



SOUTH CAROLINA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2018 - 2020
Annual Update FY 2019**

Date of Approval: July 09, 2019

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

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

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

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

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

REMINDERS FOR FY 2019:

Multi-Year plans—For FY 2019, all States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

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

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

All multi-year and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

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

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

Part 1 Section 2 - Mission/Goal Statement

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

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

The South Carolina Department of Public Safety (SCDPS) is the lead agency in South Carolina for the administration of the Commercial Vehicle Safety Plan (CVSP). The State Transport Police (STP) Division of SCDPS is primarily responsible for the development and implementation of the CVSP. SCDPS has adopted a "Target Zero" approach. This means our resources are directed to one goal - The Elimination of Highway Fatalities. STP administers the Federal Motor Carrier Safety Assistance Program in South Carolina as well as the regulatory programs affecting intrastate and interstate commercial motor vehicles (CMVs). STP is primarily responsible for enforcing state and federal laws governing commercial motor vehicles.

The core mission of STP is to protect and promote public safety on the state roadways by ensuring the safe operation of motor carriers. This mission requires the accomplishment of four key goals: (1) preventing collisions, (2) removing unsafe drivers and vehicles from our roads, (3) protecting our environment from hazardous materials being transported on our roadways, and (4) preventing the premature deterioration of our roads and bridges through the STP Size & Weight Enforcement Program. All STP commissioned officers have full arrest authority and statewide jurisdiction.

STP is divided into the following operations units:

1. Field Enforcement focuses on enforcing Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs), state and federal size and weight laws and other state laws throughout the state.
2. The Motor Carrier Compliance unit conducts shipper and carrier compliance investigations.
3. The Hazardous Materials Unit enforces the HMRs and monitors the transporting and shipping of hazardous materials throughout the state.
4. The New Entrant Unit is responsible for contacting and conducting safety audits on all new interstate carriers entering into the new entrant program.

Our State is working diligently through the Department of Public Safety's State Transport Police in partnership with our federal partners to accomplish fatality reduction goals for South Carolinians and for the motoring public. If accomplished, this would serve to coincide with NHTSA, FHWA and FMCSA's goals to reduce overall roadway fatality rate to 1.02 fatalities per 100 million vehicle-miles traveled (VMT). FMCSA has set a 2015 Large Truck and Bus Fatality Rate Goal of 0.114 per 100 million Vehicle Miles Traveled (VMT). In previous years, South Carolina fatality reduction goals were expressed as the actual number of fatal crashes. Starting with CY 2014, South Carolina will convey the goals using the rate of fatalities per 100 million Vehicle Miles Traveled (VMT). In South Carolina, an analysis of the Large Truck and Bus fatal collisions using the Motor Carrier Management Information System (MCMIS) revealed the fatality rates listed below:

2011 – 0.201	(98 fatal crashes / VMT 48,734,400,498)
2012 – 0.208	(102 fatal crashes / VMT 48,902,076,451)
2013 – 0.151	(74 fatal crashes / VMT 48,987,427,427)
2014 – 0.138	(69 fatal crashes / VMT 49,949,815,024)

2015 -- 0.257 (133 fatal crashes / VMT 51,723,076,753)
 2016 - 0.187 (102 fatal crashes / VMT 54,403,528,021)

This information was obtained using MCMIS (7/3/2017).

South Carolina is committed to working with FMCSA to reduce the national roadway fatality rate involving large trucks and buses to 0.114 per 100 million VMT by the end of CY2020. This would represent a 39% reduction in our fatality rate.

STP is the lead agency for MCSAP and provides focused leadership for MCSAP activities supported by numerous agencies including the following agencies/divisions:

1. SC Dept. of Motor Vehicles (DMV)
 - Motor Carrier Services (Vehicle Registration, IFTA, IRP)
 - Commercial Driver's License (CDL)
2. SC Dept. of Transportation (DOT)
 - Oversize/Overweight Permits
3. SC Dept. of Public Safety
 - Office of Highway Safety
 - South Carolina Highway Patrol
4. US Department of Transportation (USDOT)
 - Federal Motor Carrier Safety Administration (SC Division)
 - Federal Highway Administration

STP utilizes the latest in technology with 100% of its field enforcement staff equipped with laptop computers, mobile internet, with access to FMCSA Portal, Query Central, CVIEW, CDLIS, SCDMV, and other systems. STP officers patrol the roadways and work out of fixed inspection facilities.

VMT/Fatality Rate updated.

2011 – 0.201 (98 fatal crashes / VMT 48,732,400,498)
2012 – 0.208 (102 fatal crashes / VMT 48,902,076,451)
2013 – 0.151 (74 fatal crashes / VMT 48,987,427,427)
2014 – 0.138 (69 fatal crashes / VMT 49,949,815,024)
2015 -- 0.257 (133 fatal crashes / VMT 51,723,076,753)
2016 - 0.187 (102 fatal crashes / VMT 54,403,528,021)
2017 - 0.157 (87 fatal crashes / VMY 55,495,703,171)

This information was obtained using MCMIS (7/17/2018).

Part 1 Section 3 - MCSAP Structure Explanation

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

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

The STP personnel that provide support to the MCSAP Basic/Incentive program are broken down as follows:

Seventy (70) officers are assigned to six (6) Enforcement Regions that encompass 46 counties; those officers perform various functions within and outside the scope of MCSAP Basic/Incentive funded programs. Efforts are currently underway to recruit and hire an additional fifteen (15) officers. See below for a more in-depth explanation of this structure that breaks the specific activities into MCSAP Basic/Incentive funded and non-funded functions.

- Seventy (70) officers are assigned to Field Enforcement
- Nine (9) officers are assigned to Headquarters (Command Staff / Program Management)
- Three (3) officers are assigned to the Hazardous Materials Unit
- One (1) officer is assigned as the Community Relations Officer at Headquarters
- One (1) officer is assigned to the Central Evidence Facility
- One (1) officer and three (3) civilians are assigned to the Motor Carrier Compliance (MCC) Unit
- Three (3) civilian weight specialists are assigned to CMV Inspection / Weigh Stations
- Eleven (11) civilians are assigned to administrative duties at Headquarters
- Six (6) civilians are assigned to the New Entrant Auditor Unit

Commercial Motor Vehicle Enforcement Programs funded with MCSAP Basic/Incentive funding:

Motor Carrier Safety Assistance Program (MCSAP):

STP participates in MCSAP, administered by the Federal Motor Carrier Safety Administration (FMCSA), for the improvement of motor carrier safety in South Carolina. This is a performance-based grant program with a continuing focus on the historical and essential elements of the national commercial vehicle safety program, driver/vehicle inspections, data collection and reporting, traffic enforcement, public education and compliance investigations. The STP Commercial Vehicle Safety Plan (CVSP) establishes programs and goals for motor carrier safety with performance objectives in support of MCSAP. STP supports this program with 85 commissioned law enforcement officers and nine (9) civilians.

