

SOUTH DAKOTA

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

Date of Approval: Jan 09, 2017

Final CVSP

Basic and Incentive Program Overview

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

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

Instructions:

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

NOTE: Please do not include a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

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

Motor Carrier Services Goals

- *To provide the best quality of service to citizens and members of the motor carrier industry*
- *To reduce the number and severity of commercial motor vehicle crashes below the FMCSA established goal of .114 fatalities per 100 million vehicle miles traveled*
- *To act with integrity and accountability in all aspects of our duties*
- *To maintain a fair enforcement program which is based on sound principles*
- *To enhance public relations and awareness through safety and education programs*
- *To maintain public trust*
- *To gain voluntary compliance with laws and regulations pertaining to motor carriers*
- *To remain committed to recruitment, development, and training of the highest quality individuals*

2 - Basic and Incentive Program Structure

Instructions:

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

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

South Dakota's CMV enforcement program runs entirely through the South Dakota Highway Patrol; there are no sub-grantees. South Dakota continues to implement activities that involve the motor carrier industry, law enforcement personnel, and the citizens of South Dakota. We have 110 SD Highway Patrol Troopers that are certified and perform a minimum of 32 Level 3 inspections per year.

Currently, there are 60 personnel dedicated to motor carrier enforcement full time. There are 17 sworn personnel and 43 non-sworn inspectors. Sworn personnel consist of 14 motor carrier troopers and 3 command staff (2 Lieutenants and 1 Captain). Currently 37 of the 43 motor carrier inspectors are certified to perform Level I safety inspections. Six additional inspectors will be certified when we have another class. Nine of our fourteen Motor Carrier Troopers are Level I certified. The remaining Motor Carrier Troopers will be certified when we have another class. One of the troopers, a sergeant is not certified and we do not plan on him becoming certified. Likewise, neither of our Lieutenants are certified nor plan to be certified. The commander of the motor carrier services section is also not certified to perform Level 1 inspections. Our certified inspectors are located at 4 permanent ports of entry, 7 mobile 2-person teams, and 14 motor carrier troopers. In FY2013, we also created a new position of Master Inspector. This position requires five years of experience, Level 1 certification, hazardous materials certification, and that the individual be either Cargo Tank or Motorcoach certified. The creation of this position provides greater incentivization for increased training, while providing resources for increased enforcement activity and greater public education hours. Ten of our inspectors are now Master Inspectors.

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

In FFY2016 we were able to create a position of Motor Carrier Trooper Specialist. Like the Master Inspector program, the position requires five years of experience, Level 1 certification, hazardous materials certification, and the individual be either Cargo Tank or Motorcoach certified. Four of the ten troopers were eligible and became Specialists. Four troopers are not eligible due to supervisory duties.

Beyond the 110 SD Highway Patrol Troopers and the troopers and inspectors dedicated to motor carrier enforcement, we have a total of 13 K-9 officers, eleven of whom also contribute by performing a minimum of 32 Level 3 inspections per year as well as dog deployments on commercial motor vehicles. A dog deployment is when the handler uses his police service dog to perform an exterior sniff on a commercial vehicle in search of contraband. Two additional K-9 officers are Level 1 certified and Drug Recognition Experts. These two K-9 troopers perform Level 2 and 3 inspections as well as the dog deployments. These two troopers spend approximately 55% of their time on MCSAP eligible activities throughout the year.

Participating Agency	Number of Certified CMV Inspectors (Non-Sworn)	Number of Certified CMV Officers (Sworn)	Number of Officers in Column B supported by MCSAP Funds
South Dakota Highway Patrol	43	140	140
Total	43	140	140

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

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

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

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

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

Enter explanation of activities:

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

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

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

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

Enter explanation of activities:

In June of 2013 a formal written directive was issued which required all inspections conducted by the South Dakota Highway Patrol to include a check of every carrier's operating status. SD also upgraded our ASPEN inspection software to the latest version that checks the carrier's operating status, if connected to the internet, at the beginning of every inspection.

Basic and Incentive Program Effectiveness Summary - Past Performance

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

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

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

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

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	14	0.1140	0.15
01/01/2014	12/31/2014	23	0.1140	0.27
01/01/2013	12/31/2013	24	0.1140	0.23
01/01/2012	12/31/2012	19	0.1140	0.18
01/01/2011	12/31/2011	13	0.1140	0.14

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

MCMIS Fatal Crashes Report and MCMIS SD Crash Data, 15 July 2016

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

Crash reduction and prevention continue to be at the forefront in our efforts to improve highway safety. Though we've made some progress, South Dakota has struggled to meet FMCSA's goal of less than .114 fatalities per 100 million VMT. Part of our struggle is the very rural nature of our state. Just over 70% of the vehicle miles traveled in our state are on rural roads. Generally, rural crashes have higher fatality rates due in part to both higher speeds of travel and longer distances to medical facilities. We will continue to prioritize safety measures to improve the fatality rate to meet or exceed national goals. Increased safety restraint usage by all classes of vehicle operators will be a mainstay in South Dakota's highway safety campaign. It will be our priority to continue to try and meet FMCSA's goal, despite these challenges, through close scrutiny of commercial vehicles and drivers and the continued education and enforcement of traffic regulations, particularly those related to safety restraint usage.

It is also worth noting that in the 2014 legislative session, South Dakota adopted new legislation establishing a comprehensive texting ban statewide.

CMV Fatal Crashes and Fatality Rate per 100 Million VMT

Year	Fatal Crashes	# of Fatalities	Fatality Rate	VMTs (000,000)
2005	15	16	.20	8,125
2006	17	19	.22	8,501
2007	15	15	.18	8,481
2008	11	12	.14	8,470
2009	13	17	.19	8,741
2010	19	25	.28	8,862
2011	9	13	.14	8,993
2012	13	16	.18	9,077
2013	19	21	.23	9,114
2014	22	25	.27	9,156
2015	14	14	.15	9,315

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

Instructions:

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

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

Goal measurement as defined by your State: Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	1	0	1
01/01/2013	12/31/2013	4	0	4
01/01/2012	12/31/2012	0	0	0
01/01/2011	12/31/2011	0	0	0

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

MCMIS SD Crash Data snapshot as of 07-15-2016, including crash records through 12-31-15.

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

South Dakota has relatively few or zero Motorcoach related fatalities. This is despite the fact that tourism brings a substantial amount of passenger bus traffic through South Dakota. Particularly in the western part of the state. Conducting safety inspections on passenger carriers will remain a priority for South Dakota. Passenger carrier inspections have risen to the forefront in importance and are an identified priority at FMCSA. For the past several years South Dakota has cooperated with the state FMCSA office in conducting a joint inspection effort at Mt. Rushmore. We will continue to hold this event and encourage them to participate with the state in additional events. School and non-profit buses operating in South Dakota must meet the National School Bus Standards. Any bus found not in compliance is placed out-of-service by state statute and not allowed to transport passengers until the deficiencies are corrected.

Our primary effort toward reducing passenger carrier crashes is conducting bus and motorcoach inspections. We will schedule and conduct a minimum of two motorcoach marathons at high-volume on-site destinations (e.g., Mt. Rushmore), in cooperation with FMCSA safety specialists. Though we have a required minimum of two destination inspections, we consistently conduct at least three motorcoach marathons each year. South Dakota MCS also supervises all school and non-profit bus inspections in the state to ensure the safe transportation of students and passengers. These account for approximately 1,500 inspections per year. Motorcoach crashes in South Dakota have been relatively low in the past five years. According to MCMIS, in CY2015, buses were involved in 32 crashes with 0 fatalities and 6 injuries of passengers on those buses. This statistic includes all forms of buses not just passenger

motorcoach bus. This would included school and transit buses. Our goal for FY2016 is to maintain the rate of fatalities from motorcoach crashes to as close to zero as possible.

Current to date -South Dakota Motorcoach Marathons for FY2016

Marathon	Type	Dates	Total Days	Total Inspections	OOS Vehicles	OOS Drivers
Z2 Op. Limo-Terminal	MC	March 17, 2016	1	13	0	0
Z2 Op. SBI MC	MC	June 21, 2016	1	9	0	0
Z4 Op. Dabus L1	MC	July 13, 2016	4	18	1	0
Z4 Op. Liberty L1	MC	July 19-20, 2016	2	20	1	0

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

Instructions:

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

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

MCMIS South Dakota Crash Data snapshot as of 07-20-2016, including crash records through 02-29-2016.

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

South Dakota contains Interstates 29 and 90, two major arteries for commercial transportation traffic. As such, hazardous materials are often transported through the state, and the safe transport of these materials is a priority for our state. South Dakota maintains four regional response teams with hazardous materials capabilities that are able to contain and mitigate commercial accidents that involve hazardous materials. However, the teams are located in Rapid City, Watertown, Aberdeen, and Sioux Falls only, leaving a large portion of Interstate 90 relatively uncovered. We will continue to make efforts to ensure the safety of hazardous materials transported and reduce the number of hazardous materials incidents. Our primary efforts involve regular inspections, scheduled hazardous materials marathons, and regular hazardous materials training for our officers.

In order to prevent and mitigate commercial vehicle incidents involving hazardous materials, we require four hazardous materials marathons each year. We require all officers to attend at least one training session per year that lasts approximately four hours. In the first three quarters of FY2016, we have conducted 3 hazardous materials marathons. In these hazardous material marathons, we have inspected a total of 100 vehicles. So far in the first three quarters of FY16, South Dakota personnel have completed a total of 739 inspections on vehicles carry hazardous materials.

Current to date- South Dakota Hazardous Materials Marathons

Marathon	Type	Dates	Total Days	Total Inspections	OOS Vehicles	OOS Drivers
Z3 Op. Hazmat	HM	January 6, 2016	1	67	1	2
Z4 Op. Hazmat L1	HM	May 23-24, 2016	2	24	0	0
Z3 Op. Hazmat	HM	June 28, 2016	1	9	0	0

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

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

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. Insert the total number of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	1690	1842
01/01/2014	12/31/2014	1728	2267
01/01/2013	12/31/2013	1630	2247
01/01/2012	12/31/2012	754	819
01/01/2011	12/31/2011	792	836



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



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

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

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

SafetyNet and MCMIS as of 06-20-2016. We do not have any CMV traffic enforcement stops without an inspection because all CMV traffic enforcement stops require that an inspection take place. While we often conduct traffic enforcement stops for Non-CMV vehicles, including the use of TACT style enforcement in many of our marathons, we currently have no way of recording which occurred in the vicinity of or involved CMV vehicles.

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

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

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

South Dakota continues to devote a large amount of time educating the public about commercial vehicle safety. We actively solicit educational opportunities in which we can provide information to various groups regarding motor carrier safety. The presentations are varied and cover whatever safety related topics are requested by the organization. Raising the awareness of non-commercial vehicle drivers in their interactions with commercial vehicles will be an important aspect of the public education program for MCS. Information on sharing the road is presented to driver education classes by officers and through other venues such as safety booths at the South Dakota State Fair and numerous farm and home shows that are attended by MCS inspectors.

