbursement will only be sought on actual time records, not estimations.

Six civilian (non-sworn) inspectors are assigned to the Permit Center to handle size and weight movements. The permit center inspectors must be at least Level I certified and maintain that level of knowledge and certification. Time record for 2023 and 2024 estimations indicate the permit center inspectors spent an average of 12 1/2% of their time on MCSAP activities. The average pay rate for permit center inspectors is \$26.99. Total amount budgeted for MCSAP-related activities totals \$42,104.40 calculated at 6 inspectors X 2080 hours X \$26.99/hour X 12.5%.

There are 120 troopers outside of Motor Carrier Services but within the South Dakota Highway Patrol that perform Level III inspections. All 120 are required to perform 32 inspections per year. We estimate their cost by multiplying 120 troopers by 32 inspections, multiplied by an average of 20 minutes for a Level III inspection, and the average trooper salary of \$35.21 per hour. (120 troopers X 32 inspections X 20 minutes= 76,800 minutes/60= 1280 hours X \$35.21 = \$45,068.80). Due to the very small percentage of time per individual trooper dedicated in this category for MCSAP-eligible activities, calculations were made with the average time per inspection and shown as 1 FTE dedicated to 62% of their time of a 2080 hour work year, which totals \$45,068.80 to MCSAP activities. These costs will be attributed to MOE.

There are 14 Police Service Dog (PSD) teams certified to conduct Level III inspections. All handlers are required to perform 32 Level III inspections and dog deployments as the situation dictates on commercial motor vehicles. A dog deployment is when the handler uses his police service dog to perform an exterior sniff of a commercial motor vehicle in search of contraband. We estimate that the 14 handlers will spend an average of 20 minutes on each of the 32 required inspections. This equates to 149.33 hours. We then add 20 dog

deployments that these 14 handlers will do for an average of 10 minutes per deployment. This equates to 2,800 minutes or 46.67 hours for a total of 196 hours dedicated to MCSAP-eligible activities for the certified police service dog teams. We then multiply the average wage of \$38.64 per hour for a total cost of \$7,573.44. Reimbursement will only be sought for actual time worked on MCSAP-eligible activities, not on budgeted amounts.

We propose adding a full-time new entrant auditor/compliance investigator after reclassifying an inspector position. This would increase our number of auditors to three. Three full-time FTEs will perform required New Entrant safety audits, equating to a combined total of 6240 hours (3 auditors X 2080 hours = 6240 hours) in FFY2025. At a rate of \$30.61 per hour, the auditor FTEs equal the budgeted \$191,006.40. We are proposing to add a third auditor/investigator for 2025.

Overtime for Level I and Level III Hours of Service inspections is budgeted for 3000 hours. 1,750 hours will be completed by motor carrier inspectors, and 1,250 hours will be completed by motor carrier troopers and highway patrol troopers. An average rate for MC Inspectors of \$24.57/hour at an overtime rate of 1.5 equates to \$36.86. 1,750 hours at \$36.86 a total of \$64,505. An average rate for MC Troopers is \$40.00/hour at an overtime rate of 1.5 equates to \$60.00 and is a total of \$75,000. To show in the above table, for MC Inspector OT, we show 1 FTE working 100% of their time at a salary of \$64,505. For MC Trooper OT we show 1 FTE working 100% of their time at a salary of \$75,000. This totals \$139,505. Only MCSAP eligible activities will be performed under this overtime program. Reimbursement will only be sought for actual time worked on MCSAP OT eligible activities, not on budgeted amounts.

Auditors assigned to perform New Entrant safety audits will occasionally accrue overtime due to travel and other instances where time beyond the 40 hour work period cannot be adjusted. Overtime for safety auditor personnel is calculated at 2 hours per pay period. There are 24 pay periods in a year, so 3 auditors at 2 hours per 24 pay periods calculates to 144 hours per year. (3 FTE X 2 hrs X 24 periods= 144 hours) At an overtime rate of \$45.92 per hour, this equates to \$6,612.48. In order to show in the above table, we show 1 auditor working 100% of their time at an annual salary of \$6,612.48. Only MCSAP eligible activities will be performed under this overtime program. Reimbursement will only be sought for actual time worked, not on budgeted amounts.

South Dakota will participate in the CCFP Large Truck Study. The agency will request reimbursement for hours staff will use to gather, analyze, report, and share data and information with FMCSA relating to the CCFP Large Truck Study. This position would be responsible for gathering, interpreting, and transmitting the State data to FMCSA. Only actual time spent on the CCFP will be billed to the grant. We estimate approximately 100 hours @ \$33.09 per hour = Total cost \$3,309.00.

For MC Trooper- We are budgeting for 13 personnel to spend 100% of time on MCSAP activities at an average salary of \$83,200. Total project costs are \$1,081,600. We show \$100,000.40 as federal share and \$981,599.60 as MOE.

For MC Inspector- We are budgeting for 42 personnel to spend 70% of time on MCSAP activities at an average salary of \$51,105.60. Total project costs are \$1,502,504.64. We show \$339,919.45 as federal share, \$31,950.44 as state share, and \$1,130,634.75 as MOE.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MC Inspector	34.1600	22.6236	\$1,502,504.64	\$116,116.89	\$116,116.89	\$0.00	\$397,138.69
Overtime	34.1600	100.0000	\$146,117.48	\$49,913.73	\$49,913.73	\$0.00	\$0.00
New Entrant Auditor	34.1600	100.0000	\$191,006.40	\$65,247.78	\$65,247.78	\$0.00	\$0.00
MC Trooper	34.1600	9.2456	\$1,081,600.00	\$34,160.13	\$34,160.13	\$0.00	\$335,314.43
HP Trooper	100.0000	0.0000	\$15,395.50	\$0.00	\$0.00	\$0.00	\$15,395.50
MC Command Staff	100.0000	0.0000	\$56,870.66	\$0.00	\$0.00	\$0.00	\$56,870.66
K9	100.0000	0.0000	\$2,587.09	\$0.00	\$0.00	\$0.00	\$2,587.09
MCSAP Admin	100.0000	0.0000	\$9,693.73	\$0.00	\$0.00	\$0.00	\$9,693.73
Permit Center	100.0000	0.0000	\$14,382.86	\$0.00	\$0.00	\$0.00	\$14,382.86
CMV Data Analyst	34.1600	100.0000	\$3,309.00	\$1,130.35	\$1,130.35	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$266,568.88	\$266,568.88	\$0.00	\$831,382.96

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

We are calculating a fringe benefit rate of 34.16% applied to all MCSAP salaries. When paid time off is removed from the calculations, the following percentages are being claimed: Health Insurance 19.17%, Social Security/Medicare 7.65%, Unemployment Insurance .1%, Worker's Comp 1.24%, and mandatory retirement of 6%, for a total of 34.16%. Leave for all South Dakota State Employees is accrual based.

Historically, we have always entered our MOE-only positions at a 100% Fringe Benefit rate and entered the calculated fringe in the Base Amount column.