Of the 85 commissioned law enforcement officers who participate in MCSAP eligible activities, there are seven (7) Command level officers whose personnel costs are not grant funded and do not conduct Driver/Vehicle Inspections. Those seven (7) officers do contribute towards traffic enforcement activities.

SafetyNet:

SafetyNet is a database management system that allows entry, access, analysis, and reporting of data from driver/vehicle inspections, crashes, compliance investigations, assignments, and complaints. It is operated by State safety agencies and Federal Divisions and interfaces with Aspen, SAFER, MCMIS and State systems. It is an Oracle based client-server application that runs on MS Windows server.

Compliance Investigation Program:

The STP Motor Carrier Compliance (MCC) Unit conducts inspections of records, vehicles, and equipment under the authority of CFR Title 49, Part 385. The CFR establishes procedures to determine the safety fitness of motor carriers, assign safety ratings, take remedial action when required, and prohibit motor carriers receiving an unsatisfactory safety rating from operating a commercial motor vehicle.

D.R.I.V.E (Distracted, Reckless, Impaired, and Visibility Enforcement) Outreach, Education and Enforcement) Program:

D.R.I.V.E. is a comprehensive high visibility program designed to address driver behavior in three areas: Outreach, Education, and Enforcement. The overall goal is to create a social climate that stigmatizes unsafe, distracted, and impaired driving behaviors as socially unacceptable. The Outreach and Education efforts are aimed at highlighting and addressing the unsafe driving behaviors before they occur, thereby generating voluntary compliance by drivers.

1. **Outreach** - South Carolina plans to reach out to South Carolina Domiciled Carriers that are involved in fatal collisions and/or numerous collisions in an attempt to prevent future occurrences. These presentations will be generated in the Regions by each Regional Commander.
2. **Education** - South Carolina will take a proactive approach to highlight the negative consequences of distracted and impaired driving behaviors, especially in and around commercial motor vehicles. The CRO and other officers will operate "Safety Breaks" during the D.R.I.V.E. Enforcement specials to discuss the materials displayed and be available for all media contact if necessary. These personnel will also field questions from the public and discuss our enforcement initiatives along the specific corridor as it pertains to each individual's trip along the corridor and the impact it has had on them. Additionally, South Carolina will adopt/develop a curriculum that will be aimed at providing comprehensive hands-on presentations on CMV Safety which will consist of multiple safety stations focusing on distracted driving, impaired driving, and unsafe driving behaviors in and around commercial motor vehicles. These presentations will be conducted at motor carriers, high schools, colleges, civic organizations, and other groups throughout the State. The overall intent is to change bad driver behavior through awareness and education.
3. **Enforcement** - South Carolina will focus enforcement activity on high crash corridors as well as high CMV traffic areas.
 - On at least a quarterly basis, STP hosts coordinated Safe D.R.I.V.E. traffic enforcement events in partnerships with the FMCSA, southern states, and local law enforcement agencies along major Interstate corridors.
 - STP will conduct periodic Enforcement Blitzes during off-peak hours in each region of the state focusing on the fatal and serious crash trends..
 - In addition to the Safe D.R.I.V.E. events, four (4) unmarked D.R.I.V.E. Enforcement sport utility vehicles will be used throughout the state on a daily basis. In addition to the previously established D.R.I.V.E. vehicles, STP also utilizes three (3) unmarked pickup trucks which are permanently assigned to officers throughout the state. The purpose of these vehicles will be to focus on reduction of the state's fatality numbers on our high crash corridors and other areas identified as areas of concern by way of concentrated traffic enforcement activities in and around CMVs. In addition, the officers operating these pick ups will focus on eliminating work zone crashes involving CMVs.

New Entrant Safety Assurance Program:

The goal of this program is to conduct safety audits on all new interstate carriers entering the new entrant program. (See New Entrant Section of CVSP)

Innovative Technology Development (ITD) Program:

Consisting of what was formerly known as Commercial Vehicle Information System (CVISN) and Performance and Registration Information Systems Management (PRISM) includes a nationwide information sharing and partnership effort supported by the FMCSA that enables government agencies, motor carriers, and other parties to exchange information and conduct business transactions electronically.

Commercial Motor Vehicle Enforcement Programs NOT funded with MCSAP funding:

Waste Isolation Pilot Plant Program (WIPP):

Level VI certified officers conduct inspections on, and provide escorts for US Department of Energy generated shipments of transuranic waste from nuclear production facilities to fixed facilities.

Dyed Fuel Program:

Conduct inspections and remove samples of fuel from a vehicle, tank or another container to determine coloration of diesel fuel or to identify shipping paper violations.

Citation Processing Unit (CPU):

The CPU is responsible for recording all citation data issued by STP officers; receiving, accounting for and processing payments toward the fines for commercial motor vehicle size, weight and safety violations.

Size and Weight Enforcement Program:

CFR Title 23, Part 657 prescribes requirements for administering a program of vehicle size and weight enforcement by utilizing enforcement Regions and the enforcement officers assigned within. Activities take place on Secondary, Primary and Interstate roadways throughout the state as well as at nine (9) fixed inspection/weight facilities.

UPDATED PERSONNEL NUMBERS (JULY 13, 2018):

STP supports this program with 94 commissioned law enforcement officers and nine (9) civilians.

Of the 94 commissioned law enforcement officers who participate in MCSAP eligible activities, there are five (5) Command level officers whose personnel costs are not grant funded and do not conduct Driver/Vehicle Inspections. Those five (5) officers do contribute towards traffic enforcement activities.

Seventy (77) officers are assigned to six (6) Enforcement Regions that encompass 46 counties; those officers perform various functions within and outside the scope of MCSAP Basic/Incentive funded programs. Efforts are currently underway to recruit and hire an additional six (6) officers. See below for a more in-depth explanation of this structure that breaks the specific activities into MCSAP Basic/Incentive funded and non-funded functions.