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

Our goal was to provide 1,600 hours of public safety education forums.

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

So far, for the first three quarters of FY2016, we have conducted 1,393 hours of public safety education, which is on pace to reach the goal. Of those hours, 49 were dedicated to seat belt use, and 28 were dedicated to hazardous materials education.

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

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

Instructions:

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

Activity #1

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

CMV Drug Interdiction Intelligence reports from numerous groups (e.g., EPIC, MOCIC) have indicated that criminal transportation of controlled substances has migrated into the northern corridors. South Dakota carries two major arteries of the national defense interstate highway system, which are suspected to have become alternate routes of choice for illegal drug trafficking. Interstates 29 and 90 carry traffic on known drug routes from Canada to Omaha, and from the West Coast into the Minneapolis and Chicago areas. Our efforts to reduce drug and alcohol violations focus primarily on CMV inspections and the detection of drug and alcohol violations. South Dakota will utilize MCSAP funds for the MCS canine program. Interdiction of commercial motor vehicles and detection of impaired CMV drivers are the primary responsibilities of the canine officers.

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

In FY2016, we increased our goal to 750 level two and three inspections conducted by our PSD teams per year.

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

In the first three quarters of FY2016, the two K-9 teams that are Level 1 certified have performed 297 Level 2 and 3 inspections. The other 11 K-9 officers have completed 115 Level 3 inspections. This totals 412 inspections.

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

In FY2014 we made changes to the way we conduct and evaluate CMV Drug interdiction in order to improve overall effectiveness, particularly in terms of contraband recovery. Previously we had two canine troopers stationed at two of the four main in-bound interstate ports of entry whose primary areas of responsibility were CMV criminal drug interdiction and the detection of alcohol- and drug-impaired drivers. These two police service dog teams (K-9's) were responsible for completing all of the CMV Level 2 & 3 inspections tracked for this goal. In FY2014 we began requiring the other 11 K-9's to complete 32 Vehicle Exam Reports (Level 3 inspections) as well as CMV dog deployments. A dog deployment is when the handler uses his police service dog to perform an exterior sniff on a commercial vehicle in search of contraband. By expanding the number of troopers involved in CMV contraband detection, we hope to significantly increase the number of completed level 3 inspections conducted per year. This will also allow for an increase in geographic coverage throughout the state.

Basic & Incentive CMV Safety Objectives

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

1 - Crash Reduction Goal

Instructions:

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

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

High crash corridors are difficult to identify in South Dakota due to the rural nature of the state and the low incidence of injury and fatality involved crashes. In CY2015, South Dakota had 64 injury and 14 fatal crashes involving CMVs. South Dakota has a current CMV fatality involved crash rate of 0.15 fatalities per 100 million VMT. Our goal through FY2017 will be to remain below a fatality involved crash rate of less than .20 fatalities per 100 million VMT in an attempt to get closer to meeting FMCSA's national target of less than 0.114 fatalities per 100 million VMT. Safety restraint usage has been identified as one of the easiest tools available to help in the reduction of injuries and fatalities in vehicle crashes. When unknowns are excluded, our safety restraint use rate continues to be near 95% **based on our seatbelt surveys.**

South Dakota's statistical data indicates a wide pattern of crash incidents throughout the state. The crashes that occur are dispersed sparsely through the entire state. This continues to make it difficult to demonstrate a high crash corridor area that has resulted in the majority of injury crashes. Of the 14 fatal crashes in CY2015, three occurred in the same county. Of the 66 counties in South Dakota, 35 counties reported no CMV accidents with injuries. Due to the North Dakota oil boom, we had once seen a 200-300% increase in related truck traffic. The traffic counts in those corridors have decreased significantly in the past year due to the drop in oil prices. There is still an increase in traffic from historical counts, but not to the level seen in the past 4 years. While we haven't yet seen a dramatic increase in accidents in these counties, we are monitoring potential safety hazards related to this increased traffic and have additional inspection marathons in these areas.

We will continue our efforts in raising awareness of sharing the road through public education and selected traffic enforcement for CMVs. In our FFY2015 we conducted over 2185 hours of public education and Through the first three quarters of FFY2016, we have 1,393 hours. A proactive approach through maintaining our public education hours statewide and concentrating our marathon and traffic enforcement efforts in those areas of the state will be priorities for the upcoming year.

South Dakota MCS utilizes traffic data from the South Dakota DOT to determine the best times and locations to establish roadside checks. This data enables us to schedule personnel at locations based on time-of-day and day-of-week that have increased traffic volumes and a greater potential for violations.

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. When we have excluded the records for which safety equipment use was unknown, we have experienced an average of 92.8% compliance of safety restraint use for the past 10 years of CMV accident involved drivers (**South Dakota Accidents Records, (2006 - 2015)**). This level places us above FMCSA's national target of 72% usage. Our goal will be to maintain a rate at or above 90% compliance for FY2017.

The enforcement of drug and alcohol offenses will continue to be a priority for MCS. In CY2015, we detected 78 drug and alcohol violations, which was higher than CY2014 in which we had 68. Drug and alcohol violations were 6.2% of the overall OOS driver violations in CY2015. Continued awareness of removing impaired drivers will be stressed to all personnel.

South Dakota MCS does not conduct traffic enforcement without an inspection. Motor carrier troopers are required to write a vehicle examination report on all traffic stops involving commercial motor vehicles. Further education appears to have reduced the number of inconsistencies in our reporting. Our SafetyNet Program manager also double checks these records for consistency.

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

South Dakota Roadside Inspection Activity by Inspection Level for FY2013-2015



	FY 2014			FY 2015			FY 2016		
OOS Rate	Fed	State	Total	Fed	State	Total	Fed	State	Total
Driver Inspections*	75	27597	27672	83	28750	28833	64	22162	22226
with Driver OOS Violation	2	1226	1228	2	1303	1305	3	852	855
Driver OOS Rate	2.67	4.44	4.44	2.41	4.53	4.53	4.69	3.84	3.85
Vehicle Inspections**	81	10892	10973	85	11760	11845	67	7663	7730
with Vehicle OOS Violation	11	1708	1719	11	1835	1846	11	1172	1183
Vehicle OOS Rate	13.58	15.68	15.67	12.94	15.6	15.58	16.42	15.29	15.3
Hazmat Inspections***	16	995	1011	15	939	954	10	724	734
with Hazmat OOS Violation	0	18	18	0	27	27	0	30	30
Hazmat OOS Rate	0	1.81	1.78	0	2.88	2.83	0	4.14	4.09

South Dakota Fatal Crashes by County

(CY2015)

County	CY2015	%
Hanson	3	21.42%
Aurora	2	14.28%
Beadle	2	14.28%
Hutchinson	2	14.28%
Lincoln	1	7.14%
Meade	1	7.14%
Moody	1	7.14%
Pennington	1	7.14%
Walworth	1	7.14%

Enter Data Source Capture Date:

07/19/2016

Enter Data Source:

MCMIS South Dakota Crash Data, 19 July 2016 South Dakota CMV Seatbelt Surveys and Enforcement Operations, 25 July 2016

Enter Crash Reduction Goal

Our goal through FY2017 will be to maintain the fatality involved crash rate to less than 0.20 fatalities per 100 million VMT. This is in an initial effort to eventually meet FMCSA's goal of less than .114 fatalities per 100 million VMT.

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

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

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

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

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-CMV's. 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. MCS will conduct training sessions for all inspectors at quarterly meetings to heighten the awareness of traffic enforcement activities. Only 17 of the 61 MCS personnel have the authority to stop a CMV for a traffic violation. Taking this into consideration, we will also emphasize the importance to state troopers of detecting and enforcing traffic regulations on CMVs at staff meetings. Our goal will be to increase output by a minimum of 5% in all areas identified as traffic enforcement violations.

In order to increase enforcement activity and identify illegally licensed, fatigued or non-qualified drivers at inspection marathon, MCS will conduct additional inspection marathon activities in those areas identified as having increased volumes of CMV traffic. These marathons will be comprised of numerous inspectors and state troopers. All drivers for whom an inspection report is generated will have their driver status checked and verified. Continued training will be given to all inspectors at quarterly and annual meetings in the detection and apprehension techniques of impaired drivers. Additionally, South Dakota will participate in the national Operation Safe Driver event. A minimum of 8 inspection marathons will be scheduled. Special emphasis will be given to scheduled activities that coincide with Operation Safe Driver events. During marathons, like Operation Safe Driver, Oilfield Operation and Intercity Marathons, our inspectors utilize the TACT high-visibility enforcement methodology in identifying non-CMV violations around CMV traffic. With the addition of the 3 troopers assigned to the motor carrier division, we hope to make a bigger impact during these enforcement activities. We plan to use a South Dakota Highway Patrol owned semi-tractor trailer combination to observe and record violations committed by CMV's and non-CMV's while operating the combination for TACT style operations. We will maintain the same number of special enforcement operations, but hope to have a bigger enforcement impact during the operations.

South Dakota will also continue its efforts in safety education programs, emphasizing the importance of safety restraints and safe vehicle operation. South Dakota MCS operations are divided into four sections(zones) of the state. Each zone is required to perform a minimum of 400 safety education hours. Additionally, inspectors will be encouraging the use of seat belts to drivers while conducting inspections. Our goal is to maintain our current safety rate usage above 90% with a desire to continually improve toward 100%. We will also conduct semi-annual spot checks of CMV drivers to determine compliance rates.