CMV Data Analyst position added.

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
Routine MCSAP related travel lodging/meal allowance	30	215	100.0000	\$118,355.00	\$118,355.00	\$0.00	\$0.00
Conference Travel	16	56	100.0000	\$48,254.00	\$48,254.00	\$0.00	\$0.00
Training Travel	122	473	100.0000	\$122,204.00	\$122,204.00	\$0.00	\$0.00
TOTAL: Travel				\$288,813.00	\$288,813.00	\$0.00	\$0.00

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

Routine MCSAP related travel (lodging/meal allowance)

This item includes motel expenses for special assignment travel and eligible per diem expenses. Special assignment travel includes focused enforcement effort travel such as Passenger vehicle, Oilfield, and Haz-Mat marathons, Operation Safe Driver, Operation Airbrake, Level 1 inspection marathons and similar events where travel is needed. Due to the large size of South Dakota and the small number of personnel available, travel is necessary to conduct these inspection activities. These focused activities range from 2 days to 7 days in length. Inspectors are also eligible for per diem expenses because they travel daily to a location away from their home station. We are budgeting per diem expenses of \$92,820. This is calculated at 28 inspectors being eligible for 195 per diem days at \$17 per day. We are also budgeting \$17,120 in motel expenses. This equates to 160 room nights at \$107 per night. The total budgeted for Routine MCSAP-related travel (lodging and meal allowance) is **\$109,940**.

New Entrant Program auditors will be required to conduct on site safety audits for non-off site eligible companies. South Dakota is a large rural state and in some cases auditors will need to travel several hundred miles to perform on site safety audits. Auditors typically group audits together in remote location improving efficiency but increasing the likelihood of overnight stays. 15 nights of in-state lodging at a rate of \$107 per night for three auditors totaling \$4,815 is budgeted (3 auditors X 15 nights at \$107 per night = \$4,815). In-state per diem for meals and expenses for 30 days for three auditors at the established rate of \$40 per night totaling \$3,600 is budgeted (3 auditors X 30 days at \$40 per day = \$3,600). The total amount budgeted for in-state travel to perform safety audits is **\$8,415**.

According to South Dakota state policy, in-state lodging is paid at \$107 per night, in-state per diem rates are \$40 per day and out of state per diem rates are \$56 per day.

Total routine MCSAP and New Entrant related travel totals \$118,355

CONFERENCE TRAVEL

Fall CVSA Conference

We intend to send five people to the Fall CVSA Conference out of state.

The estimated registration fee for each person to attend the conferences is \$750 (\$750 x 5 people=\$3,750)

The State of SD "out of state" per diem rate is \$56 per day. Per diem costs are based on 5 days per person attending the conference (\$56x5 days x 5 attendees)=\$1,400

The estimated airfare is \$1,000 per flight. Airfare for 5 people to attend the fall conference is (5x\$1,000=\$5,000)

Hotel room cost for the conference is \$175 (\$175 x 5 people x 5 days= \$4,375)

The conference registration fee will be paid in the conference line item

Total Fall 2024 Conference cost less the registration fees: \$14,525 - \$3,750= **\$10,775**.

Spring CVSA Conference

We intend to send five people to the Spring CVSA Conference.

Estimated registration fees for each person to attend the conferences is \$750 (\$750x5=\$3,750).

Registration fee will be paid in the conference line item.

Estimated airfare is \$1,000 per flight. Airfare for 5 people to attend the conferences is (5x\$1,000=\$5,000).

The State of SD "out of state" per diem rate is \$56 per day. Per diem cost are based on 5 days per person attending the conference (\$56x5 days x 5 attendees=\$1,400).
 Hotel room cost for conference stay is based on State of SD "out of state" rates of \$175 per night (\$175 x 5 days x 5 attendees=\$4,375).
 Total Fall Conference cost less the registration fees: \$14,525-\$3,750=**\$10,775**

Total CVSA Conference Cost: \$10,775 + 10,775 = \$21,550

NAIC

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

COHMED Conference

We plan to send 5 people to COHMED. We are budgeting for 5 airline tickets at a cost of \$1,000 each for a total of \$5,000.
 The estimated registration fee for each person attending the conferences is \$750 (\$750x5=\$3,750). The fee will be paid in the conference line item.
 Hotel rooms are budgeted at 4 nights for five people (4 nights x \$200 x 5 people) equals \$4,000.
 Per diem rates at the SD "Out of State" rate of \$56 per day for 5 people (4 days x \$56 x 5 people) equals \$1,120.
 Total COHMED Conference cost: **\$10,120**

Data Management, Quality, and FMCSA Systems Conference

We plan to send one person to the data management conference.
 We are budgeting for 1 airline ticket at a cost of \$1,000.
 The conference registration cost is \$700. This fee will be added to the Conference Cost line.
 Hotel rooms are budgeted at 4 nights for one person (4 nights x \$200 x 1 person) equals \$800
 Per diem rates at the SD "Out of State" rate of \$56 per day for 1 person (4 days x \$56 x 1 person) equals \$224.
 Total CVSA Data Management cost: **\$2,024**

Other Conference Travel

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

Total Conference Travel Costs \$48,254

Training Travel

MCSAP Grant Management Training

We are budgeting for 3 people to attend the 3 day meeting.
 Estimated hotel expense for 3 people x 3 nights x \$200 = \$1,800
 Per diem expenses at the state's "Out of State" per rate of \$56 per day. 3 people x 4 days x \$56 = \$672.
 Estimated airfare is for 3 people at \$1,000 each = \$3,000.
 Total budget for MCSAP Grant Management Training: **\$5,472**.

NAS General Hazardous Materials and Cargo Tank Classes

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

NAS Part A

South Dakota plans to host two NAS Part A classes this fiscal year. We are planning to have 25 students in each class. Due to the continuously full training schedule at the South Dakota's Law Enforcement Training Center we may not be able to house students in the dormitory. We will plan on hotel lodging at the state rate of \$107, but will use the training center dorms if possible which are at no cost if available.
 We are budgeting hotel rooms for 25 students x \$107x 10 nights = night totals \$26,750.
 Per diem expenses are budgeted at state's per diem rate of \$40 per day. 25 students x 10 days x \$40=\$10,000. There are no registration fees for these classes.
 Total expenses budgeted for NAS Part A are **\$36,750**.

NAS Part B

We are budgeting travel expenses for 8 people to attend Part B Training in a neighboring state.
 Estimated hotel expense for 8 people x 5 nights x \$175 = \$7,000.
 Per diem expenses at the state's "out of state" per diem rate of \$56 per day. 8 people x 6 days x \$56 = \$2,688.
 There will be no flight expenses due to travel to a neighboring state makes air travel impractical. There are no registration fees for these classes.
 Total budgeted for General Hazardous Materials and Cargo Tank classes **\$9,688**.