- Seventy-seven (77) officers are assigned to Field Enforcement
- Eight (8) officers are assigned to Headquarters (Command Staff / Program Management)
- Three (3) officers are assigned to the Hazardous Materials Unit
- One (1) officer is assigned as the Community Relations Officer at Headquarters
- One (1) officer is assigned to the Central Evidence Facility
- One (1) officer and three (3) civilians are assigned to the Motor Carrier Compliance (MCC) Unit
- Two(2) civilian weight specialists are assigned to CMV Inspection / Weigh Stations
- Fourteen (14) civilians are assigned to administrative duties at Headquarters
- Six (6) civilians are assigned to the New Entrant Auditor Unit

Part 1 Section 4 - MCSAP Structure

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

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

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

Instructions:

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

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

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

Lead Agency Information	
Agency Name:	SOUTH CAROLINA DEPARTMENT OF PUBLIC SAFETY - STATE TRANSPORT POLICE
Enter total number of personnel participating in MCSAP activities	94
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	78
Traffic Enforcement Activities	89
Investigations*	10
Public Education and Awareness	13
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

Part 2 Section 2 - CMV Crash Reduction

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	113	0.17	0.2070
01/01/2015	12/31/2015	136	0.1450	0.2480
01/01/2014	12/31/2014	77	0	0.1540
01/01/2013	12/31/2013	79	0	0.1610
01/01/2012	12/31/2012	107	0	0.2180

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	6	0	0.0110
01/01/2015	12/31/2015	5	0	0.0096
01/01/2014	12/31/2014	1	0	0.0020
01/01/2013	12/31/2013	10	0	0.0204
01/01/2012	12/31/2012	7	0	0.0142

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

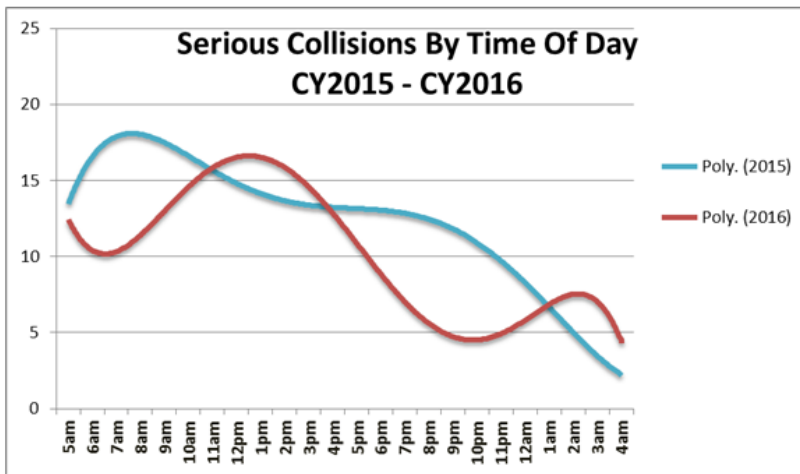
Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	5	0	0.0091
01/01/2015	12/31/2015	2	0	0.0038
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	1	0	0.0020

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

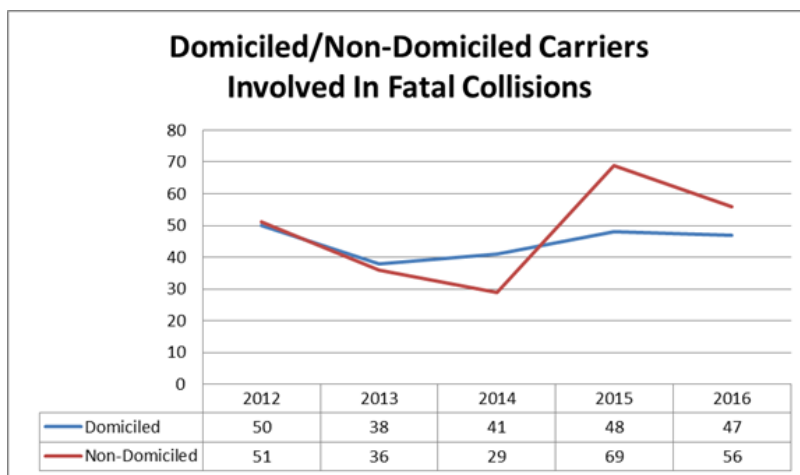
FMCSAs A&I Website captured date 7/3/2017.

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

1) Last year South Carolina recognized a growing trend of serious collisions occurring between the hours of 6pm-6am. Although this trend appeared to be growing slowly over the course of CY2012-CY2014 it appeared that the trend was becoming more prevalent during CY2015 and into the beginning months of 2016. An analysis proved that the percentage of serious crashes (Incapacitating/Fatal) grew by 73% (46 more crashes during this 12 hour period) from CY2014 (63 serious crashes between 6pm-6am) to CY2015 (109 serious crashes between 6pm-6am). Realizing that drastic changes in manpower utilization from peak hours that Commercial Motor Vehicles operate would cause additional and equal concerns during the hours of 6am-6pm. Strategic efforts were employed to address this growing concern by staying the course and continuing to focus our efforts on driver behavior on our top 10 high crash corridors and other high Commercial Motor Vehicles traffic areas. In doing so, South Carolina has realized a 31.19% decrease in serious collisions during the hours of 6pm-6am for CY2016. The chart below provides an illustration indicating the shift of serious collisions by time of day.