South Dakota Regular Marathons

Marathon	Type	Dates	Total Days	Total Inspections	OOS Vehicles	OOS Drivers
Z1 Op. Harvest L3	RC	October. 5-8, 2015	4	22	1	0

Z1 Op. Road Rescue L3	RC	October 26-29, 2015	4	34	4	0
Z1 Op. Rid L3	RC	December 2-3, 2015	2	104	4	2
Z4 Op. Rid L3	RC	December 10-11, 2015	2	94	1	3
Z3 Op. Hazmat	HM	January 6, 2016	1	67	1	2
Z4 Op. 83 North L3	OF	January 25-27, 2016	3	63	1	1
Z3 Op. POE L1	RC	February 9, 2016	1	79	3	2
Z2 Op. Chamberlain L3	RC	February 10, 2016	1	33	3	2
Z2 Op. SF POE L3	RC	February 23, 2016	1	55	2	3
Z3 Op. Jefferson POE L3	RC	February 23, 2016	1	93	2	2
Z2 Op. Mitchell L3	RC	March 2, 2016	1	20	2	1
Z1 Op. IRP L3	RC	March 7-8, 2016	2	59	5	0
Z4 Op. Z4 L1	RC	March 8-9, 2016	2	39	10	1
Z2 Op. SFPOE2 L3	RC	March 10, 2016	1	41	2	6
Z4 Op. Tilford POE L1	RC	March 10-11, 2016	2	25	4	4
Z2 Op. Limo-Terminal	MC	March 17, 2016	1	13	0	0
Z4 Op. HOSFD L3	RC	March 23-24, 2016	2	98	3	1
Z3 Op. Midway HOS L3	RC	April 13, 2016	1	35	2	3
Z4 Op. Buffalo L1	OF	April 13, 2016	1	70	19	7
Z3 Op. I 29 HOS L3	RC	April 20, 2016	1	97	1	2
Z3 Op. JPOE L1	RC	May 23-24, 2016	2	77	5	3
Z4 Op. Hazmat L1	HM	May 23-24, 2016	2	24	0	0
Z4 Op. Oilfield L3	OF	June 14-15, 2016	2	39	10	5
Z2 Op. SBI MC	MC	June 21, 2016	1	9	0	0
Z3 Op. Hazmat	HM	June 28, 2016	1	9	0	0
Z1 Op. Harvest L3	RC	July 9-12, 2016	4	15	5	0
Z4 Op. Dabus L1	MC	July 13, 2016	4	18	1	0
Z4 Op. Liberty L1	MC	July 19-20, 2016	2	20	1	0

South Dakota Intra City Marathons

Marathon	Type	Dates	Total Days	Total Inspections	OOS Vehicles	OOS Drivers
Z3 Yankton Intra-City L1	IC	March 15-16, 2016	2	58	4	4
Z2 Mitchell IC L3	IC	June 8, 2016	1	15	4	3
Z2 SFIC L1	IC	June 20, 2016	1	24	10	3
Z1 Op. Aberdeen L1	IC	July 19, 2016	1	5	0	0

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required SF-PPRs. Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

1. MCS will monitor the crash rate per 100 million VMT through South Dakota Accident Records. This will be done on a semi-annual basis in an attempt to determine if the trend of activity will maintain our objective. We also will check quarterly reports and monitor the crash rates in the two areas of South Dakota that have been identified as having higher traffic volumes and the majority of the combined injury and non-injury crashes.
2. Some of the best methods that we have identified as being effective in reducing the total number and severity of crashes are public education and traffic enforcement directed toward the use of safety restraint systems and safe driving practices. Bi-monthly reports

will be used to track activity in this area. Our intention is to meet a target of 1,600 hours of public education. South Dakota Accident Records data will be used to measure the usage of safety restraint in crash-involved commercial vehicle drivers as we work at increasing or maintaining the current 90% compliance rate.

3. South Dakota has enhanced its canine program by utilizing canine troopers in the motor carrier services section. This has provided us with an increased opportunity to detect and apprehend drug- or alcohol-impaired drivers, in addition to performing an increased number of interdiction activities.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

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

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

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

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

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

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

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

SSDQ, June 24, 2016

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

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 8	Yes
SSDQ	Good	Yes

Data Sources:

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

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e. problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.

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

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

3 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

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

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

Check this box if:☐

As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (OOS) order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities. If this box is checked, no additional narrative is necessary..

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

0

Performance Objective: Enter performance objective(s).

As of 05-20-2016 South Dakota inspected 1 carrier that was declared OOS and failed to identify that status. South Dakota will continue to implement strategies and practices to meet and exceed the minimum goal of 85% of out of service carriers identified during roadside inspections. We will monitor reports provided by FMCSA and investigate any occurrence where an employee fails to identify an OOS carrier that has been placed OOS for any reason. Steps will be taken to resolve and prevent any further occurrences until the 85% goal is met or exceeded.

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

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

☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**

☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**

☐ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**

☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

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

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

1. South Dakota Highway Patrol has a formal written directive which is considered policy upon issuance and was issued in FY2013. Internal discipline can and will be done when an employee fails to make every effort to check a carrier's status. Failure to perform the check by the inspector will result in individual education, and up to and including formal discipline being issued to the inspector.
2. With the updates by FMCSA, some technical issues seem to have been resolved. Each inspector has access to the portal and Query Central. Any technical issues will be resolved by VOLPE or the state's computer technicians. All South Dakota Highway Patrol Personnel has been upgraded to the latest version of ASPEN that will identify OOS carriers when connected to the internet.
3. Training and education has been performed to instruct roadside inspectors on the use of Query Central and the other systems such as Safersys.org and ISS. If technical or connectivity issues prevent the use of Query Central, inspectors may have to rely on the other avenues of identifying the carrier's status, such as CDLIS, Safersys.org, or ISS must be used, the inspectors have been trained in the terminology of the separate systems and how to investigate further if the status is still questionable. We will take the approach that unknown or unverified status is not acceptable.
4. Due to inspectors not being able to find OOS carriers that have no DOT number roadside by a name search in ASPEN, Query Central, or Safer, in July of 2016 all inspectors have been given portal access to MCMIS Generic View. Staff has been instructed to seek company information and carrier status through MCMIS anytime a vehicle or driver is inspected when they have no DOT number or the carrier status can not be determined in ASPEN. If a carrier is found to be OOS under MCMIS Generic View, the company information can then be transferred to ASPEN to properly document the OOS status and take appropriate enforcement actions.

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

- South Dakota will monitor reports received from FMCSA to monitor the success of these strategies. Any failure to identify an OOS carrier will be investigated and strategies implemented to prevent future occurrences.

5 - Hazardous Materials Transportation Safety

Instructions:

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

Check this box if:

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

Problem Statement Narrative: Describe problem identified by performance data.

South Dakota contains Interstates 29 and 90, two major arteries for commercial transportation traffic. As such, hazardous materials are often transported through the state and we have made it a priority to reduce the number and severity of commercial vehicle accidents involving hazardous materials. In CY2105 there were no fatal crashes involving a hazmat carrier, and only 4 crashes where a vehicle had a placarded load.

(Data source, MCMIS, Crash Statistics, South Dakota Hazardous Material (HM) Report)

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

Historically the number of fatalities resulting from accidents involving commercial vehicles with hazardous materials has been extremely low. We do have a small number of crashes involving CMVs with hazardous materials each year though. It is our goal to maintain the low number of fatalities at a rate of less than .01 per million VMT and decrease the number of total crashes involving CMVs with hazardous materials to less than 10 per year.

Special emphasis will be placed on roadside inspections of hazmat carriers and products using cargo tanks. While the South Dakota Highway Patrol does not certify or inspect cargo tanks or facilities, we can help ensure that the products are being transported in the proper cargo tanks, the tank vehicles are being operated safely, and any violations are noted and can be repaired by the carrier.

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

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

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

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

In order to prevent and mitigate commercial vehicle incidents involving hazardous materials, we require four hazardous material marathons each year. We will conduct at least 800 Hazardous Materials inspections per year. We also require all officers to attend at least one training session per year that lasts approximately four hours. In FY2016, we certified four more inspectors in General Hazardous Materials inspections, and Cargo Tank inspections. We intend to certify another 4 to 6 inspectors in FY2017. Special emphasis will be placed on the roadside inspections of cargo tanks during these activities, and the subject of training sessions.

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.

1. Conduct four hazardous material marathons during FY2016. Marathon activity is recorded and reviewed throughout the year.
2. Maintain the number of fatalities from crashes involving CMVs with hazardous materials at a rate below .01 per million VMT in FY2016. These crashes will be monitored throughout the year using MCMIS and SDARS data.
3. Decrease the number of crashes involving commercial vehicles with hazardous materials to a total of less than 10 per year. These crashes will be monitored and reviewed throughout the year using MCMIS and SDARS data.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

CMV Drug Interdiction

Problem Statement Narrative: Describe problem identified by performance data.

Intelligence reports from numerous groups (e.g., EPIC, MOCIC) have indicated that criminal transportation of controlled substances has migrated into the northern corridors. South Dakota carries two major arteries of the national defense interstate highway system, which are suspected to have become alternate routes of choice for illegal drug trafficking. Interstates 29 and 90 carry traffic on known drug routes from Canada to Omaha, and from the West Coast into the Minneapolis and Chicago areas. Our efforts to reduce drug and alcohol violations focus primarily on CMV inspections and the detection of drug and alcohol violations. In past years we have made significant changes to our approach to CMV drug interdiction. Instead of having a goal of 480 Level 2 & 3 inspections per year for just our two CMV designated canine troopers, we complete a total of 750 or more combined level two and three inspections per year by all canine troopers.

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

Our goal for FY2017 will focus on the output measure of number of inspections. In FY2015 we increased our goal to 750 total level two and three inspections conducted per year. South Dakota will work to maintain that goal

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

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

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

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

South Dakota will utilize MCSAP funds for the MCS canine program. Interdiction of commercial motor vehicles and detection of impaired CMV drivers are a priority of all the canine troopers. South Dakota has two canine troopers who focus 55% of their time on CMV activities to include drug interdiction and the apprehension of alcohol/drug impaired drivers. The 11 remaining canine officers are still responsible for CMV drug interdiction and are required to complete 32 Vehicle Exam Reports (VERs).

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

South Dakota will continue to record and monitor the number of level two and three inspections completed by PSD teams as well as the 11 other canine officers. While we will not establish goals related to alcohol and drug violation rates, we will continue to monitor and report that number as well.

State Objective #2

Enter the title of your State-Identified Objective.

Oilfield Operations

Problem Statement Narrative: Describe problem identified by performance data.

South Dakota does not have active oilfield operations to speak of, but traffic on some routes through South Dakota has fluctuated due to the oilfield operations in North Dakota. CMV traffic on US 85 from MM 50 to MM 162, the main route to the North Dakota oilfields through South Dakota, has remained stable in the past 3 years. Each year has shown a slight decrease with both traffic numbers and crashes. In the past 3 years South Dakota has taken a proactive approach to address any of the traffic problems associated with the industry. Motor Carrier Services has added manpower to the area. We have stationed one of the motor carrier troopers in the area as well as a mobile team of two inspectors. These three individuals try to specifically work associated commercial vehicle traffic on the routes and areas that we have seen the traffic. The highway patrol has re-allocated manpower and stationed an entire squad on the main corridors to work general traffic and commercial vehicle traffic along these routes. The motor carrier section of the Highway Patrol performs special focused enforcement on the routes as well as day to day enforcement. In FY2016 to date, we have operated 3 focused enforcement marathons. These have resulted 172 vehicles inspected, an average 17% out of service rate for vehicles, and an 8% out of service rate for drivers.

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

In FY2017, South Dakota will operate a minimum of three special enforcement marathons targeted at areas where Oilfield traffic has increased in the state. These efforts will help us to meet our FY 2017 goal to reduce the current fatality involved crash rate to less than 0.20 fatalities per 100 million VMT.

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

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

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

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

South Dakota will continue to operate special enforcement details as well as day to day operations that focus on traffic related to oilfield activities. We will operate a minimum of three special enforcement marathons in FY2017, as well as day to day operations that focus on the increased commercial vehicle traffic associated with oilfield operations.