District/Statewide Meeting

We are budgeting \$23,046 for one district/statewide meeting. District/statewide meetings are where all 69 motor carrier personnel in South Dakota gather for training. Training includes topics ranging from traffic enforcement, hazardous materials training, inspection training and similar subjects. The meeting will be 3 partial days. Personnel travel in the morning prior to the meeting on the first day and travel home in the afternoon of the third day. We estimate the 69 people in 69 motel rooms for two nights at South Dakota's state rate of \$107 per night. This totals \$14,766. We estimate 69 people eligible for per diem costs for 3 days at South Dakota's long form per diem rate of \$40 per day for a total of \$8280. The total meeting cost is estimated at **\$23,046**.

Other Training Travel

We are budgeting \$10,000 for training travel for personnel to attend various training offered throughout the grant year, that cannot be specifically planned for. This training could include field training officer training, to leadership training for supervisors, to other training that has not been scheduled at this time. **An additional training travel item is for a CMV Data Analyst to attend any required FMCSA training for CCFP Heavy Truck Study.**
Other Training Travel total **\$10,000**.

Post Crash Inspection Training

We are budgeting cost to send 2 people to post crash inspection training at the Nebraska Law Enforcement Training Center in Grand Island, NE.

Per diem expenses are budgeted at 5 days x \$56 per day x 2 people = \$560.

Hotel rooms are budgeted at the SD "out-of-state" rate of \$175 a night. 5 nights x \$175 x 2 people = \$1,750 There are no flight expenses due to training in the neighboring state as it would be impractical to fly.

Total expenses budget for post crash inspection training is **\$2,310**.

DIAP 16 Hour class

The SDHP is looking at hosting a DIAP 16 hour class in South Dakota.

We are budgeting for 15 hotel rooms for 1 night stay 15 rooms x \$107 = \$1605

Per diem expenses are budgeted 15 people for two days with the overnight in-state rate of \$17 (15x2x\$17)=\$510

Total Cost of DIAP training cost: \$1,605+\$510=**\$ 2115**

Other Bulk Packaging Training

We are budgeting to send two people to Other Bulk Packaging Training out-of-state.

Estimated hotel expenses are for 5 nights x \$175 rate x 2 people = \$1,750

Airline travel expense are \$1000 flight x 2 people = \$2,000

Per diem expenses are at 5 days x \$56 per day x 2 people = \$560

Total Cost of Other Bulk Packaging training: \$1750+\$2000+\$560=**\$4,310**

TAARS Training

TAARs training is out-of-state training in Texas for crash reconstruction. The conference agenda addresses topics for investigating commercial vehicle crashes. The training specifically addresses retrieving and analyzing data from the Electronic Control Module (EMC), which is used to determine causal crash factors.

The conference registration fees will be paid will be paid in the conference line item. Conference Training fee is \$425 x 2 = \$850

Estimated hotel expenses are for 4 nights x \$175 x 2 people = \$1,400

Airline travel expense are \$1000 flight x 2 people = \$2,000

Per diem expenses are at 4 days x \$56 per day x 2 people = \$448

Total TAARs Training expense less conference fee: \$4,698 - \$850 = **\$3,848**

CVSA State Crash Reconstruction Managers Meeting

CVSA State Crash Reconstruction Managers Meeting is a three-day annual meeting that facilitates collaboration among state police crash reconstruction work units. Sessions provide opportunities to diversify and implement best practices for your agency's crash reconstruction program.

The conference registration fees will be paid will be paid in the conference line item. Conference Training fee is \$750x 2 = \$1500

Estimated hotel expenses are for 4 nights x \$175 x 2 people = \$1,400

Airline travel expense are \$1000 flight x 2 people = \$2,000

Per diem expenses are at 5 days x \$56 per day x 2 people = \$560

Total TAARs Training expense less conference fee: \$5460- \$1500= **\$3960**

Recruitment Travel

We are budgeting \$5,000 for travel related to agency recruitment for MCSAP-eligible positions. This travel would be for attending job fairs and similar events.

Recruitment Travel total **\$5,000**.

CVSA Instructor Annual In-service

Required CVSA Instructor yearly training.

We are budgeting to send three people to CVSA Instructor Annual In-service out-of-state.

Estimated hotel expenses are for 5 nights x \$175 rate x 3 people = \$2,625

Airline travel expense are \$1,000 flight x 3 people = \$3,000

Per diem expenses are at 5 days x \$56 per day x 3 people = \$840

Total Cost of Other Bulk Packaging training: \$2625+\$3000+\$840=**\$6,465**

The Total for Training Travel is \$122,204.

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
New Entrant Auditor Vehicle	1	\$45,000.00	100	\$45,000.00	\$45,000.00	\$0.00	\$0.00
MC Trooper	3	\$52,000.00	100	\$156,000.00	\$156,000.00	\$0.00	\$0.00
MC Mobile Team Vehicle	1	\$55,000.00	70	\$38,500.00	\$38,500.00	\$0.00	\$0.00
TOTAL: Equipment				\$239,500.00	\$239,500.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

South Dakota Highway Patrol annually purchases an average of 47 vehicles that personnel use to perform MCSAP-eligible activities at various levels. For FFY2025, we are budgeting MCSAP funds to purchase four vehicles used by MCSAP dedicated personnel at various levels. We plan to purchase three motor carrier trooper pickups and one motor carrier mobile team 3/4-ton pickup.

MC Trooper Vehicles

We estimate the purchase price for three motor carrier trooper vehicles to be \$52,000 per unit. The total cost for motor carrier trooper vehicles is \$52,000 x 3 = **\$156,000**

MC Mobile Team Vehicle

We are budgeting for one motor carrier mobile team vehicle. These will be 3/4-ton pickups, which are needed to handle the additional weight from equipment, tow the Performance Based Brake testers, and post-crash investigation trailers. A mobile team designates 70% of its time to MCSAP-related activity. The estimated pickup cost is \$55,000, with an MCSAP-eligible cost of \$38,500 each. The total cost for two MC mobile team vehicles is **\$38,500**.

New Entrant Auditor Vehicle

We are budgeting \$45,000 to purchase a vehicle for a new entrant/compliance investigator.