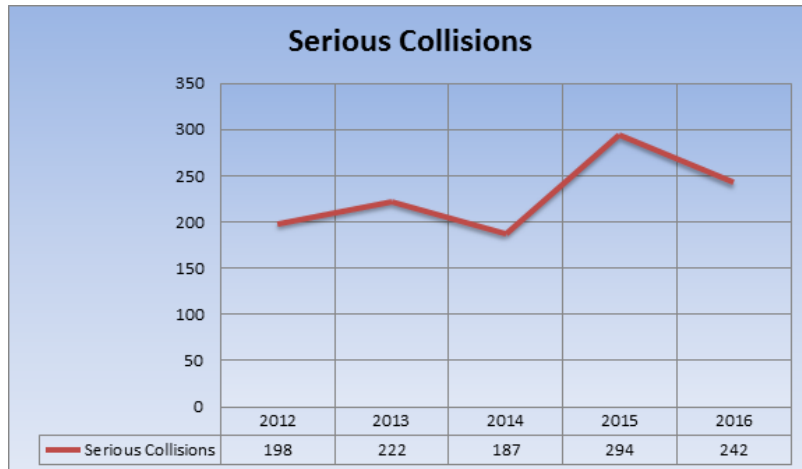


2) Last year South Carolina also recognized another growing trend pertaining to an increase of domiciled carriers being involved in fatal collisions. Although the growth was slow, it indicated a 26.31% (10 more fatal crashes) increase from CY2013 (38 crashes) to CY2015 (48 crashes). Through South Carolina’s continued efforts on delivering a comprehensive effort to include outreach, education, enforcement and compliance or focused investigations on South Carolina domiciled carriers and intrastate carriers involved in collisions with fatalities and/or multiple collisions, we have experienced a halt to this emerging trend. Currently, upon analyzing MCMIS data for CY2016, South Carolina has one less collision (47) when compared to CY2015.



3) South Carolina continues to focus on delivering a very comprehensive program. In doing so we include efforts concerning strong focused enforcement, education and outreach components and compliance or focused investigations to reduce and eventually eliminate fatal Commercial Motor Vehicle crashes in South Carolina. As we continue our efforts at driving down collisions in South

Carolina, we have realized not only an improvement in an emerging trend involving off peak collisions, and realized a 17.67% reduction (52 fewer serious collisions) in overall serious collisions when compared to CY2015. The illustration below indicates the trending patterns involving serious collisions from CY2012 through CY2016.



4) Another area of concern realized is personnel allocation in rural areas of the state. Although our high Commercial Motor Vehicle crash and high Commercial Motor Vehicle traffic regions are staffed adequately in most places, it poses a concern when participating in major enforcement initiatives that cover vast areas of the state. For example, we participate in the Safe D.R.I.V.E. Enforcement Program that encompasses large areas of the state with the focus on high visibility enforcement. This Program is detailed on page 5 under "MCSAP Structure Explanation." Visibility being the key component to this program leads to a unique problem concerning manpower allocation. To create the visibility needed for program success, many areas, including areas of low crash concern, must be staffed. Although staffed adequately for normal program success, areas are often in need of additional resources during high level enforcement events, such as Safe D.R.I.V.E.

In order to bolster our efforts and create the visibility needed during these high level enforcement initiatives, personnel from other regions will be temporarily assigned and lodged in areas as identified during these short term events.

Narrative Overview for FY 2018 - 2020

Instructions:

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

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

1) South Carolina is committed to working with the FMCSA and other stakeholders to reduce the large truck and bus fatal crash rate to 0.114 per 100 million vehicle miles traveled (VMT) by the end of CY2020.

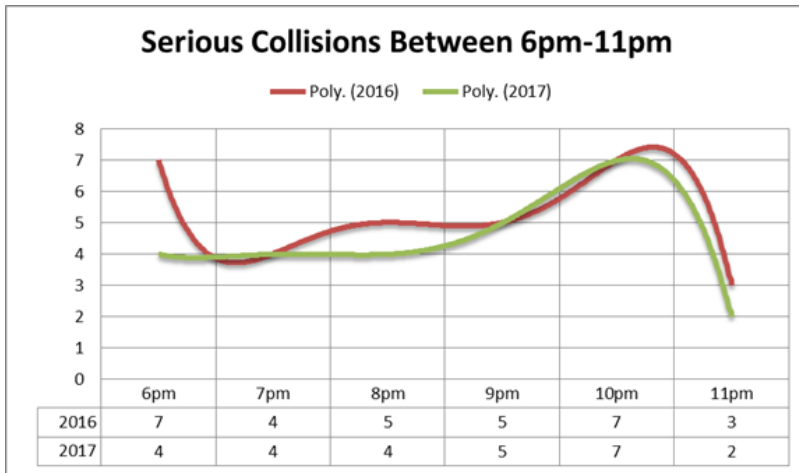
In CY2015, South Carolina experienced a substantial increase in highway traffic fatalities involving Commercial Motor Vehicles when compared to CY2012 - CY2014. Upon recognizing this trend we began research to identify variances in crash trends from prior years.

CY2015 crash data indicated an emerging concern between the hours 6pm-6am. During CY2016 resources were allocated and training was conducted to bolster our enforcement efforts aimed at driver enforcement concerns and a focused effort was instituted towards staffing our top 10 serious injury crash corridors. Although crash data for CY2016 indicates that we were able to reduce the number of serious collisions by 31.19%, 34 fewer serious crashes during the 12 hour period of 6pm-6am, it remains to be an area of concern that South Carolina will continue to address.

As indicated below, CY2017 (January 1 – July 31) data indicates that we are closely following CY2016 crash rate while tracking serious collisions during the hours of 6pm-11pm. Although the two years are closely matched, the CY2017 data is preliminary and only covers 7 months of data while the below CY2016 data indicates a 12 month overview. This trend remains a concern and South Carolina will continue to monitor the resource allocation of personnel during

these times of day as well as our impact on reducing serious collisions during this timeframe of 6pm-6am.

Although South Carolina indicates that this is an area of concern, 69.01% (167) of all serious crashes occur during the hours of 6am-6pm and the greater amount of resources will be allocated during this time frame.



2) Although we are not focusing **all** of our enforcement efforts on any designated set of roadways, the crash data indicates a set of corridors that are of concern. These highways *are* listed below. These corridors will be staffed according to the findings presented by crash data along with other areas of concern. The below chart identifies the Top CMV Crash Corridors (includes **all** crashes involving CMVs) and Top Serious Crash Corridors (includes only crashes that result in incapacitating injury or fatality).

Top CMV Crash Corridors		Top Serious Crash Corridors	
1	Interstate 26	1	Interstate 95
2	Interstate 85	2	Interstate 26
3	Interstate 95	3	Interstate 77
4	Interstate 77	4	US 17
5	Interstate 20	5	Interstate 85
6	US 17	6	US 25
7	US 52	7	US 52
8	US 76	8	US 76
9	US 21	9	Interstate 20
10	US 25	10	US 21

On these routes, 48 (57.14%) of all serious collisions occurred between 6:00am - 6:00pm and 36 (42.86%) occurred between 6:00pm - 6:00am which equates to 12 (14.29%) fewer serious collisions between the time periods. Due to this negligible difference, both time periods are of equal concern. These corridors also contribute to 34.71% (84 serious crashes) of all serious crashes in South Carolina. South Carolina will continue to track the collisions occurring on these corridors, in addition to other areas of concern, as well as the times of days they are occurring.