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

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

State Objective #3**Enter the title of your State-Identified Objective.**

Electronic Logging Devices and Education

Problem Statement Narrative: Describe problem identified by performance data.

State Enforcement members and commercial vehicle carriers must comply with recent hours of service changes, specifically the Electronic Logging Device (ELD) requirement that is effective in FFY17. Changes in regulation require training for both enforcement and operators of CMV's. This is a significant change in regulation for a critical safety item that will require thorough knowledge of the regulations and operation of the ELD's.

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

All enforcement personnel for the South Dakota Highway Patrol will receive Phase I on-line training made available by the National Training Center. Enforcement Personnel will then utilize this training to

educate carriers and operators on ELD usage and requirements.

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

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

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

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

All enforcement personnel will be required to attend Phase I training when available. Public Education hours will be attributed to ELD's and will be a priority when speaking to drivers or companies in an education setting. Educational information and resources will be distributed when ready and available.

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.

Training records will be monitored to ensure enforcement personnel has received the ELD Phase I training once available. Public Education hours will be monitored to ensure the ELD information is being presented when opportunities become available.

Basic & Incentive Enforcement Activities

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

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx> (user id and password required).*

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

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. Include the day to day routine for inspections and explain resource allocation decisions (i.e., Number Of FTE, where inspectors are working and why).

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

South Dakota's general roadside and fixed facility inspection program consists of 4 ports of entry, 2 of which have inspection buildings that are dedicated entirely to level 1-3 inspections; 7 fixed scale locations that are used on a random basis; 7 mobile teams that travel to sites around the state conducting inspections; and 14 Troopers dedicated to motor carrier enforcement that may use any of the sites if not stopping a CMV on any roadway, as well as the 110 Troopers that perform the minimum of 32 commercial vehicle inspections per year. South Dakota has 74 sites around the state where inspectors can perform roadside inspections of motor carriers. These sites include pull off areas of sufficient size for commercial vehicles to small ports of entry that can park multiple commercial vehicles for inspection. These sites are used on a part time basis by our 7 mobile teams and State Troopers throughout the state at random times. There is at least one port open everyday of the week as well as one mobile crew. Mobile crews are scheduled to work high traffic areas and also areas where motor carrier services has received complaints of trucks speeding or other unsafe issues.

Instructions for Performance Goals:

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

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

Lead Agency

Lead Agency is: SOUTH DAKOTA HIGHWAY PATROL

Enter the total number of certified officers in the Lead agency: 178

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	2650	250	20	2920	10.07%
Level 2	10700	400	20	11120	38.34%
Level 3	14700	150	10	14860	51.24%
Level 4	80			80	0.28%
Level 5			20	20	0.07%
Level 6				0	0.00%
Sub-Total Lead Agency	28130	800	70	29000	

Funded Agencies

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

Enter the name of the Funded Agency:

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

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

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

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: SOUTH DAKOTA HIGHWAY PATROL					
# certified officers: 178					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies:					
# certified officers:					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	2650	250	20	2920	10.07%
Level 2	10700	400	20	11120	38.34%
Level 3	14700	150	10	14860	51.24%
Level 4	80			80	0.28%
Level 5			20	20	0.07%
Level 6				0	0.00%
Total ALL Agencies	28130	800	70	29000	

2 - Traffic Enforcement

Instructions:

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

The South Dakota Highway Patrol currently has 14 State Troopers whose primary focus is Commercial Motor Vehicle Enforcement and another 110 State Troopers. ALL Troopers are tasked with traffic enforcement of both commercial and non-commercial vehicles. There are State Troopers working in at least one area of the state at all times. At the beginning of the 3rd quarter in FY 2016 we were able to add 3 motor carrier troopers to the motor carrier division increasing our numbers from 11 troopers to 14 which will assist in meeting traffic enforcement goals and activities. In the past MCS has attempted to develop an enforcement effort similar to the TACT program used in other states. We faced difficulty in doing so without having the additional federal grant funding available for this effort. South Dakota is currently participating in the New Entrant program. This program will allow us to establish company safety standards from the beginning of operations and instill solid management principles in an effort to increase safe behaviors. South Dakota MCS does not conduct traffic enforcement on CMVs without an inspection. Motor carrier inspectors are required to write a vehicle examination report on all traffic stops involving commercial motor vehicles. Also, South Dakota Motor Carrier Services currently does not have a method to track which non-CMV stops occurred with a CMV in the vicinity for every traffic stop the SD Highway Patrol makes. South Dakota will conduct traffic enforcement activities in the higher traffic volume areas of the state, stressing the importance of safe driving practices and the interactions of CMVs with non-CMVVs. 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. MCS will conduct additional inspection marathon activities in those areas identified as having increased volumes of CMV traffic. These marathons will be comprised of numerous inspectors and state troopers. All drivers for whom an inspection report is generated will have their driver status checked and verified. Continued training will be given to all inspectors at quarterly and annual meetings in the detection and apprehension techniques of impaired drivers. Additionally, South Dakota will participate in the national Operation Safe Driver event.

For FFY17, South Dakota has budgeted money to operate a Highway Patrol owned semi-truck trailer combination that will be used in traffic enforcement operations. The truck will be equipped with video cameras to record traffic violations committed around that vehicle. It will be equipped with a police radio to communicate to nearby troopers that can perform a traffic stop on CMVs and non-CMVVs that commit violations around that CMV. The combination will be operated in higher traffic urban areas of South Dakota, as well as any traffic crash corridors that can be identified; and in conjunction with special enforcement projects such as Operation Safe Driver, holiday traffic enforcement plans, and local areas in need of special enforcement projects. When completing special operations with the semi-truck trailer combination, traffic stops on non-cmv's committing violations in the vicinity of the semi-truck combination will be recorded and reported to FMCSA by use of a internal special reporting form that troopers can use to track their activity during the operation.

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

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1100
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	80
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	100

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

South Dakota MC Inspectors and MC Troopers do not conduct traffic enforcement without an inspection. Motor carrier inspectors and troopers are required to write a vehicle examination report on all traffic stops involving commercial motor vehicles. South Dakota obviously makes numerous traffic stops on non-CMV's. Currently we have no method to track which non-CMV traffic stops occurred where a CMV was in the vicinity or involved. When South Dakota does conduct special enforcement details using the state owned semi-truck trailer combination, we will be able to record the specific number of stops on non-CMV's and those related to CMV traffic and report those to focused effort statistics to FMCSA.

3 - Carrier Investigations**Instructions:**

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

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

South Dakota does not have adequate staffing to conduct compliance reviews. Efforts to increase staff FTE are continually met with resistance by the legislative and executive branches of government. South Dakota does participated in the New Entrant program.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.**Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).**

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

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



Our State does not conduct reviews/investigations.

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		
Passenger		
HM		
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site		
Passenger CSA Off-Site		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused		
Passenger CSA On-Site Focused		
HM CSA On-Site Focused		
CSA On-Site Focused Investigations Sub-total	0	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive		
Passenger CSA On-Site Comprehensive		
HM CSA On-Site Comprehensive		
CSA On-Site Comprehensive Sub-total	0	0
CSA Investigations (all Types) Total	0	0
HM-Related Review Types		
Security Contact Reviews (SCRs)		
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	0	0

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

4 - Public Education & Awareness

Instructions:

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

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

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

Raising the awareness of non-commercial vehicle drivers in their interactions with commercial vehicles will be an important aspect of the public education program for MCS. Information on sharing the road will be presented to driver education classes by officers and through other venues such as safety booths at the South Dakota State Fair and numerous farm and home shows that are attended by MCS inspectors. Our goal will be to provide 1,600 hours of public safety education forums. We will utilize our public education, including the "Share the Road" concepts, to help meet our goal through FY2017 of reducing the current fatality involved crash rate even further in an attempt to assist in meeting FMCSA's national target of less than 0.114 fatalities per 100 million VMT. Safety restraint usage has been proven to save lives, reduce injury, and be an important aspect of safely operating a CMV. We will continue to educate and emphasize the importance of wearing seat belts during safety presentations and roadside inspection activities. Our goal is to maintain a safety restraint usage rate at or above 90%. South Dakota realizes the need for educating carriers of hazardous materials in the proper transportation of their products. Conducting safety education presentations and special roadside checks will be two of the methods deployed to enhance hazardous materials safety. Our goal for FY2017 is to conduct 4 safety presentations and 4 inspection marathons for hazardous material transportation education. Enforcement personnel will educate the public whenever possible on the new Electronic Logging Device regulations.

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

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	146
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	100
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	6
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	90
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	27
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	8

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

MCS will attend special events such as farm/home shows, county fairs, and the South Dakota State Fair. We will actively seek out motor carriers and other public groups to which we can provide information pertaining to the safe operation in and around CMVs. Additionally, we will continue to provide personnel to speak at formal commercial vehicle driving classes at local vocational/technical schools. MCS will strive to meet its goal of 1,600 safety education hours in FY2017 year. In FY2015 we performed in excess of 2180 hours of public presentations, well above our intended goal. Stressing the importance of commercial and non-commercial vehicle interactions and safety restraint use will be a priority at all appropriate safety education forums. MCS personnel will stress the importance of sharing the road between commercial and non-commercial motor vehicles. We will attempt to reduce the overall rate of accidents caused by both passenger and commercial drivers. South Dakota Accident Records and A&I data will be used to measure the success of effort. Presenting the "Share the Road" concept to the general public and the motor carrier industry will be crucial to reducing the number of CMV accidents caused by non-CMV drivers. 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, MCS inspectors are requested to present safety education programs for numerous industry partners to promote safe vehicle operations. Our plan to help determine and improve the compliance rate of safety restraint use will be to conduct 8 separate spot checks of CMVs throughout the plan year. Semi-annual checks will be conducted in four separate areas of the state by MCS personnel. We will also track data from South Dakota Accident Records to review the compliance rate of safety restraint use with crash-involved drivers. Informational brochures on the advantages of seat belt use will be

provided to drivers during these campaigns.. The education of hazardous materials carriers will be a safety education priority for South Dakota MCS. This will be accomplished through providing presentations to transporters of hazardous materials products. This will include groups such as transporters and users of agricultural products, petroleum products, and general carriers of hazardous materials. We will also increase the knowledge base of MCS inspectors through training and utilizing hazardous materials software programs as an inspection tool and to ensure compliance with the regulations. Additionally, we will conduct inspection marathons specifically targeted towards hazardous materials operations. We will distribute our safety education and inspection marathon effort across the four individual zone 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 human labor. Special attention will be given to driver inspections to ensure that compliance with the hazardous materials regulations is affirmed. South Dakota will utilize hazardous materials software to verify the proper packaging and loading necessary for safe hazardous materials operations. Enforcement personnel will engage drivers at the time of inspection about the electronic logging device regulations and their operation. We will provide educational information to any company seeking assistance with the new regulations. We will provide information and resources to drivers and companies, as well as the public we can engage at home and farm show type settings.