Total Vehicle Cost \$239,500

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
NAS Part A Manuals	100 each	\$20.00	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
Safety Pamphlets	12000 each	\$0.25	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
NTC Instructor Uniforms	3 each	\$200.00	100.0000	\$600.00	\$600.00	\$0.00	\$0.00
Nylon Duty Belts	5 each	\$500.00	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
Printers	4 each	\$463.00	100.0000	\$1,852.00	\$1,852.00	\$0.00	\$0.00
MC Trooper Equipment Package	3 each	\$14,330.00	100.0000	\$42,990.00	\$42,990.00	\$0.00	\$0.00
FMCSA Regulatory Manuals	150 each	\$54.80	100.0000	\$8,220.00	\$8,220.00	\$0.00	\$0.00
Office Supplies	1 each	\$9,999.28	100.0000	\$9,999.28	\$9,999.28	\$0.00	\$0.00
Trooper Level 1 Inspection Uniforms	50 each	\$100.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Safety Inspection Equipment	1 each	\$12,990.00	100.0000	\$12,990.00	\$12,990.00	\$0.00	\$0.00
HMR Software	20 each	\$559.55	100.0000	\$11,191.00	\$11,191.00	\$0.00	\$0.00
Uniform Boot Expense	60 each	\$150.00	100.0000	\$9,000.00	\$9,000.00	\$0.00	\$0.00
New Entrant Uniforms	2 each	\$500.00	100.0000	\$1,000.00	\$1,000.00	\$0.00	\$0.00
Central Square Mapping Software	7 each	\$200.56	100.0000	\$1,403.92	\$1,403.92	\$0.00	\$0.00
Mobile Team Vehicle Equipment	1 each	\$12,830.00	70.0000	\$8,981.00	\$8,981.00	\$0.00	\$0.00
Inspection Signage	7 set	\$800.00	100.0000	\$5,600.00	\$5,600.00	\$0.00	\$0.00
CMV Crash Recon CDR Equip	1 each	\$16,000.00	100.0000	\$16,000.00	\$16,000.00	\$0.00	\$0.00
Aircraft Operation	56 hours	\$354.00	0.0000	\$0.00	\$0.00	\$0.00	\$19,824.00
TOTAL: Supplies				\$142,327.20	\$142,327.20	\$0.00	\$19,824.00

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

Office Supplies

We are budgeting **\$9,999.28** for various office supplies, including pens, paper, staples, postage, and similar items used for day-to-day operations and inspections.

Trooper Level 1 Inspection Uniforms

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

Uniform Boot Expense

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

Duty Belts

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

Printers

We are budgeting for four in-car printers to replace printers that no longer function. These thermal printers are installed inside troopers' or mobile team inspectors' vehicles to print Vehicle Examination Reports and citations for the CMV drivers during inspection. These printers were purchased from a competitive bid process for \$463 each, totaling **\$1,852**.

Safety Inspection Equipment

We have estimated \$3,500 to replace inspection equipment such as creepers, wheel chocks, and inspector safety equipment that is no longer serviceable. We are budgeting for 10 pairs of winter gloves at \$59.00 each and 60 pairs of non-insulated gloves at \$12.00 each to perform inspections. This is to replace worn gloves throughout the year. The winter gloves cost \$590.00, and the cost of the non-insulated gloves is \$720.00. We also are budgeting for 20 high visibility safety vests for inspectors to replace unserviceable equipment. The cost is \$49.00 a vest for a total of \$980.00. We are also budgeting for 60 new touser belts. These belts hold radios, lights, and other inspection tools. These belts are \$60 each (60 X \$60=\$3,600). We are also budgeting for hearing protection for personnel to use when they are performing inspections (60 units x \$60 each = \$3,600). The Total cost of safety inspection equipment is **\$12,990**.

Inspection Ahead Signage

We are budgeting to replace the current "Truck Check Ahead" warning signs due to wear. These signs warn drivers of upcoming truck checks at remote locations. A set of signs for each mobile team cost \$800. We are looking to replace half (7) of the current sets totaling \$5,600 (\$800 X7 = \$5,600)

HMR Software

RegScan Hazmat Software - We budgeted **\$11,191** for the annual subscription to RegScan Hazmat Software for 20 licenses to assist inspectors with knowledge and enforcement of hazardous material rules and regulations, and inspections.

New Entrant Uniforms

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

Central Square Mapping Software

We are budgeting for the maintenance of seven Central Square mapping software licenses for the seven supervisors assigned to the Motor Carrier Division. The mapping software allows the supervisors to know where their troopers are located during the course of their shift. This aids in officer safety and dispatching the proper trooper to the appropriate calls for service. All supervisors in the South Dakota Highway Patrol have this software. Maintenance of the software is \$200.56 per year per license. **Total cost is \$1,403.92**

Safety Pamphlets

We are budgeting **\$3,000** to purchase or print pamphlets that can be given to CMV drivers and passenger car drivers to educate them on various topics. Topics would include pre-trip inspection, L-1 inspection procedures, Share the Road, "Who has to comply" with FMCSRs, and other safety campaigns encouraging the safe operation of other trucks and passenger vehicles operating around CMVs. Costs are estimated by available products on the market and printing cost estimation. This purchase can assist us with our community outreach goals, driver education, and crash reduction goals.

Motor Carrier Trooper vehicle equipment package

We are budgeting equipment for three patrol vehicles to be used by motor carrier troopers. The employees using these vehicles will perform MCSAP activities 100% of the time. A motor carrier trooper equipment package contains a cargo slide pullout \$2,700, a radio

equipment console \$2,500, a prisoner transport cage \$850, a light bar \$3,500, a topper \$3,800, a patrol rifle securement rack \$650, a Tremco anti-theft device \$150, and a Cencom communication cable \$180. Total cost for 3 vehicles x \$14,330 = **\$42,990**.

Motor Carrier Mobile Team vehicle equipment package

We are budgeting equipment for one vehicle to be used by a motor carrier inspector. The employees using these vehicles will perform MCSAP activities 70% of the time. A motor carrier mobile team equipment package contains a cargo slide pullout \$2,700, a radio equipment console \$2,500, a light bar \$3,500, a topper \$3,800, a Tremco anti-theft device \$150, and a Cencom communication cable \$180. Total cost for 1 vehicle x \$12,830 x 70% = **\$8,981**.

NTC Instructor Uniforms

We are budgeting **\$600** for uniforms for instructors who teach NTC classes. This is to replace unserviceable uniforms due to wear and damage.

FMCSA Regulatory & Other Misc Manuals

We are budgeting for FMCSA Safety Regulation manuals, CVSA Out-of-Service Criteria, and other FMCSA (Hazmat/Cargo tank) related manuals. We plan to purchase 60 FMCSA Regulation manuals (60x\$60=\$3,600), **CVSA Out-of-Service manuals (60x\$47=\$2,820)**, and misc. manuals (30x\$60=\$1,800). **Total cost: \$8,220**.