3) Another area of concern realized is personnel allocation in rural areas of the state. Although our high Commercial Motor Vehicle crash and high Commercial Motor Vehicle traffic regions are staffed adequately in most places, it poses a concern when participating in major enforcement initiatives that cover vast areas of the state. For example, we participate in the Safe D.R.I.V.E. Enforcement Program that encompasses large areas of the state with the focus on high visibility enforcement. Visibility being the key component to this program, as well as other coordinated enforcement initiatives, leads to a unique problem concerning manpower allocation. To create the visibility needed for program success, many areas, including those of low crash concern, must be staffed. Although staffed adequately for normal program success, these areas are often in need of additional resources during high level enforcement events such as our Safe D.R.I.V.E. initiative.

In order to bolster our efforts and create the visibility needed during these high level enforcement initiatives, personnel from other regions of the state will be temporarily assigned and lodged in these areas as identified during the days or weeks that these events take place. By allocating funding for these efforts, including the use of planned and incidental overtime, our abilities to curb serious crashes throughout South Carolina will be sustained and greatly aid in our success. South Carolina will monitor these events and record the success on reducing collisions in these regions of increased manpower allocation by indicating the overall crash picture in the weeks leading to the event, during the event and the weeks following such events.

Enter the data source and capture date:

Data retrieved from FMCSA's A&I and ReportBeam 8/4/2017.

Projected Goal for FY 2018 - 2020:

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

Fiscal Year	Annual Crash Reduction Goals
2018	3
2019	3
2020	3

South Carolina has set the crash reduction goals based on serious (incapacitating/fatal) crash reduction. Crash reduction goal: Reduce overall serious collisions 9% (approximately 270) by the end of CY2020.

Program Activities for FY 2018 - 2020: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

1) South Carolina has indicated that there is a need for attention concerning collisions that occur between the hours of 6pm-6am. This time frame represents the lowest amount of Commercial Vehicle traffic but contains nearly a third of all serious collisions that occur in South Carolina. All regions of the state will dedicate available personnel to conduct enforcement activities during these times of day. At least one full week per month, all regions will assign at least 25% of available personnel to provide enforcement functions during the hours of 6pm-6am. South Carolina will record and monitor the enforcement activities to ensure program success.

Due to driver error being the overwhelming factor in all collisions, South Carolina focuses its enforcement efforts on driver-related violations known to be contributing factors in CMV crashes. Although traffic enforcement is profoundly important to eliminating highway traffic fatalities, it is not the only focus. South Carolina has bolstered its education and detection of hours of service violations. During all of our enforcement efforts, all personnel utilizes a comprehensive approach to each enforcement contact examining all aspects involving unsafe driving behavior to include behavior that may lead to being cognitively distracted such as violating the hours of service regulations. South Carolina's aim during these hours of concern is to direct enforcement focuses on unsafe driver behavior. In these efforts, we aim for at least 50% of all violations found during this time frame to be driver oriented.

2) South Carolina has indicated the top ten serious injury crash corridors in South Carolina. Although we are not focusing all of our enforcement efforts on any designated set of roadways, the crash data indicates a set of corridors that are of concern. These corridors will be staffed according to the findings presented by crash data along with other areas of concern. South Carolina will ensure that 50% of all inspections conducted throughout the state are dedicated to these corridors of concern.

This will break down as follows:

- a. 2018: At least 19,000 inspections
- b. 2019: At least 20,705 inspections
- c. 2020: At least 22,654 inspections

With a high visibility enforcement program dedicating 50% of all inspection activity to these corridors of concern, it is our aim to reduce serious collisions 20% (48 serious crashes) by the end of CY2020.

This will break down as follows:

- a. 2018: A reduction of at least 16 serious crashes
- b. 2019: A reduction of at least 16 serious crashes
- c. 2020: A reduction of at least 16 serious crashes

3) Another area of concern realized is personnel allocation in rural areas of the state when participating in major enforcement initiatives that cover vast areas of the state. Although our high Commercial Motor Vehicle crash and high Commercial Motor Vehicle traffic regions are staffed adequately in most places, it poses a concern when participating in major enforcement initiatives that cover vast areas of the state. Often times, although staffed adequately for normal program success, these areas are in need of additional resources during these high level enforcement events such as our Safe D.R.I.V.E. initiative.

In order to bolster our efforts and create the visibility needed during these high level enforcement initiatives, personnel from outside

regions will be assigned, relocated and lodge in these areas as identified during the days or weeks that these events take place. By allocating funding for these efforts, including the use of planned and incidental overtime, our abilities to curb serious crashes throughout South Carolina will be sustained and greatly aid our success. South Carolina will monitor these events and record the success on reducing collisions on these corridors of increased manpower.

These major enforcement initiatives predominantly take place on the top 10 serious crash corridors but at times may take place in new developing areas of crash concern. This method of personnel allocation will aid in achieving our overall serious crash reduction goal by 9% by the end of CY2020.

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

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

Performance Measurement 1:

South Carolina has indicated that there is a need for attention concerning collisions that occur between the hours of 6pm-6am. This time frame represents the lowest amount of Commercial Motor Vehicle traffic but contains nearly a third of all serious collisions that occur in South Carolina. At least once a month South Carolina will assign at least 25% of available personnel to enforcement functions during the hours of 6pm-6am. South Carolina will record and monitor the enforcement activities to ensure program success. This activity will be monitored closely by reviewing personnel assignments weekly for proper manpower allocation by the enforcement commander.

South Carolina's aim during these hours of concern is to conduct high visibility enforcement with a strong focus on unsafe driver behavior. In these efforts, we aim for at least 50% of all violations found during this time frame to be driver oriented. South Carolina will monitor these activities by reviewing activity reports weekly that indicate the nature of all violations discovered during inspections.

Performance Measurement 2:

South Carolina has indicated the top ten serious injury crash corridors. South Carolina has taken on a data driven approach to identify the top 10 serious injury crash corridors. These corridors will be staffed according to the findings presented by crash data along with other areas of concern. South Carolina will ensure that 50% of all inspections conducted throughout the state are dedicated to these corridors of concern.