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

Our goal will be to provide 1,600 hours of public safety education forums. All activity will be reviewed bi-monthly to determine if the established goal is being met.

All hours spent in the education of hazardous materials transportation and seat belt usage will be reviewed on a bi-monthly basis. This will be used to track our progress in meeting our goal of 4 safety presentations and 4 inspection marathons for hazardous materials.

Monthly activity reports will be submitted by each of the four MCS field supervisors. These reports will be compiled to generate bi-monthly reports used to track the progress of achieving our hazardous materials safety education and inspection marathon goals.

The measure of our success will be not only reaching 1600 hours safety hours, but also by reviewing data from South Dakota Accident Records with the hopes of seeing a reduction in CMV crashes. The crash involvement rate between trucks and passenger vehicles will also be monitored semi-annually. South Dakota Accident Records will be the main source of information with some data extracted from A&I.

Spending Plan

B&I Spending Plan

What is a Spending Plan?

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

What does a Spending Plan do?

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

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

The spending plan serves a number of critical functions:

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

1 - Spending Plan: Personnel

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

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

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

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

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

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

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

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

Allowable amount for Overtime (15% of total award amount without justification): \$377,104.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
HP Trooper	1	100	1173	\$24.89	\$29,195.97	\$0.00	\$0.00	\$29,195.97
MC Inspector	43	60	2088	\$18.79	\$1,012,224.82	\$319,232.79	\$377,104.00	\$315,888.03
L-3 Cert K-9 Handlers	1	100	154	\$28.41	\$4,375.14	\$0.00	\$0.00	\$4,375.14
L-1 Cert K-9 handlers	2	53	2088	\$27.43	\$60,710.27	\$0.00	\$0.00	\$60,710.27
MC Trooper	14	80	2088	\$27.42	\$641,233.15	\$400,000.00	\$0.00	\$241,233.15
MC Command Staff	3	30	2088	\$38.57	\$72,480.74	\$0.00	\$0.00	\$72,480.74
Sub-Total Salary					\$1,820,220.09	\$719,232.79	\$377,104.00	\$723,883.30
Overtime Information								
Overtime	1	100	2500	\$33.37	\$83,425.00	\$83,425.00	\$0.00	\$0.00
Sub-Total Overtime					\$83,425.00	\$83,425.00	\$0.00	\$0.00
TOTAL PERSONNEL					\$1,903,645.09	\$802,657.79	\$377,104.00	\$723,883.30

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

Sixty employees are assigned to the motor carrier section when fully staffed. All work on MCSAP eligible activities. There are 14 Motor Carrier Troopers dedicated to the MCSAP program, 4 of which are sergeants and 10 Troopers. These troopers are assigned to focus on MCSAP eligible activities, unless a law enforcement response requires them, e.g. blizzard response, life threatening crash responses, and crime in progress calls. In FY16 a full agency policy manual review and reissue was completed. We found that officers needed more direction when assigning proper time coding to their activity. Since this occurred in April of 2016, time record averages are problematic. We are estimating the percentage of time spent on MCSAP eligible activities will reflect 80% of their time on MCSAP activities instead of 59% estimated in previous years. There are 43 civilian (non-sworn) inspectors. Likewise, time records estimations indicate the motor carrier inspectors spend 60% of their time on MCSAP eligible activities. The command staff for the motor carrier division consists of one Captain and two Lieutenants. Time records indicate they spend 30% of their time on MCSAP eligible activities. The average pay rate for MC Troopers is \$27.42 per hour. The average pay rate for MC Inspectors is \$18.79 per hour. The average pay rate for Command Staff is \$38.57 per hour. Wage calculations are the calculated average of members in the respective groups based on payroll records. Reimbursement will only be sought on actual time records, not estimations.

There are 110 troopers from outside of Motor Carrier Services but within the South Dakota Highway Patrol that perform Level 3 inspections. All 110 are required to perform 32 inspections per year. We are estimating their cost by multiplying 110 troopers by 32 inspections, multiplied by an average of 20 minutes for a L-3 inspection, by the average trooper salary of \$24.89 per hour. (110 troopers X 32 inspections X 20 minutes = 70,400 minutes/60 = 1173 hours X \$24.89 = \$29,196. 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 100% of the time of a 1173 hour work year.

Police Service Dog Teams (K-9's) are put into two different categories for calculations. To optimize the skills and abilities of the differently trained teams we group the K-9's into L-1 certified teams and L-3 certified teams. There are 11 L-3 certified teams and 2 L-1 certified teams. The L-3 handlers are each required to perform 32 L-3 inspections and dog deployments as the situation dictates on commercial motor vehicles. A dog deployment is when the handler uses his police service dog to perform an exterior sniff on a commercial motor vehicle in search of contraband. We are estimating the 11 handlers will spend an average of 20 minutes on each of the 32 required inspections. This equates to 117.33 hours. We then add 20 dog deployments that these 11 handlers will do for an average of 10 minutes per deployment. This equates to 2,200 minutes or 36.66 hours, for a total of 154 hours dedicated to MCSAP eligible activities for L-3 certified police service dog teams. We then multiply the average wage of \$28.41 for a total cost of \$4,375. Due to the small percentage of time per individual K-9 team dedicated in this category for MCSAP eligible activities, calculations were made with the average time per inspection and dog deployment, and shown as 1 FTE dedicated 100% of the time of a 154 hour work year.

We are estimating the 2, L-1 certified K-9 teams will spend 53% of their time on MCSAP eligible activities based on state fiscal year 2015 timekeeping records. Costs are estimated at 2 handlers spending 53% of their 2088 hours in the year multiplied by the average wage of these two handlers of \$27.43 per hour. This totals \$60,710.

Overtime for Level 1 and L-3 Hours of Service inspections is budgeted for 2500 hours. 1500 hours will be completed by motor carrier inspectors, and 1000 hours will be completed by motor carrier troopers and highway patrol troopers. An average rate for MC Inspectors or \$18.79/hour at an overtime rate of 1.5 equates to \$28.19. 1500 hours at \$28.19 and is a total of \$42,285. An average rate for MC Troopers or \$27.42/hour at an overtime rate of 1.5 equates to \$41.13 and is a total of \$41,130. The overtime taken from the Federal Incentive Award funds and Basic Award. All overtime totals \$83,415. Due to not being able to add a line under Overtime that would accurately detail the two types of personnel that would perform the overtime, we have shown the total amount budgeted, when divided by 2500 hours, reflects an hourly rate of \$33.37. Due to rounding, the total budgeted amount for overtime is \$83,425.

Total eligible personnel costs equate to \$1,903,645.09 for MCSAP eligible activities. \$1,820,220.09 is attributed to salary, and \$83,425 is attributed to Overtime salary. We are budgeting to seek reimbursement of \$802,657.79 and show \$377,104 as the 15% state match. The remainder (\$723,883.30) of personnel costs are MOE.

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-federal grantees that have an accrual basis of accounting may have a separate line item for leave, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees. Depending on the state, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. For each of these standard employer taxes, under Position you may list "All Positions"; the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
HP Trooper	35.93	\$29,196.00	\$10,490.12	\$0.00	\$0.00	\$10,490.12
MC Inspector	35.93	\$1,012,224.82	\$363,692.38	\$114,700.34	\$0.00	\$248,992.04
L-3 Cert K-9 Handlers	35.93	\$4,375.00	\$1,571.94	\$0.00	\$0.00	\$1,571.94
L-1 Cert K-9 handlers	35.93	\$60,710.00	\$21,813.10	\$0.00	\$0.00	\$21,813.10
MC Trooper	35.93	\$641,233.00	\$230,395.02	\$143,720.00	\$0.00	\$86,675.02
MC Command Staff	35.93	\$72,480.00	\$26,042.06	\$0.00	\$0.00	\$26,042.06
Overtime	35.93	\$83,425.00	\$29,974.60	\$29,974.60	\$0.00	\$0.00
Sub-Total Fringe Benefits			\$683,979.22	\$288,394.94	\$0.00	\$395,584.28

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

We are calculating a fringe benefit rate of 35.93% applied to all MCSAP salaries. When paid time off is removed from the calculations, the following percentages are being claimed: Health Insurance 19.5%, Social Security/Medicare 7.65%, Unemployment Insurance .1%, Worker's Comp 2.68%, and mandatory retirement of 6%, for a total of 35.93%. Leave for all South Dakota State Employees is accrual based. No leave costs are associated or billed to MCSAP funds. We have no way of attributing non-worked hours to state or MCSAP funds so all leave costs are attributed to state funds.

3 - Spending Plan: Travel

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

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Routine MCSAP related travel lodging/meal allowance	28	195	\$86,040.00	\$86,040.00	\$0.00	\$0.00
Conference Travel	10	20	\$22,425.00	\$22,425.00	\$0.00	\$0.00
Training Travel	113	49	\$50,972.00	\$50,972.00	\$0.00	\$0.00
Sub-Total Travel			\$159,437.00	\$159,437.00	\$0.00	\$0.00

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

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 3 days to 7 days in length. Inspectors are also eligible for per diem expenses because they travel daily to a location away from their home station. We are budgeting per diem expenses of \$76,440. This is calculated at 28 inspectors being eligible for 195 per diem days at \$14 per day. We are also budgeting \$9,600 in motel expenses. This equates to 160 room nights at \$60 per night. The total budgeted for Routine MCSAP related travel (lodging and meal allowance) is \$86,040.

Conference Travel-

CVSA- We intend on sending three people to each of the two CVSA Conferences. We estimate cost of 3 people at each conference at \$550 per person per conference for registration fees. This totals \$3300. Airfare for three people for two conferences is estimated at \$600 per airline ticket for a total of \$3600. We are budgeting 5 motel nights for each person at \$200 per night for both conferences for a total of \$6000. Per diem cost are calculated at the South Dakota out of state per diem rate of \$45 per day, for 5 days for 3 people at 2 conferences. This totals \$1350. The total conference travel cost for CVSA conferences total \$14,250. The conference registration fees of \$3300 are shown in the conference costs line item and \$10950 for all other cost is shown as part of Conference Travel.

NAIC- We plan to send 3 people to NAIC in FY2017. We are budgeting 3 airline tickets for \$600 per person for a total of \$1800. We are budgeting 5 motel nights for each person at \$180 per night for a total of \$2700. Per diem costs are calculated at the South Dakota out of state per diem rate of \$45 per day, for 5 days for 3 people for a total of \$675. There are no registration fees for this conference. The total conference travel costs for NAIC is \$5,175.

COHMED- We plan to send 3 people to COHMED in FY16. We are budgeting 3 airline tickets for \$600 per person for a total of \$1800. We are budgeting 4 motel nights for each person at \$180 per night for a total of \$2160. Per diem costs are calculated at the South Dakota out of state per diem rate of \$45 per day, for 5 days for 3 people for a total of \$675. The conference registration fees are \$550 per person for a total of \$1650. The total conference travel cost for COHMED totals \$6285. The conference registration fees of \$1650 are shown in the conference costs line item and \$4635 for all other costs are shown as part of Conference Travel.