NAS Part A Manuals

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

CMV Crash Recon CDR download software & equipment

We are budgeting for CMV-specific CDR download software and equipment. These items are specifically for CMVs. This includes software and communication cables for completing data downloads of CMV vehicles involved in serious and fatal crashes. The software included is Truck Crypt, Merito Wabo Toolbox Plus, and VIN Trucks: \$2,000. The communication cables also should be updated as required due to newer vehicles and wear due to use. Cables will be replaced or updated only as needed. This is affected by the number and types of CMVs being downloaded. These cables are specific to the CDR download for a CMV and cannot be used for other vehicles. The price of each cable varies. The cable package total is estimated at \$14,000. **Total cost: \$16,000**

Aircraft Operation

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

Part 4 Section 7 - Contractual and Subaward
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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
Lawrence & Schiller	460343641	Contract	100.0000	\$200,000.00	\$200,000.00	\$0.00	\$0.00
Description of Services: Media Campaign							
Vehicle Inspection Systems, Inc	431652552	Contract	100.0000	\$9,000.00	\$9,000.00	\$0.00	\$0.00
Description of Services: PBBT Service and calibration system maintenance agreement							
Convergent Technologies	900881132	Contract	100.0000	\$9,740.00	\$9,740.00	\$0.00	\$0.00
Description of Services: Video camera system maintenance agreement							
SD Dept. of Transportation	LWAMCP81LP14	Subrecipient	100.0000	\$650,417.00	\$552,854.45	\$97,562.55	\$0.00
Description of Services: Operating and Maintenance-ITD							
SD Dept. of Revenue	809587892	Subrecipient	100.0000	\$293,866.76	\$249,786.75	\$44,080.01	\$0.00
Description of Services: IRP/IFTA Operating and Maintenance							
CW Suter & Sons INC.	470528839	Contract	100.0000	\$2,150.00	\$2,150.00	\$0.00	\$0.00
Description of Services: Jefferson Inspection HVAC Maintenance							
Central Square	364521321	Contract	100.0000	\$67,101.67	\$67,101.67	\$0.00	\$0.00
Description of Services: Records Management System							
NWE Clock Towers	460172190	Contract	100.0000	\$6,600.00	\$6,600.00	\$0.00	\$0.00
Description of Services: New Entrant Auditor Rent							
VAST Broadband	462667900	Contract	100.0000	\$1,680.00	\$1,680.00	\$0.00	\$0.00
Description of Services: New Entrant Office Phone and Fax							
SD BIT	G2JLSU952E73	Contract	100.0000	\$199,496.16	\$199,496.16	\$0.00	\$0.00
Description of Services: Computer IT accounts							
Portable Computer Systems INC	841396969	Contract	100.0000	\$54,736.18	\$54,736.18	\$0.00	\$0.00
Description of Services: Laptop Computers							
Taser	GQD2G8FXQVJ3	Contract	100.0000	\$17,802.24	\$17,802.24	\$0.00	\$0.00
Description of Services: Taser Contract							
TOTAL: Contractual and Subaward				\$1,512,590.01	\$1,370,947.45	\$141,642.56	\$0.00

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

Computer/email maintenance accounts

The computer user fees are based on 69 computer accounts associated with the motor carrier services section. These accounts assist with computer access, security, management emails, and communication. The South Dakota Bureau of Information and Technology, a state government agency, charges all state agencies a fee of \$321.25 per month for every computer account. We are budgeting MCSAP funds to be used for an average of 75% of this cost, which totals \$16,624.68 for 69 accounts per month for an annual total of \$199,496.16 . These expenses allow us to effectively communicate in performing our jobs, upload inspection reports, and verify carrier's status at the roadside.

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

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

Jefferson Port Maintenance

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

Central Square Program Maintenance

SD Highway Patrol uses a RMS/CAD program called Central Square for records management, case reports, police dispatching and electronic citation completion and issuance. The annual maintenance agreement for the software is \$191,719.06. Motor Carrier Services makes up approximately 35% of the agency. We are budgeting 35% of the \$191,719.06 maintenance cost for a total of **\$67,101.67**. This software is necessary for dispatching troopers and inspectors, traffic stop management, criminal case reports, and is how the SD Highway Patrol issues all citations. All of these functions are necessary for MCSAP activities and the completion of CMV inspections.

Laptop Computers

The South Dakota Highway Patrol leases laptops instead of purchasing each unit. The SDHP has entered into a five-year lease agreement that leases each computer. The lease includes the laptop, vehicle docking station, and/or desktop port replicators. The five-year lease breaks down to approximately \$4,000 for the computer and \$1,060 for the vehicle computer dock. Port replicators for use in an office setting are also needed and cost \$361.

We require 60 laptops, 34 vehicle computer docks, and 25 desktop port replicators.

The 5 year lease for 57 laptops is \$228,000, 31 vehicle docking station is \$32,860, and 22 desktop port replicators is \$7,942. Total cost of \$268,802 over 5 years. Annually this is \$53,760.40. The three command staff that need the computer, vehicle computer dock, and port replicator will be pro-rated at 30% of the cost due to time spent on MCSAP eligible activities (\$12,000 + vehicle dock \$3180 + \$1083 = 16,263/5 years = \$3,252.60 x 30% = \$975.78). Annually, this is **\$54,736.18**.

The price for these computers is reasonable for the type of laptop with the required features to fulfill our reporting requirements. While the employees that use these computers may not perform MCSAP-eligible activities 100% of the time, the need for the computer is virtually 100% due to the use of it to perform those MCSAP activities. There is work performed on the computers such as management emails and some report writing on non-eligible activities, but this is out of convenience since the computer is available. The computer's main use is for recording, reporting, issuing, and transmitting Vehicle Examination Reports and citations resulting from MCSAP eligible inspections. Other uses include programs such as FMCSA's Guard, Safer, Query Central, FMCSA Portal, RegScan Hazardous Materials software and similar programs that assist inspectors in performing CMV inspections. For those listed as MC Trooper at 100%, they are law enforcement officers, they may still have to respond or take action on highway emergencies or obvious unsafe conditions such as an injury crash or drunk driver that do not involve a CMV. We would not bill MCSAP personnel funds for those activities. When those occasions occur, they respond, but then turn investigations over to non-MCSAP personnel in most occasions and then return to CMV enforcement. For personnel listed as MC Inspectors at 70%, their goal and job description is to go to various locations and perform MCSAP-eligible inspections, among other duties. They occasionally have to write a size and weight permit. This is usually the result of a safety inspection where it was discovered that a permit was required. A violation would be noted on the VER and driver issued a permit with the laptop computer. The computer is necessary to perform their MCSAP functions and only occasionally used in non-MCSAP functions. Since the employees that are using the laptop computers only use them incidentally for non-MCSAP activities, we are seeking 100% reimbursement.

New Entrant/Compliance Review Office Space

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

New Entrant/Compliance Review Office phone and fax

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

Department of Transportation Operating and Maintenance

The South Dakota Dept. of Transportation is the agency that applied for and managed the former CVISN and PRISM grants. That agency still manages the ITD grant and the agency is responsible for operating and maintenance expenses associated with CVISN/ITD programs. The CVISN program manager is budgeting a total cost of \$650,417 in operating and maintenance expenses.

This request includes costs associated with CVIEW (\$42,000), SDAPS (\$225,000), E-Screening (\$353,052), and program personnel and administration and expenses (\$30,365) for a total of \$650,417. This includes the cost of personnel and fringe benefits for the administration of the programs and time traveling to conferences. Costs are also associated with travel to the CVISN program managers meeting, CVIEW users group meeting, site inspection, and supplies. Supply items are used by the CVISN

program manager for the monthly administration of the program, including items such as office supplies, presentation documents, relevant information for staff, and handouts at program meetings. The budget includes \$42,000 for CVIEW annual support (Iteris) and \$225,000 for annual maintenance and support of SDAPS (Bentley Systems), the automated permitting system. We are budgeting \$353,052 for E-Screening annual support (International Road Dynamics) at our facilities, which includes \$900 internet service for pre-screening equipment at a rural facility. Internet services provide for the system's basic functionality at the inspection facility south of Rapid City. The roadside equipment is approximately three miles away from the inspection facility and needs an internet connection to communicate/transfer the information gathered.