South Carolina will ensure the success of this activity by monitoring all inspection data through the SafetyNet system to ensure the adequacy of this activity. Personnel allocation to areas of concern will be monitored on a weekly basis to ensure the corridors of concern realize adequate coverage. These reports will be analyzed on a weekly basis to ensure the locations of activities are within the guidelines of corridors specified.

Performance Measurement 3:

Another area of concern is personnel allocation in rural areas of the state when participating in major enforcement initiatives that cover vast areas of the state. In order to bolster our efforts and create the visibility needed during these high level enforcement initiatives, personnel from other regions of the state will be temporarily assigned and lodged in these areas as identified during the days or weeks that these events take place. By allocating funding for these events, our abilities to curb serious crashes throughout South Carolina will be sustained and greatly aid our success. South Carolina will monitor these events and record the success on reducing collisions on these corridors of increased manpower.

These major enforcement initiatives predominantly take place on the top 10 serious crash corridors but at times may be adjusted as new crash trends are identified. This method of personnel allocation will aid in achieving our overall crash reduction goal by 9% by the end of CY2020. South Carolina will complete an analysis indicating the crash picture weeks prior to these events, during the activity and weeks following the events. This will ensure that manpower is being adequately allocated in the realization of maximum visibility.

Part 2 Section 3 - Roadside Inspections

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

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

Trend Analysis for 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	8678	8321	7521	5770	5384
Level 2: Walk-Around	17082	16690	17280	14680	11665
Level 3: Driver-Only	22474	22469	23631	24385	22781
Level 4: Special Inspections	17	1	3	8	26
Level 5: Vehicle-Only	853	485	406	568	361
Level 6: Radioactive Materials	203	182	63	3	1
Total	49307	48148	48904	45414	40218

Narrative Overview for FY 2018 - 2020

Overview:

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

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

South Carolina has 85 total full time law enforcement officers who are certified to conduct inspections. 80 of those officers devote approximately 80 percent of their time to MCSAP eligible activities which includes but is not limited to screening CMV's and conducting inspections as a part of their normal daily duties. Additionally, four (4) administrative officers and three (3) civilian compliance investigators conduct inspections to maintain North American Standard Certifications and as dictated by the protocols in the Electronic Field Operations Training Manual (eFOTM.) All uniformed law enforcement officers are expected to remain vigilant regarding unsafe vehicles when they are not performing administrative/management duties.

STP is dedicated to providing a professional and highly effective roadside and fixed facility inspection and enforcement program. Our ultimate goal is to eliminate all fatal and incapacitating injury collisions where CMVs are found to be at fault in any manner. In working towards this goal STP has established two (2) main objectives:

1. To conduct high visibility enforcement in all areas of concern as indicated by analysis of crash data, enforcement data and inspection data on at least a monthly basis. Information garnered from this data will allow STP to allocate resources to the locations and times identified as the most significant areas of concern, and
2. To improve enforcement efforts by conducting detailed and quality inspections to ensure that only qualified drivers and properly maintained commercial motor vehicles operate on South Carolina roadways.

As enforcement personnel patrol the state conducting routine enforcement activities, they are forever vigilant at recognizing signs of operating while under the influence of drugs, alcohol and/or inattentive operation. All personnel are trained in the use of alcohol measuring equipment. When arrests are made pursuant to alcohol violations, this equipment is made readily available to all personnel at the various detention facilities throughout the state. This is a day to day routine core function of all State Transport Police enforcement personnel.

Although the South Carolina State Transport Police does not have a unit dedicated solely to criminal interdiction, various enforcement personnel conduct 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. In those cases where personnel are not as skilled, STP will ensure that officers experienced in criminal interdiction are available as a resource for less experienced officers in identifying suspects under the influence of controlled substance and/or committing human trafficking violations.

An emphasis continues to be placed on ensuring that each motor carrier's operating authority status and operational status (Federal OOS Orders, financial Responsibility) is verified with every inspection and that appropriate action is taken against each non-compliant carrier.

Training activities will be conducted annually to provide the appropriate level of education to recognize the signs of impaired operation as well as criminal activities relating to the trafficking of controlled substances and/or human trafficking.

Fixed inspection facilities are a very important part of our enforcement program. All Regions with fixed inspection facilities ensure enforcement personnel are rotated through these facilities and take advantage of the ability to make contact with numerous carriers and their drivers as compared to roadside enforcement. Enforcement personnel use this advantage to search for violations including but not limited to federal out of service orders, operating authority, fatigued operation, medical fitness, operating under the influence, illegal possession of drugs/alcohol, prescription medication and operating equipment presenting an imminent hazard to highway safety. The Performance-Based Brake Tester (PBBT) is utilized on occasion as deemed appropriate.

The number of projected inspections to be conducted in FY2018 remains at 38,000 due to no overall increase in manpower. STP is currently working to hire six (6) additional officers who, when trained, will allow the agency to adjust the goal to a higher level in FY2019 and FY2020.

South Carolina has identified driver errors/actions as the primary cause of traffic collisions, and more specifically traffic fatalities. With this identification, our focus has shifted to Level III inspections over the last several years. In general, the objective of our inspection program is to allow the condition of the vehicle to dictate the level of inspection to be conducted. For example, an officer observes an unsafe action committed by a driver, such as speeding, and initiates a traffic stop. As officers go through the Level III procedures, they observe unsafe vehicle conditions and the decisions are made to conduct a higher level of inspection to address the unsafe conditions found. The level of inspection is determined by conditions observed during the process. This practice does not preclude other practices such as random inspections or inspections generated by results of the Inspection Selection System (ISS) at fixed facilities, but are utilized heavily in field enforcement activities.

Utilizing this practice has allowed for greater efficiency when conducting inspections by allowing officers to address acute safety conditions on a case by case basis and not complete a certain level of inspection just to meet a set threshold in that category.

Below is an assessment of our driver/vehicle inspection program from FY2012 through FY2016. As you will find, the transition to our current process over the last several years has allowed for a reduction in the number of Level I Inspections but has increased our efficiency in our driver and vehicle inspection program without harm to either. This practice has increased our efficiency in driver out-of-service (OOS) rates from 4.15% in FY2012 to 9.01% in FY2016. This represents a 117.10% growth in our driver OOS rate over the term and allowed for South Carolina to remain 78.06% higher than the national average in this field for FY2016. Over this same term, our vehicle inspection has experienced substantial growth as well. This practice has increased our efficiency in our vehicle out-of-service (OOS) rate from 25.44% in FY2012 to 39.27% in FY2016. This represents a 54.36% growth in our driver OOS rate over the term and allowed for South Carolina to remain 95.37% higher than the national average in this field for FY2016.