We intend to send one person to the **CVSA Data Management, Quality and FMCSA Systems Workshop** in Orlando FL. **This is a change from the initial eCVSP submission.** Previously, travel to the CVSA Winter Executive meeting was budgeted. That travel was not done, and is being replace by this conference. We are budgeting for 4 motel nights at \$210 per night for a total of \$840. We are budgeting 1

airline ticket for \$600. We are budgeting for one person eligible for 5 per diem days at the South Dakota out of state per diem rate of \$45 per day for a total of \$225. Conference registration fees are \$550. Total costs for the Data management conference is \$2,215. The conference registration fee of \$550 is shown in the conference costs line item and \$1665 for all other costs are shown as part of conference travel.

The total conference travel budgeted for is \$22,425.

Training Travel

MCSAP Grant Management Training- We are budgeting budgeting for 3 people to attend the 3 day meeting. We estimate 3 people in 3 motel rooms for 3 nights at \$150 per night. This totals \$1,350. We estimate airline tickets at \$600 each for a total of \$1800. Per diem costs are calculated at the South Dakota out of state per diem rate of \$45 per day for 4 days for 3 people which totals \$540. The total training costs for the MCSAP Grant Management training is \$3,690.

NAS General Hazardous Materials and Cargo Tank Inspection class- We are budgeting for travel expenses for 4 people to attend both Hazmat and Cargo Tank training in a neighboring state We are estimating motel expenses for 4 people for 5 nights for each class at \$100 per night for a total of \$4,000. We are budgeting perdiem expenses at the state's out of state perdiem rate of \$45 per day. 4 people for 5 days for two classes at \$45 per day totals \$1,800. There will be no flight expenses due to travel to a neighboring state makes air travel impractical. There are no registration fees for these classes. Total expenses budgeted for General Hazardous Materials and Cargo Tank Inspection classes total \$5,800

NAS Part A&B- South Dakota plans to host NAS Part A&B this fiscal year. We are planning to have 25 students in the class. Due to continuously full training schedules at South Dakota's Law Enforcement Training Center, we will not be able to house students in the dormitory. We are planning to utilize motel rooms for housing during the class. Due to some individuals being able to stay at their residence, we are budgeting for 20 motel rooms at the approved state rate of \$55 per night for 10 nights. This totals \$11,000. We are budgeting perdiem expenses at the state's long form perdiem rate of \$32 per day. 25 students for 12 days at \$32 per day totals \$9600. Total expenses budgeted for NAS Part A&B to are \$20,600.

Other Bulk Packaging- South Dakota will plan to attend an Other Bulk Packaging class based on availability in neighboring states. We are budgeting motel expenses of \$100 per night for 5 nights for 8 people, for a total of \$4,000. We are budgeting for 8 people at South Dakota's out of state per diem rate of \$45 per day for 5 days for \$1,800. There will be to flight expenses due to travel to neighboring states makes flying impractical. Total expenses budgeted for Other Bulk Packaging in \$5,800.

We are budgeting \$10,220 for a district meeting. District meetings are where all 60 motor carrier personnel in South Dakota gather for training. Training includes anything from traffic enforcement, hazardous materials training, inspection training and similar subjects. We are planning for one district meeting. The meeting will be two partial days and one full day. Personnel travel in the morning prior to the meeting on the first day and travel home in the afternoon of the last (third) day. We estimate the 58 people in 36 motel rooms rooms for two nights at South Dakota's state rate of \$55 per night. This totals \$3960. We estimate 60 people eligible for per diem costs for 3 days at South Dakota's long form per diem rate of \$32 per day for a total of \$5,760. We are budgeting \$500 for meeting space to hold the meetings and training. The total meeting cost is estimated at \$10,220.

We are budgeting \$2,000 for training travel for personnel to attend various in-state training offered throughout the grant year, that cannot be specifically planned for. This training could include field training officer training, to leadership training for supervisors, to other training that has not been scheduled at this time.

We are budgeting for expenses related to Instructor development training. We intend to send two individuals to training that will qualify one to teach NAS part A, one to teach NAS Part B, and another to teach General Hazardous Materials. All three will need to attend Instructor Development class. This class is conducted by the South Dakota Law Enforcement Training Center. Housing is available for not cost to the students and no tuition is charged. We are budgeting 6 days of perdiem expenses at South Dakota's in state long form per diem rate of \$32 per day for 3 people for a total of \$576. All other known expenses related to instructor certification are paid for the the National Training Center.

We are budgeting expenses to send 2 people to post crash inspection training at the Nebraska Law Enforcement Training Center in Grand Island NE. We are budgeting 6 days of per diem expenses for both people at South Dakota's out of state per diem rate of \$45 per day for a total of \$540. We are budgeting motel expenses of \$75 per night for 5 nights for a total of \$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 \$1,290.

PBBT Training- We are budgeting for 2 days per diem and 1 night lodging for 12 people to attend training associated with certification in operating a performance based brake tester. There are no facility or tuition fees associated with this training as the training will be conducted at a state facility and trainer costs are included in the purchase of the equipment. We are budgeting 12 people and the in-state per diem rate of \$14 per day for two days, for a total of \$336. We are budgeting for 12 motel rooms at \$55 per night, for a total of \$660. Total costs budgeted for PBBT Training is \$996.

The total budgeted amount for Training Travel is \$50,972.

South Dakota has two different in-state lodging rates. From September 1 to May 31, in-state lodging is paid at \$55 per night. From June 1 to August 31, in-state lodging is paid at \$70 per night. For the routine MCSAP travel related line item, we used \$60 as an average based on the amount of usual travel during the summer at the higher rate.

4 - Spending Plan: Equipment

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

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

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

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

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Motor Carrier Inspector Ford SUV	2	\$42,300.00	\$84,600.00	\$84,600.00	\$0.00	\$0.00
Motor Carrier Trooper Tahoe	1	\$51,027.00	\$51,027.00	\$51,027.00	\$0.00	\$0.00
Performance Based Break Tester	1	\$160,000.00	\$160,000.00	\$160,000.00	\$0.00	\$0.00
Arbitrator Video Camera	1	\$9,000.00	\$9,000.00	\$9,000.00	\$0.00	\$0.00
Sub-Total Equipment			\$304,627.00	\$304,627.00	\$0.00	\$0.00

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

South Dakota Highway Patrol annually purchases an average of 47 vehicles that are used by personnel to perform MCSAP eligible activities to various levels. For FY2017 we are budgeting MCSAP funds to be used to purchase 3 of those 47 vehicles. We plan to purchase 2 Ford Interceptor SUV and 1 Chevrolet Tahoe- to be used by motor carrier services employees. We are estimating the purchase price of the Ford SUV to be used by motor carrier inspectors at \$32,000, and the Chevrolet Tahoe used by a motor carrier trooper at \$38,500. We are budgeting for \$2,700 for a light bar package, and \$2,000 for the equipment console for a total of \$36,700 for the Ford SUV. The equipment console includes the brackets for the police radio, lightbar controller, computer dock and stand. The contract bid price for the Tahoe is \$38,000. We are also budgeting \$2,800 for a light bar, \$1,500 for rear equipment rack, \$897 for prisoner transport cage, \$230 for the push bumper, and \$2,000 for the equipment console. For all three vehicles we are also budgeting for \$5,600 for the camera system. The total for the Ford SUV's totals \$84,600 (2 X \$42,300= \$84,600). The total for the Chevrolet Tahoe is \$51,027. We are seeking 100% reimbursement for these 3 of 47 vehicles due to the personnel who will be issued these vehicles are MCSAP staff. While they are not listed under personnel costs as 100% MCSAP employees, they begin their shift with the intent, and by supervisor direction, to spend their time on CMV inspections and enforcement. They are listed at 80% MCSAP employees only due to the fact that occasionally they may be required to respond to a non-CMV related call such as an injury crash, drunk driver, or other hazardous driver. They are not directed to dedicate a certain percentage of time to non-MCSAP activities as some agencies do. We use 80% in personnel cost budgeting to provide the most accurate budget estimate possible, not because they intend to spend time on non-MCSAP functions. Since they intend to spend 100% of their time on MCSAP duties, but only occasionally spend time on non-MCSAP functions only as required by police response, we did not pro-rate the vehicle costs.

We are budgeting \$160,000 to purchase one mobile Performance Based Break Tester (PBBT). This equipment will assist in screening commercial vehicles for further inspection as well as identify brake violations. A PBBT has also been shown to discover equipment failures that can cause brake failure and are not readily identifiable with traditional inspection methods. This piece of equipment is mobile and operates off of a specialized trailer. The equipment is unloaded and staged for a commercial vehicle to pull onto the equipment. After testing, the equipment is loaded back on to the trailer and can be transported to a new location. The cost estimate is based on initial price inquiries from vendors but will be purchased through a competitive request for proposal process. Our intended use of the equipment is to discover brake deficiencies so they can be properly repaired before a crash happens. Since the motor carrier industry is interstate in nature, we hope to help reduce equipment failure related fatal and injury crashes not only in South Dakota but nationwide.

We are budgeting \$9,000 for an Arbitrator in car video camera(s) to be mounted in a South Dakota Highway Patrol owned semi-tractor trailer combination. The video system will have a camera to the front and to the rear of the combination. The semi-tractor trailer combination will be used in TACT style enforcement operations to record traffic violations committed around the combination in support of traffic crash reduction goals. When violations are observed, the vehicle identifiers would be radioed to a nearby patrol unit that could stop the vehicle and take enforcement action. The video evidence recorded will then be used in court proceedings for prosecution of the offenders. The South Dakota Highway Patrol already uses the Arbitrator brand video cameras for all vehicles in our fleet. The added expense for this model is for the extra equipment need to install the camera on a semi-tractor trailer combination.

5 - Spending Plan: Supplies

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

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

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Vehicle Equipment Rack	2	each	\$3,750.00	\$7,500.00	\$7,500.00	\$0.00	\$0.00
Safety Booth Equipment	4	each	\$1,200.00	\$4,800.00	\$4,800.00	\$0.00	\$0.00
Safety pamphlet	10000	each	\$0.25	\$2,500.00	\$2,500.00	\$0.00	\$0.00
Nylon Duty Belts	2	each	\$400.00	\$800.00	\$800.00	\$0.00	\$0.00
Trooper L-1 Uniforms	4	each	\$250.00	\$1,000.00	\$1,000.00	\$0.00	\$0.00
HMR Software-Regscan HazMat Software	1	year	\$9,500.00	\$9,500.00	\$9,500.00	\$0.00	\$0.00
Safety Inspection Equipment	1	year	\$1,500.00	\$1,500.00	\$1,500.00	\$0.00	\$0.00
Havis Computer Dock	2	each	\$700.00	\$1,400.00	\$1,400.00	\$0.00	\$0.00
Printers	7	each	\$400.00	\$2,800.00	\$2,800.00	\$0.00	\$0.00
Laptop Computers	5	each	\$3,900.00	\$19,500.00	\$19,500.00	\$0.00	\$0.00
Office Supplies	1	year	\$1,000.00	\$1,000.00	\$1,000.00	\$0.00	\$0.00
Semi Combination operating supplies	1	each	\$12,000.00	\$12,000.00	\$12,000.00	\$0.00	\$0.00
Regulatory Manuals	60	per person	\$70.00	\$4,200.00	\$4,200.00	\$0.00	\$0.00
Sub-Total Supplies				\$68,500.00	\$68,500.00	\$0.00	\$0.00

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

Supplies

Office Supplies- We are budgeting \$1000 for various office supplies. This would include pens paper, staples, and like items used to conduct day to day operations and inspections.