Department of Revenue Operating and Maintenance

The South Dakota Department of Revenue is the agency responsible for IRP and IFTA registration and operating and maintenance expenses associated with those programs. The SD Dept. of Revenue has budgeted a total of \$293,866.76 for the costs associated with the operation and maintenance of these programs. \$262,066.76 is associated with IRP/IFTA Annual Support (Explore Systems), \$14,800 is associated with the IRP clearinghouse and dues, and \$17,000 is associated with the IFTA clearing hours and dues. Department of Revenue program operating and maintenance expenses for IRP support the PRISM program, and IFTA operating and maintenance cost supports the ITD Program.

The Department of Revenue programs (IRP/IFTA) are listed to support the PRISM and ITD Programs. The support includes the operation and maintenance of the system, as well as updates needed to remain current with FMCSA systems.

DOR uses the Explore System to register interstate commercial motor vehicles annually in the International Registration Plan, collect quarterly fees, and distribute them to other jurisdictions through the IRP Clearinghouse. The system supports electronic registration and payment transactions, which are consistent with the goals of the ITD program. The Explore System reports IRP transactions to FMCSA's SAFER system so all ITD states can access the data for electronic credentialing and screening decisions. The system also checks SAFER to avoid issuing registrations to out-of-service carriers, which is consistent with FMCSA's PRISM program.

The Explore System also handles the IFTA licensing and quarterly fuel tax reporting for commercial vehicles over 26,001 pounds that travel interstate. The system allows the carriers to file and pay their motor fuel use tax, and South Dakota receives and transfers fuel use tax to other jurisdictions through the IFTA clearinghouse. The system supports electronic registration and payment transactions, which are consistent with the goals of the ITD program. It reports IFTA transactions to FMCSA's SAFER system so all ITD states can access the data for electronic credentialing and screening decisions.

Convergent Annual Maintenance Agreement.

With the installation of camera systems to record MCSAP activities at the four ports of entry, we have incurred ongoing costs for service and support for those systems. The estimated annual maintenance agreement cost per facility is \$2,435 for each port, costing **\$9,740**.

PBBT Service and Calibration Service

The SDHP has four MCSAP-purchased performance-based brake testers. A service and calibration agreement for one year is needed to be renewed for each of the PBBTs. The cost is estimated at **\$9000** per year.

Tasers

The agency is replacing our outdated Tasers with a new and updated version.

This is a new system; the agency's taser model was first introduced in 2014, and the technology is over 10 years old. The old Taser was a Taser X2 model, and the new one is the Taser 10. The new Tasers are on a 5-year lease program.

The individual cost for a single taser is \$5,563.22 over the five-year period or \$1,112.64 per year per Taser. We currently have 16 staff members who are required to carry a Taser (16X\$1,112.64=\$17,802.24).

Total cost is \$17,802.24

Lawrence and Schiller Media Campaign

We plan to continue developing and supporting this media campaign from the last MCSAP grant year. We intend to contract with a media company to design, create, and distribute safety messages intended to reach and educate CMV and non-CMV drivers on safe driving behaviors around CMVs. These messages will be distributed mostly through social media platforms for maximum engagement and distribution. We will focus on CMV safety on rural roads, improve CMV safety and compliance with federal regulations, and reach the 16-25 year age group of drivers to receive messages on operating safely around CMVs. The cost is estimated at **\$200,000**.

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
Other	4.80	\$1,845,686.98	\$88,592.97	\$88,592.97	\$0.00
TOTAL: Indirect Costs			\$88,592.97	\$88,592.97	\$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
Conference Registrations	1 various	\$14,300.00	100.0000	\$14,300.00	\$14,300.00	\$0.00	\$0.00
Mileage	1 each	\$292,500.00	0.0000	\$0.00	\$0.00	\$0.00	\$292,500.00
Inspection Site Building Maintenance	1 annual	\$15,000.00	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Communications	1 year	\$37,624.77	100.0000	\$37,624.77	\$37,624.77	\$0.00	\$0.00
CVSA Decals	5700 each	\$0.41	100.0000	\$2,337.00	\$2,337.00	\$0.00	\$0.00
CVSA Dues	1 each	\$10,300.00	100.0000	\$10,300.00	\$10,300.00	\$0.00	\$0.00
Sisseton Inspection Building Utility Costs	1 year	\$4,500.00	100.0000	\$4,500.00	\$4,500.00	\$0.00	\$0.00
Central Services	1 annual	\$37,095.00	100.0000	\$37,095.00	\$37,095.00	\$0.00	\$0.00
TOTAL: Other Costs				\$121,156.77	\$121,156.77	\$0.00	\$292,500.00

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

Conference Registration Costs

Registration fees for 10 total people to attend two CVSA conferences at \$750 per person per conference. This totals \$7,500.

Registration fees for 5 people to attend COHMED at \$750 per person totals \$3,750.

1 person to attend the CVSA Data Management, Quality and FMCSA Systems Training \$700.

Registration fees for two people to attend the TAARs conference is \$850

Registration fees for two people to attend the State Crash Reconstruction Managers Meeting is \$1500.

Total conference registration costs total **\$14,300**.

CVSA Decals

We purchase 5,700 CVSA Inspection decals at \$0.41 a piece for issuance to equipment that meets the inspection criteria. This totals **\$2,337**

CVSA Dues

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

Communications

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

We are budgeting for 29 Cradlepoint devices. The Cradlepoint use both 1st Net (AT&T) and Verizon for a total cost of \$76.81 per month. We are budgeting annually at 75% MCSAP funding for 29 devices x \$76.81 x 12 months x 75% MCSAP funding = \$20,047.41

Air cards (MiFi) will still be used at a reduced number by staff that does not use Cradlepoint. We will budget for 7 MiFis at an estimated annual cost of \$40.04 per month x 12 months at 75% MCSAP funding for a cost annually of \$2522.52

We are budgeting for an additional 3 air cards for the 3 new entrant auditors. These three air cards will be 100% MCSAP funded, totaling \$120.12 per month and \$1,441.44 per year.

All air cards total \$3,963.96 per year.

We are budgeting for 26 smartphones at \$50.42 per month. MCSAP funds will pay for 75% of these smartphones, for a total of \$1,055.78 per month and \$11,798.28 per year.

Three smartphones are for the new entrant program staff and will be 100% funded with MCSAP funds. This total for the new entrant program is \$151.26 per month and \$1,815.12 per year.

The total smartphone cost is \$13,613.40.