The data analyzed was retrieved from the South Carolina TR-310 collision reports in our ReportBeam database. South Carolina does not use post-crash data to identify/analyze contributing factors in collisions. Our enforcement efforts are driven by contributing factors actually identified on collision reports. The FMCSA's Large Truck Crash Causation Study (LTCCS) also identified in Table 13: All Trucks Critical Reason: 12% Physical Driver Factor, 29% Driver Recognition Factor, 38% Driver Decision Factor, 6% Driver Performance Factor, 4% Unknown Driver Error (a total of 89%). A total of 10% were Vehicle Related Factors and 2% were Environmental Factors. South Carolina utilizes Post Crash Inspections as a means to confirm vehicle defects that are believed to be a contributing factor in a collision, or in an attempt to determine a factor when one is not immediately known. We do not use them as a tool to determine crash causation, they are used as a verification tool as needed. The primary and secondary causes of collision are specifically identified in the TR-310 collision reports and are not identified in post-crash inspections.

In South Carolina during CY2016 vehicle defects were a contributing factor in only 3.89% of our total CMV collisions. Data was retrieved from our in-house ReportBeam database.

UPDATED PERSONNEL NUMBERS - JULY 13, 2018:
See Numbers in red text above that represent updates.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2018 - 2020. For FY 2019, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

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

MCSAP Lead Agency

Lead Agency is: SOUTH CAROLINA DEPARTMENT OF PUBLIC SAFETY - STATE TRANSPORT POLICE

Enter the total number of certified personnel in the Lead agency: 78

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3545	754	166	4465	11.75%
Level 2: Walk-Around	7969	2950	60	10979	28.89%
Level 3: Driver-Only	21803	280	43	22126	58.23%
Level 4: Special Inspections	23	0	0	23	0.06%
Level 5: Vehicle-Only	136	2	269	407	1.07%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	33476	3986	538	38000	

MCSAP subrecipient agency

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

Subrecipient is: N/A

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

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2019:	

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: SOUTH CAROLINA DEPARTMENT OF PUBLIC SAFETY - STATE TRANSPORT POLICE					
# certified personnel: 78					
Subrecipient Agencies: N/A					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3545	754	166	4465	11.75%
Level 2: Walk-Around	7969	2950	60	10979	28.89%
Level 3: Driver-Only	21803	280	43	22126	58.23%
Level 4: Special Inspections	23	0	0	23	0.06%
Level 5: Vehicle-Only	136	2	269	407	1.07%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	33476	3986	538	38000	

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

Statistical analysis shows that driver behavior is the leading cause of serious and fatal crashes. South Carolina has taken a data driven approach to our enforcement efforts, and the data guides our focus towards the appropriate Level of Inspection. Officers base the level of each inspection on the fitness of the driver and the condition of the vehicle on a case by case basis, in addition to ISS screening and random inspections.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	41410	0	0	41410
Enter total number of certified personnel	85	0	0	85
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	45308	0	0	45308
Enter total number of certified personnel	93	0	0	93

Part 2 Section 4 - Investigations

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.

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

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	23	1	1	4
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	26	58	83	43	24
CSA On-Site Comprehensive	50	6	0	37	42
Total Investigations	76	87	84	81	70
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	5	12	0	0	1
CSA On-Site Comprehensive	1	2	2	1	4
Total Investigations	6	14	2	1	5
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2018 - 2020**Instructions:**

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

Projected Goals for FY 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

Projected Goals for FY 2018 - 2020 - Investigations						
Investigation Type	FY 2018		FY 2019		FY 2020	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	40	5	40	5	40	5
CSA On-Site Comprehensive	55	0	55	0	55	0
Total Investigations	95	5	95	5	95	5
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

South Carolina's compliance investigators will conduct thorough compliance investigations as assigned. The type of investigation (focused or comprehensive) is assigned through the Federal Motor Safety Administration's South Carolina Office. South Carolina conducted 63 compliance investigations during FY2016. Of the investigations completed in FY2016 (38 or 60%) of all investigations were CSA Onsite Comprehensive Investigations. During FY2015 South Carolina's Compliance Investigators were the primary investigators on 61 compliance investigations. CSA Comprehensive investigations accounted for approximately 28% (or 17 of the 61 investigations) in FY2015. South Carolina has conducted 49 investigations in FY2017 according to FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 6/30/2017, including current year-to-date information for FY2017. Of the 49 investigations conducted in FY2017 (46 or approximately 94%) were CSA Comprehensive Investigations. In FY2015 approximately 28% of investigations were CSA Comprehensive Investigations while in FY2017 94% were CSA Comprehensive Investigations resulting in a 66% upsurge in the number investigations that are designated as Comprehensive Investigations over the last few years. (See the chart in the Program Activities Section) South Carolina has no immediate plans to expand the Motor Carrier Compliance Unit. If decisions are made to expand the unit in the future the compliance goals will be adjusted as necessary.

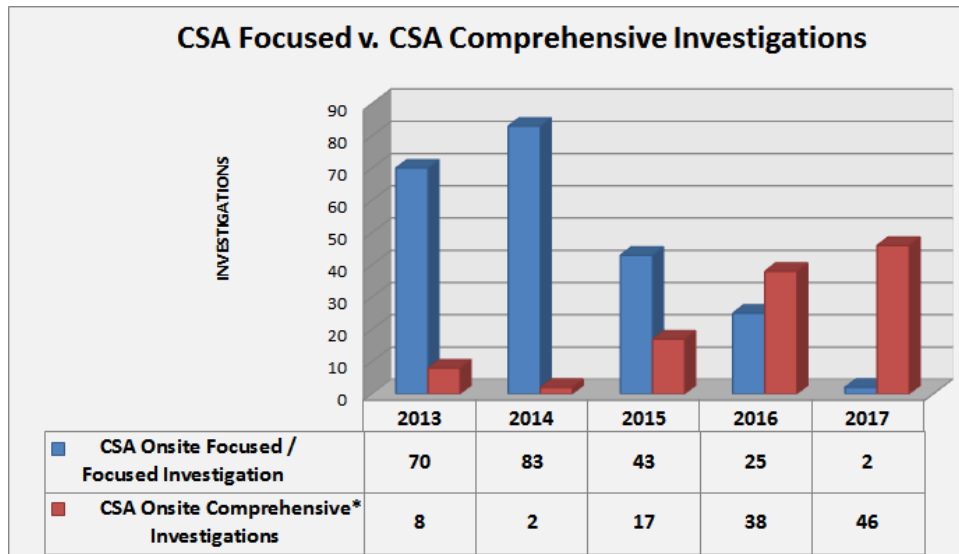
Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