Uniform Expenses

Trooper Level 1 Inspection Uniform- We are budgeting \$1000 for uniforms for troopers assigned Motor Carrier Services. This is to replace current uniforms as they become unserviceable due to wear and damage. These uniforms are a utility set of uniforms that will be worn when troopers intend to perform primarily level 1 inspections during their shift. Current issued uniforms for troopers are a tailored wool uniform that do not hide dirt and grease, and require dry cleaning. These utility uniforms are machine washable and better suited for the more intensive inspections.

Nylon Duty Belts- We currently have 13 sworn personnel who perform L-1 inspections. We are budgeting for 2 nylon duty belts to replace equipment that becomes unserviceable due to wear and or damage. The duty belts include the belt, holster, magazine holder, Taser holster, handcuff case, baton holder, and flashlight holder. The nylon belts are far more durable and appropriate for wear during inspection on CMV's due to the dirt and grease, and maneuvering under the CMV's. The duty belts are \$400 each for the 2 belts for a total of \$800.

Laptop Computers- We are budgeting for 5 Panasonic Toughbook laptop computers for employees who work on MCSAP eligible activities because previous equipment is exceeding their expected life expectancy. Unit costs for the laptop computers are \$3,900 a piece for a total of \$19,500. The price for these computers is reasonable for this type of laptop with the required features to fulfill our reporting requirements. While the employees that use these computers do not perform MCSAP eligible activities 100% of the time, the need for the computer is virtually 100% based on using it to perform those MCSAP activities. There is work performed on the computers such as management emails, and some report writing on non-eligible activities, but this is out of convenience since the computer is available. The computer's main use is for recording, reporting, issuing, and transmitting Vehicle Examination Reports and citations that are a result of MCSAP eligible inspections. Other uses include programs such as FMCSA's Guard, Safer, Query Central, FMCSA Portal, Regscan Hazardous Materials software, PC Miler, and similar programs that assist inspectors in performing CMV inspections. The personnel that utilize these computers are not listed in the personnel section as 100% MCSAP employees. For those listed as MC Trooper at 80%, since 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. For this reason we do not list them in personnel costs as 100% MCSAP employees as we would not bill MCSAP funds for those activities. When those occasions occur, they respond, but then turn investigations over to non-MCSAP personnel in most occasions and then return to CMV enforcement. For personnel listed as MC Inspector at 60%, their goal and job description is to go to various locations and perform MCSAP eligible inspections among other duties. They occasionally have to write a size and weight permit. This is usually the result of a safety inspection where it was discovered that a permit was required. A violation would be noted on the VER and driver issued a permit with the laptop computer. The computer is necessary to perform their MCSAP functions and only occasionally used in non-MCSAP functions. The 60% time allocation is an average. The users of these laptops are members of our mobile teams that do a higher number of MCSAP inspections, but are the same pay grade as those inspectors in the ports of entry, so are listed together. Their time allocation is higher than 60%, but there are only 14 mobile team members compared to 29 port employees, which results in a lower average. Non-MCSAP use of the computers is out of convenience since the computer is available, but could and have been done without the computer. Since the employees that are using the laptop computers only use them incidentally for non-MCSAP activities, we are seeking 100% reimbursement.

Printers- We are budgeting for 7 in car printers to replace printers that no longer function. These are thermal printers installed inside vehicles of troopers or mobile team inspectors to print Vehicle Examination Reports and citations to give the CMV drivers at the time of inspection. These printers are purchased from a competitive bid process for \$400 each. This totals \$2,800.

Havis Computer Dock- We are budgeting for 2 computer docks. These docking stations are installed in patrol cars and mobile team vans. The docks hold the computers securely in the vehicle, provide power, and facilitates communications between the printer, video cameras, and other peripherals. These are imperative for the safety and function of the computer. The computer docks are purchased from a competitive bid process for \$700 each, for 2 docks, for a total of \$1,400.

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

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

Safety pamphlet- We are budgeting \$2,500 to purchase or print pamphlets that can be given to CMV drivers and passenger car drivers to educate them on a variety of topics. Topics could include, pre-trip inspections, L-1 inspection procedures, Share the Road, Teens and Trucks, or other safety campaigns encouraging safe operation of trucks, or passenger cars operating around CMV's. Costs were estimated by available products on the market and printing cost estimation. This purchase can assist us with our community outreach goals that have increased to 1600 hours since the last fiscal year.

Safety booth equipment- 4 signs at \$300 each. These are roll up style banners with stands for display at trade and farm shows to direct attention to the highway patrol and the information being presented. We currently do not have any kind of display to attract attention to our booth so we can engage drivers for education. These would be assigned one each to the four geographical divisions

within the motor carrier section of the agency. We are also budgeting \$3600 for four "popups." This is a larger expandable background banner to further enhance the booth space. These purchases will assist us in reaching our community outreach goal that was increased last fiscal year to 1600 hours.

Vehicle Equipment Racks- These equipment racks will be installed in mobile team vans and motor carrier trooper pick-ups to house needed inspection equipment in the cargo area of the vehicle. Equipment in the racks are items such as creepers, wheel chalk, scales, temporary inspection site signage, and similar items. Previous equipment is homemade boxes that do not provide safety or security or occupant protection in the event of a crash, or protect the equipment against undue wear and damage during normal operations. We are budgeting for 2 of these racks at \$3,750 each for a total of \$7,500.

We are budgeting \$12,000 for various expenses related to operations of a South Dakota Highway Patrol semi-tractor trailer combination. The expenses are related to fuel, maintenance, purchase, and repair expenses for the combination to operate in TACT style enforcement operations in support of crash reduction goals. The combination will be operated in high traffic areas and when traffic violations occur around the combination, a nearby trooper will be given the vehicle description so the vehicle can be stopped and enforcement action taken. Since this is a new program and equipment use for South Dakota, we have no historical average for operating costs for this type of vehicle. Due to no historical cost data and the limited use for special operations in the FY17 grant year, we will only be seeking reimbursement for actual costs of operation. This will be tracked based on actual repair and maintenance receipts by vendors assigned to this equipment. Fuel costs are tracked using vehicle identifying purchases at state fueling facilities. The current condition of the semi-trailer owned by the highway patrol is questionable. It will likely be traded for a newer trailer but the trade difference for a different trailer will be below the \$5,000 equipment benchmark.

We are budgeting \$4,200 for regulatory manuals. We replace regulatory manuals every other year for motor carrier enforcement personnel to ensure they have a copy of the most recent regulations. These manuals include Federal Motor Carrier Regulations, Hazardous Materials Regulations, and CVSA Out of Service Manuals. These manuals are purchased from a competitive bid process.

6 - Spending Plan: Contractual

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

Contract means a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award.

Subaward means an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

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

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Oracle Database	\$7,000.00	\$7,000.00	\$0.00	\$0.00
Zuercher Program Maintenance	\$28,750.00	\$28,750.00	\$0.00	\$0.00
Inspection Building Maintenance	\$1,375.00	\$1,375.00	\$0.00	\$0.00
NetMotion computer program licenses	\$1,575.00	\$1,575.00	\$0.00	\$0.00
Computer/email maintenance accounts	\$89,154.00	\$89,154.00	\$0.00	\$0.00
Windows and Office license fees	\$17,550.00	\$17,550.00	\$0.00	\$0.00
Sub-Total Contractual	\$145,404.00	\$145,404.00	\$0.00	\$0.00

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

Computer/email maintenance accounts- The computer user fees are based on 78 computer accounts associated with the motor carrier services section. 53 of the accounts have been in use throughout previous grant years. 25 accounts are new accounts that will be added late in FY16. These 25 new accounts are for existing employees that have never had the accounts before. We simply could not fund them. These personnel shared a general account. The additional accounts will assist with computer access and security, as well as management emails and communication. The South Dakota Bureau of Information and Technology, a state government agency, charges all state agencies a fee of \$127 per month for every computer account. We are budgeting MCSAP funds to be used for an average of 75% of this cost which totals \$89,154 for 78 accounts. These expenses allow us to effectively communicate in performing our jobs, upload inspection reports, and verify carrier's status at the roadside.

For each computer user, the South Dakota Highway Patrol must pay the South Dakota Bureau of Information and Technology licensing fees for Windows 10 and Office 360. The software licensing is charged at \$300 per year for each computer account. We are budgeting MCSAP funds to be used for an average of 75% of this cost with totals \$17,550.

These cost are allocated at 75% based on a conservative best estimate. The vast majority of activity on the IT accounts and software licenses revolves around MCSAP eligible activities. We have other ways to complete job duties that are not MCSAP activities without the IT accounts such as size and weight permits. As shown, 25 of these are new accounts, showing that we have completed other duties without the accounts. We chose not to seek 100% reimbursement due to the occasional non-MCSAP activity done over email. There is no practical way to determine and track in an individual email is a question on a MCSAP inspection, portal account information, or if the

email was notification of a co-workers retirement party. The email accounts are intended to allow for efficient communication between employees and agency supervisors. With each user having their own IT account, network safety and accountability for the computer use, and employee communications are enhanced. We can ensure personnel are receiving information such as inspection bulletins or regulatory changes and not just hoping they saw the information before it was deleted from a shared email account. These accounts also provide the mechanism for drivers utilizing EOBR's to transmit log book pages and information to the inspector at the time of inspection. The 75% is a conservative estimate in absence of a practical way to track subject matter of the accounts.

NetMotion is a computer program that keeps our laptop computer connected to any available internet service. This software was purchased by the state through a competitive bid process. 35 licenses are required for the motor carrier division at \$45.00 each. This is an annual cost of \$1575.

We pay \$1375 annually for a maintenance contract for the Jefferson Port of Entry Inspection building. The contract is for the maintenance of the Jefferson POE building's heating and cooling system. This inspection building is used only for the performance of Level 1 to Level 4 inspections. The building serves no other purpose other than performing MCSAP eligible inspections, so 100% of the contract is included in the proposed budget.