This totals **\$37,624.77** per year for communications expenses.

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

Sisseton Inspection Building Utility Costs

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

Inspection Site Building Maintenance

We currently use four buildings to perform Level 1 to Level 3 inspections. These buildings serve no other purpose than to perform these inspections indoors, and they are separate from locations that perform size and weight enforcement. These buildings need various upkeep expenses. We are budgeting a flat cost of \$15,000 for expenses such as bathroom fixtures, tile replacement, light bulbs, sewer or plumbing needs, etc.

Mileage

30 vehicles are used to support MCSAP activities directly. Based on past records, MCSAP personnel travel about 450,000 miles per year. We are applying a mileage rate of \$.65/mile, totaling **\$292,500**. The MCSAP fleet is made up largely of SUVs and pick-ups. We are attributing these expenses as MOE. \$.65 is an average cost per mile for expenses incurred, such as fuel, maintenance, registration, and insurance costs charged to the agency.

Central Services

The South Dakota Highway Patrol is assessed administrative fees by various other state agencies and are called Central Services. These fees are specific to the type of expense and can be allocated between MCSAP and non-MCSAP eligible expenses. We are budgeting \$12,000 for the SD Bureau of Finance Management. We are assessed a fee for every financial transaction we do to pay a bill; for example, when we purchase office supplies and a check is sent from the state to the vendor, BFM assesses a fee. We are budgeting \$18,725 for fees assessed by the SD Bureau of Human Resources. These are fees for processing payroll, time records, and employee management services. We are budgeting \$6370 for fees assessed by the SD Bureau of Administration. These are fees based on procurement, property, and records management services. Procurement fees go towards the centralized bidding process and contract administration; property management fees go towards a central capital asset system and surplus property disposal system, and records management fees go towards record storage and retention. Central Services are not included in SD's indirect cost rate agreement and are not treated or billed as indirect costs. Central Services costs are assigned to purchases encoded as MCSAP-eligible purchases and assessed to personnel costs based on timesheet categories for MCSAP-eligible work performed. The amount budgeted is based on historical data and past records associated to MCSAP eligible expenses. The total budget for Central Services is **\$37,095**.

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	\$3,298,259.00	\$173,593.00	\$3,471,852.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$520,778.00
MOE Baseline:	\$345,623.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MC Inspector	\$339,919.45	\$31,950.44	\$371,869.89	\$1,130,634.75
MCSAP Admin staff	\$0.00	\$0.00	\$0.00	\$28,377.44
K9 Troopers	\$0.00	\$0.00	\$0.00	\$7,573.44
HP Trooper	\$0.00	\$0.00	\$0.00	\$45,068.80
MC Command Staff	\$0.00	\$0.00	\$0.00	\$166,483.20
MC Troopers	\$100,000.40	\$0.00	\$100,000.40	\$981,599.60
New Entrant Auditor	\$191,006.40	\$0.00	\$191,006.40	\$0.00
Permit Center	\$0.00	\$0.00	\$0.00	\$42,104.40
CMV Data Analyst	\$3,309.00	\$0.00	\$3,309.00	\$0.00
Salary Subtotal	\$634,235.25	\$31,950.44	\$666,185.69	\$2,401,841.63
MC Inspector OT	\$64,505.00	\$0.00	\$64,505.00	\$0.00
MC Trooper OT	\$75,000.00	\$0.00	\$75,000.00	\$0.00
New Entrant OT	\$6,612.48	\$0.00	\$6,612.48	\$0.00
Overtime subtotal	\$146,117.48	\$0.00	\$146,117.48	\$0.00
Personnel total	\$780,352.73	\$31,950.44	\$812,303.17	\$2,401,841.63

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MC Inspector	\$116,116.89	\$0.00	\$116,116.89	\$397,138.69
Overtime	\$49,913.73	\$0.00	\$49,913.73	\$0.00
New Entrant Auditor	\$65,247.78	\$0.00	\$65,247.78	\$0.00
MC Trooper	\$34,160.13	\$0.00	\$34,160.13	\$335,314.43
HP Trooper	\$0.00	\$0.00	\$0.00	\$15,395.50
MC Command Staff	\$0.00	\$0.00	\$0.00	\$56,870.66
K9	\$0.00	\$0.00	\$0.00	\$2,587.09
MCSAP Admin	\$0.00	\$0.00	\$0.00	\$9,693.73
Permit Center	\$0.00	\$0.00	\$0.00	\$14,382.86
CMV Data Analyst	\$1,130.35	\$0.00	\$1,130.35	\$0.00
Fringe Benefits total	\$266,568.88	\$0.00	\$266,568.88	\$831,382.96