Zuercher Program Maintenance- SD Highway Patrol uses a software program called Zuercher for records management, case reports, police dispatching, and electronic citation completion and issuance. The annual maintenance agreement for the software is \$115,000. Motor Carrier Services makes up approximately 25% of the agency. We are budgeting 25% of the \$115,000 maintenance costs for a total of \$28,750. 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.

Oracle Database- We are budgeting \$7,000 for the Motor Carrier Services to purchase a host server for the Oracle data base systems. This server hosts the information and transmission for SafetyNet. Previous data base servers have been converted to a different database system and it is necessary to establish a new one to support transmission of vehicle examination reports to FMCSA. In FY2016, \$2,000 was budgeted for this project as the server was to be shared with 2 other state agencies. Those two agencies have since decided to transition to other products so we must purchase the server ourselves.

7 - Spending Plan: Other Costs

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

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

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

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs	\$1,725,323.92	\$106,970.08	\$0.00	\$0.00

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Fleet Costs/Mileage Repairs	28	each	\$9,979.86	\$279,436.08	\$0.00	\$0.00	\$279,436.08
CVSA Dues	1	Annual	\$5,300.00	\$5,300.00	\$5,300.00	\$0.00	\$0.00
Inspection Building Utility Costs	1	year	\$3,500.00	\$3,500.00	\$3,500.00	\$0.00	\$0.00
Communicaitons	12	month	\$2,360.54	\$28,326.48	\$28,326.48	\$0.00	\$0.00
CVSA Inspection Stickers	4700	package	\$0.28	\$1,316.00	\$1,316.00	\$0.00	\$0.00
Conference Registration Costs	10	conference	\$550.00	\$5,500.00	\$5,500.00	\$0.00	\$0.00
Inspection site building maintenance	1	total	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Central Services	1	annually	\$15,700.00	\$15,700.00	\$15,700.00	\$0.00	\$0.00
Sub-Total Other Costs				\$349,078.56	\$69,642.48	\$0.00	\$279,436.08

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

Conference Registration Costs- Registration fees for 3 people to attend 2 CVSA conferences at \$550 per person per conference. This totals \$3,300. Registration fees for 3 people to attend COHMED at \$550 per person totals \$1650. Registration fees for the CVSA Data Management, Quality and FMCSA Systems Workshop for 1 person to attend is \$550 (This cost is an addition since the initial grant review). Total conference registration costs total \$5,500.

CVSA Decals- We purchase 4,700 CVSA Inspection decals at \$0.28 a piece for issue to equipment that meets the inspection criteria. This totals \$1316.

CVSA dues- CVSA dues are set by CVSA and are expected to remain at \$5300 per year.

Communications- Air cards provide cellular internet service for locations other than fixed facilities. We are budgeting for 40 computer air cards used by personnel. These air cards are \$44.49 per month for a total of \$1,779.60. We are budgeting for 7 smart phones at

\$69.30 per month for a total of \$485.10. We are budgeting 15 smart phones at 48.99 per month for a total of \$734.85. We are budgeting for 7 basic phones at \$21.12 per month for a total of \$147.84. This totals \$3147.39 per month or \$37,768.68 per year. We are budgeting for 75% of these costs to be paid by MCSAP funds for a total of \$2,360.54 per month or a total of \$28,326.48 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.

Inspection Building Utility Costs- We are budgeting \$3500 annually for propane to heat the Sisseton Port of Entry Inspection building. This inspection building is used only for the performance of Level 1 to Level 4 inspections. The building serves no other purpose other than performing MCSAP eligible inspections, so 100% of the contract is included in the proposed budget.

Inspection site building maintenance- We currently have various roadside inspection sites throughout the state that were constructed in the 1970's and 1980's. These facilities are in need of upkeep such as tile floors, countertop replacement, paint, doors, windows, and desks. Due to the wide variety of materials and labor needed at each individual site, and the variety of need unique to each site, we are budgeting a flat cost of \$10,000. This purchase will hopefully increase efficiency and productivity and encourage more use of these sites that are not manned every day, which increases the randomness of the inspection locations that are active on any given day. No site will have new construction or additions to the structure. Only maintenance or replacement of current facility inventory will be done.

There are 28 vehicles that are used to directly support MCSAP activities. In FFY16 we were able to add 3 additional troopers to the motor carrier enforcement program. Based on past records, MCSAP personnel travel about 450,000 miles per year. We are applying a mileage rate of \$.62/mile. The MCSAP fleet is made up of largely of SUV's and pick-ups, with only one car. We are attributing these expenses as MOE.

The South Dakota Highway Patrol is assessed administrative fees by various other state agencies and called Central Services. These fees are specific to the type of expense and can be allocated between MCSAP and non-MCSAP eligible expenses. We are budgeting \$10,000 for the SD Bureau of Finance Management. We are assessed a fee for every financial transaction we do to pay a bill, for example when we purchase office supplies and a check is sent from the state to the vendor, a fee is assessed by BFM. We are budgeting \$4,200 for fees assessed by the SD Bureau of Human Resources. These are fees for processing payroll and time records as well as employee management services. We are budgeting \$1,500 for fees assessed by the SD Bureau of Administration. These are fees based on procurement services and property management services. Procurement fees are based on capital asset purchases such as vehicles, and property management fees are based on facility maintenance and space, such as heat and air conditioning. Total budgeted for Central Services totals \$15,700.

In December 2016, South Dakota received a new indirect cost rate agreement. This file has been uploaded and attached to the eCVSP. The indirect cost rate changed from 3.5% to 6.2%.

8 - Spending Plan**Instructions:**

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$2,136,921.00	\$377,104.00	\$2,514,024.00

Allowable amount for Overtime (15% of total award amount without justification): \$377,104.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$189,919.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
HP Trooper	\$0.00	\$0.00	\$0.00	\$29,195.97
MC Inspector	\$319,232.79	\$377,104.00	\$696,336.79	\$315,888.03
L-3 Cert K-9 Handlers	\$0.00	\$0.00	\$0.00	\$4,375.14
L-1 Cert K-9 handlers	\$0.00	\$0.00	\$0.00	\$60,710.27
MC Trooper	\$400,000.00	\$0.00	\$400,000.00	\$241,233.15
MC Command Staff	\$0.00	\$0.00	\$0.00	\$72,480.74
Overtime	\$83,425.00	\$0.00	\$83,425.00	\$0.00
Subtotal for Personnel	\$802,657.79	\$377,104.00	\$1,179,761.79	\$723,883.30

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
HP Trooper	\$0.00	\$0.00	\$0.00	\$10,490.12
MC Inspector	\$114,700.34	\$0.00	\$114,700.34	\$248,992.04
L-3 Cert K-9 Handlers	\$0.00	\$0.00	\$0.00	\$1,571.94
L-1 Cert K-9 handlers	\$0.00	\$0.00	\$0.00	\$21,813.10
MC Trooper	\$143,720.00	\$0.00	\$143,720.00	\$86,675.02
MC Command Staff	\$0.00	\$0.00	\$0.00	\$26,042.06
Overtime	\$29,974.60	\$0.00	\$29,974.60	\$0.00
Subtotal for Fringe Benefits	\$288,394.94	\$0.00	\$288,394.94	\$395,584.28

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Routine MCSAP related travel lodging/meal allowance	\$86,040.00	\$0.00	\$86,040.00	\$0.00
Conference Travel	\$22,425.00	\$0.00	\$22,425.00	\$0.00
Training Travel	\$50,972.00	\$0.00	\$50,972.00	\$0.00
Subtotal for Program Travel	\$159,437.00	\$0.00	\$159,437.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Motor Carrier Inspector Ford SUV	\$84,600.00	\$0.00	\$84,600.00	\$0.00
Motor Carrier Trooper Tahoe	\$51,027.00	\$0.00	\$51,027.00	\$0.00
Performance Based Break Tester	\$160,000.00	\$0.00	\$160,000.00	\$0.00
Arbitrator Video Camera	\$9,000.00	\$0.00	\$9,000.00	\$0.00
Subtotal for Equipment	\$304,627.00	\$0.00	\$304,627.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Vehicle Equipment Rack	\$7,500.00	\$0.00	\$7,500.00	\$0.00
Safety Booth Equipment	\$4,800.00	\$0.00	\$4,800.00	\$0.00
Safety pamphlet	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Nylon Duty Belts	\$800.00	\$0.00	\$800.00	\$0.00
Trooper L-1 Uniforms	\$1,000.00	\$0.00	\$1,000.00	\$0.00
HMR Software- Regscan HazMat Software	\$9,500.00	\$0.00	\$9,500.00	\$0.00
Safety Inspection Equipment	\$1,500.00	\$0.00	\$1,500.00	\$0.00
Havis Computer Dock	\$1,400.00	\$0.00	\$1,400.00	\$0.00
Printers	\$2,800.00	\$0.00	\$2,800.00	\$0.00
Laptop Computers	\$19,500.00	\$0.00	\$19,500.00	\$0.00
Office Supplies	\$1,000.00	\$0.00	\$1,000.00	\$0.00
Semi Combination operating supplies	\$12,000.00	\$0.00	\$12,000.00	\$0.00
Regulatory Manuals	\$4,200.00	\$0.00	\$4,200.00	\$0.00
Subtotal for Supplies	\$68,500.00	\$0.00	\$68,500.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Oracle Database	\$7,000.00	\$0.00	\$7,000.00	\$0.00
Zuercher Program Maintenance	\$28,750.00	\$0.00	\$28,750.00	\$0.00
Inspection Building Maintenance	\$1,375.00	\$0.00	\$1,375.00	\$0.00
NetMotion computer program licenses	\$1,575.00	\$0.00	\$1,575.00	\$0.00
Computer/email maintenance accounts	\$89,154.00	\$0.00	\$89,154.00	\$0.00
Windows and Office license fees	\$17,550.00	\$0.00	\$17,550.00	\$0.00
Subtotal for Contractual	\$145,404.00	\$0.00	\$145,404.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Fleet Costs/Mileage Repairs	\$0.00	\$0.00	\$0.00	\$279,436.08
CVSA Dues	\$5,300.00	\$0.00	\$5,300.00	\$0.00
Inspection Building Utility Costs	\$3,500.00	\$0.00	\$3,500.00	\$0.00
Communicaitons	\$28,326.48	\$0.00	\$28,326.48	\$0.00
CVSA Inspection Stickers	\$1,316.00	\$0.00	\$1,316.00	\$0.00
Conference Registration Costs	\$5,500.00	\$0.00	\$5,500.00	\$0.00
Inspection site building maintenance	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Central Services	\$15,700.00	\$0.00	\$15,700.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$69,642.48	\$0.00	\$69,642.48	\$279,436.08

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$1,838,663.21	\$377,104.00	\$2,215,767.21	\$1,398,903.66
Indirect Cost	\$106,970.08	\$0.00	\$106,970.08	\$0.00
Total Costs Budgeted	\$1,945,633.29	\$377,104.00	\$2,322,737.29	\$1,398,903.66