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Routine MCSAP related travel lodging/meal allowance	\$118,355.00	\$0.00	\$118,355.00	\$0.00
Conference Travel	\$48,254.00	\$0.00	\$48,254.00	\$0.00
Training Travel	\$122,204.00	\$0.00	\$122,204.00	\$0.00
Travel total	\$288,813.00	\$0.00	\$288,813.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
New Entrant Auditor Vehicle	\$45,000.00	\$0.00	\$45,000.00	\$0.00
MC Trooper	\$156,000.00	\$0.00	\$156,000.00	\$0.00
MC Mobile Team Vehicle	\$38,500.00	\$0.00	\$38,500.00	\$0.00
Equipment total	\$239,500.00	\$0.00	\$239,500.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NAS Part A Manuals	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Safety Pamphlets	\$3,000.00	\$0.00	\$3,000.00	\$0.00
NTC Instructor Uniforms	\$600.00	\$0.00	\$600.00	\$0.00
Nylon Duty Belts	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Printers	\$1,852.00	\$0.00	\$1,852.00	\$0.00
MC Trooper Equipment Package	\$42,990.00	\$0.00	\$42,990.00	\$0.00
FMCSA Regulatory Manuals	\$8,220.00	\$0.00	\$8,220.00	\$0.00
Office Supplies	\$9,999.28	\$0.00	\$9,999.28	\$0.00
Trooper Level 1 Inspection Uniforms	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Safety Inspection Equipment	\$12,990.00	\$0.00	\$12,990.00	\$0.00
HMR Software	\$11,191.00	\$0.00	\$11,191.00	\$0.00
Uniform Boot Expense	\$9,000.00	\$0.00	\$9,000.00	\$0.00
New Entrant Uniforms	\$1,000.00	\$0.00	\$1,000.00	\$0.00
Central Square Mapping Software	\$1,403.92	\$0.00	\$1,403.92	\$0.00
Mobile Team Vehicle Equipment	\$8,981.00	\$0.00	\$8,981.00	\$0.00
Inspection Signage	\$5,600.00	\$0.00	\$5,600.00	\$0.00
CMV Crash Recon CDR Equip	\$16,000.00	\$0.00	\$16,000.00	\$0.00
Aircraft Operation	\$0.00	\$0.00	\$0.00	\$19,824.00
Supplies total	\$142,327.20	\$0.00	\$142,327.20	\$19,824.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Lawrence & Schiller	\$200,000.00	\$0.00	\$200,000.00	\$0.00
Vehicle Inspection Systems, Inc	\$9,000.00	\$0.00	\$9,000.00	\$0.00
Convergint Technologies	\$9,740.00	\$0.00	\$9,740.00	\$0.00
SD Dept. of Transportation	\$552,854.45	\$97,562.55	\$650,417.00	\$0.00
SD Dept. of Revenue	\$249,786.75	\$44,080.01	\$293,866.76	\$0.00
CW Suter & Sons INC.	\$2,150.00	\$0.00	\$2,150.00	\$0.00
Central Square	\$67,101.67	\$0.00	\$67,101.67	\$0.00
NWE Clock Towers	\$6,600.00	\$0.00	\$6,600.00	\$0.00
VAST Broadband	\$1,680.00	\$0.00	\$1,680.00	\$0.00
SD BIT	\$199,496.16	\$0.00	\$199,496.16	\$0.00
Portable Computer Systems INC	\$54,736.18	\$0.00	\$54,736.18	\$0.00
Taser	\$17,802.24	\$0.00	\$17,802.24	\$0.00
Contractual and Subaward total	\$1,370,947.45	\$141,642.56	\$1,512,590.01	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Conference Registrations	\$14,300.00	\$0.00	\$14,300.00	\$0.00
Mileage	\$0.00	\$0.00	\$0.00	\$292,500.00
Inspection Site Building Maintenance	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Communications	\$37,624.77	\$0.00	\$37,624.77	\$0.00
CVSA Decals	\$2,337.00	\$0.00	\$2,337.00	\$0.00
CVSA Dues	\$10,300.00	\$0.00	\$10,300.00	\$0.00
Sisseton Inspection Building Utility Costs	\$4,500.00	\$0.00	\$4,500.00	\$0.00
Central Services	\$37,095.00	\$0.00	\$37,095.00	\$0.00
Other Costs total	\$121,156.77	\$0.00	\$121,156.77	\$292,500.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$3,209,666.03	\$173,593.00	\$3,383,259.03	\$3,545,548.59
Indirect Costs	\$88,592.97	\$0.00	\$88,592.97	NA
Total Costs Budgeted	\$3,298,259.00	\$173,593.00	\$3,471,852.00	\$3,545,548.59

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	\$3,298,259.00	\$173,593.00	\$3,471,852.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$520,778.00
MOE Baseline:	\$345,623.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$634,235.25	\$31,950.44	\$666,185.69	\$2,401,841.63
;;;Overtime Subtotal	\$146,117.48	\$0.00	\$146,117.48	\$0.00
Personnel Total	\$780,352.73	\$31,950.44	\$812,303.17	\$2,401,841.63
Fringe Benefits Total	\$266,568.88	\$0.00	\$266,568.88	\$831,382.96
Travel Total	\$288,813.00	\$0.00	\$288,813.00	\$0.00
Equipment Total	\$239,500.00	\$0.00	\$239,500.00	\$0.00
Supplies Total	\$142,327.20	\$0.00	\$142,327.20	\$19,824.00
Contractual and Subaward Total	\$1,370,947.45	\$141,642.56	\$1,512,590.01	\$0.00
Other Costs Total	\$121,156.77	\$0.00	\$121,156.77	\$292,500.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$3,209,666.03	\$173,593.00	\$3,383,259.03	\$3,545,548.59
Indirect Costs	\$88,592.97	\$0.00	\$88,592.97	NA
Total Costs Budgeted	\$3,298,259.00	\$173,593.00	\$3,471,852.00	\$3,545,548.59

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? Jon Stahl
2. What is this person's title? Captain
3. Who is your Governor's highway safety representative? Rob Weinmeister
4. What is this person's title? Director

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

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

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

Part 5 Section 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification
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You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Jon Stahl
2. What is the title of your certifying State official? Captain
3. What are the phone # and email address of your State official? 605-773-3105 jon.stahl@state.sd.us

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

- Yes
- Yes, uploaded certification document
- No

<p>I, Jon Stahl, certify that SOUTH 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.</p>

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

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

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
HB1050	07/01/2024	SDCL 49-28A-3	HB1050 is South Dakota's annual adoption of the FMCSRs and hazmat regulation. https://sdlegislature.gov/Session/Bill/24754

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

Yes No

STATE AND LOCAL GOVERNMENT RATE AGREEMENT

EIN: 46-6000364
ORGANIZATION:
South Dakota Department of Public Safety
118 West Capitol Avenue
Pierre, SD 57501-2000

Date: 03/14/2024
FILING REF.: The preceding
agreement was dated
05/18/2022

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

SECTION I: INDIRECT COST RATES

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

TYPE	EFFECTIVE PERIOD		RATE(%)	LOCATION	APPLICABLE TO
	FROM	TO			
PRED.	07/01/2024	06/30/2026	4.80	All	All Programs
PROV.	07/01/2026	06/30/2028	4.80	All	All Programs

*BASE

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

SECTION II: SPECIAL REMARKS

TREATMENT OF FRINGE BENEFITS:

The fringe benefits are specifically identified to each employee and are charged individually as direct costs. The directly claimed fringe benefits are:

FICA, GROUP HEALTH INS., RETIREMENT, SOCIAL SECURITY, SECTION 125 CAFETERIA COSTS, LIFE INS., UNEMPLOYMENT COMPENSATION, AND WORKER'S COMPENSATION

TREATMENT OF PAID ABSENCES:

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

DEFINITION OF EQUIPMENT

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

This rate is not applicable to pass-through funds.

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

FUTURE AWARDS

Upon receipt of any Federal awards that may significantly impact the existing rates, you must contact CAS immediately, as rate adjustments may be required. In addition, predetermined rates cannot be used for Federal contracts. Therefore, if you receive a Federal cost reimbursement contract, you must also notify CAS immediately.

NEXT PROPOSAL DUE DATE

A proposal based on actual costs for fiscal year ending 06/30/25, will be due no later than 12/31/25.

SECTION III: GENERAL

A. LIMITATIONS:

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

B. ACCOUNTING CHANGES:

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

C. FIXED RATES:

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

D. USE BY OTHER FEDERAL AGENCIES:

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

E. OTHER:

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

BY THE INSTITUTION:

South Dakota Department of Public Safety

(INSTITUTION)



(SIGNATURE)



(NAME)

Assistant Finance Officer

(TITLE)

March 25, 2024

(DATE)

ON BEHALF OF THE GOVERNMENT:

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(AGENCY)

Arif M. Karim -S Digitally signed by Arif M. Karim -S
Date: 2024.03.15 12:19:25 -05'00'

(SIGNATURE)

Arif Karim

(NAME)

Director, Cost Allocation Services

(TITLE)

03/14/2024

(DATE)

HHS REPRESENTATIVE: Cora Coleman

TELEPHONE: (415) 437-7820