South Carolina has four (4) investigators assigned to the Motor Carrier Compliance Unit comprised of one (1) certified law enforcement officer and three (3) civilian employees. Three (3) of the FTE's are assigned at 100% and one (1) is assigned at 90% to these program activities. South Carolina's Motor Carrier Compliance Investigators and manager will participate in ELD Training Phase I – III as offered by the National Training Center (NTC) in FY2018. Additionally, South Carolina's Compliance Investigators will be cross trained to conduct new entrant safety audits to lend additional support to the New Entrant program to ensure carriers do not become overdue. Compliance Investigators will only be used as last resort to ensure safety audits are conducted within regulatory time requirements (12 months for all motor carriers, and 120 days for motor carriers of passengers).

Safety Investigators will participate in FMCSA/NTC training webinars to ensure compliance investigations are conducted in accordance with FMCSA standards. South Carolina's Motor Carrier Compliance Unit will use Enhance Investigative Technics during all investigations and partner with FMCSA Investigators when needed. Compliance Investigators will continue to work with FMCSA during passenger carrier strike force operations and passenger carrier compliance investigations as requested. The Motor Carrier Compliance Unit will conduct Comprehensive Compliance or Focused Investigations on Interstate/Intrastate motor carriers identified by roadside inspections, statistical analysis and/or complaints. This unit will also conduct preliminary investigations on intrastate carriers involved in

a fatal collision regardless of fault and/or involved in three or more at fault collisions within a 12 month period. A compliance investigation may be initiated pending the outcome of the preliminary investigation or at the discretion of the Colonel of the STP. South Carolina's Motor Carrier Compliance Supervisor will collaborate with the Federal Motor Carrier Administration to assign and review these investigations.

Safety Investigators will continue their participation in the Passenger Carrier Safety Day events initiated in FY2017. These events include safety presentations by State Transport Police Personnel and inspections on passenger carrier vehicles that are brought to the event by the participants. These events are opened to passenger carrier motor carriers and faith based organizations. South Carolina will continue this program in FY2018 by conducting events in various locations throughout the state on a quarterly basis. Safety Investigators contribute to the educational sessions by addressing concerns regarding compliance issues such as drug and alcohol testing, hours of service compliance, and other compliance issues as requested by attendees. Additionally, investigators will continue to assist the South Carolina Trucking Association during educational events for industry safety professionals.



Data Source: FMCSA's MCMIS data snapshot as of 6/30/2017, including current year-to-date information for FY2017. The data presented above are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.

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

Performance Measurement 1:

South Carolina will base its measurement of this activity upon the number of Compliance Investigations, Focused Investigations, Hazardous Materials Investigations and Passenger Investigations conducted on a monthly basis along with the total number of completed intrastate interventions by each Compliance Investigator in comparison with the number identified.

Performance Measurement 2:

South Carolina's Motor Carrier Compliance Unit supervisor will monitor reports through MCMIS and A&I monthly to ensure performance measures are being met. Quarterly meetings will be conducted to evaluate investigations conducted and violation trends. Investigator's will be required to turn in monthly activity forms detailing how their time was distributed and the total reviews completed for the month. These activity forms are uniform with the activity forms completed by the federal safety investigators from the South Carolina division of the Federal Motor Carrier Safety Administration.

Performance Measurement 3:

Monitor the number of outreach events completed by compliance investigators.

Part 2 Section 5 - Traffic Enforcement

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

Trend Analysis for 2012 - 2016

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	7557	3705
10/01/2014	09/30/2015	7077	6320
10/01/2013	09/30/2014	7131	3338
10/01/2012	09/30/2013	8934	4044
10/01/2011	09/30/2012	9268	3787

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016		2369
10/01/2014	09/30/2015		3734
10/01/2013	09/30/2014		2168
10/01/2012	09/30/2013		3364
10/01/2011	09/30/2012		2991

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

FY 2012 through FY 2016 CMV Traffic Enforcement Stops were captured through A&I, capture date 6/30/2017. All citation data is captured by the SCDPS's Public Contact Reporting Manager System. While this system does provide the total number of traffic enforcement stops, it does not distinguish between CMV and Non-CMV stops. STP is currently working with our Information Technology Office to develop the capability to capture and report the Non-CMV numbers as requested.

Narrative Overview for FY 2018 - 2020

Instructions:

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

South Carolina has 85 total full time law enforcement officers who are certified to conduct inspections. 80 of those officers devote approximately 80 percent of their time to MCSAP eligible activities which includes but is not limited to traffic enforcement as a part their normal daily duties. All STP law enforcement officers are expected to conduct traffic enforcement activities. They are instructed and expected to remain vigilant regarding the unsafe operation of CMVs, as well as non-CMVs operating around CMVs. Traffic enforcement is not only a key part of South Carolina's crash reduction goals, but is also a component of our overall driver/vehicle enforcement/inspection activities at all hours of the day. This combined effort from all officers’ results in the below number of FTEs devoted to traffic enforcement and associated outreach activities.

- FY2018: 12 FTEs
- FY2019: 13 FTEs
- FY2020: 15 FTEs

Additionally, South Carolina utilizes unmarked vehicles for traffic enforcement including four (4) unmarked D.R.I.V.E. Enforcement Vehicles that operate on a daily basis around the state. Officers using unmarked vehicles focus their enforcement efforts on unsafe drivers and vehicles, with primary enforcement on and around our top ten crash corridors. South Carolina also utilizes three (3) unmarked special purpose/pickup trucks to supplement our D.R.I.V.E. Enforcement Vehicles. These vehicles are permanently assigned to officers in our historically high crash areas with an additional focus on CMV traffic in and around work zones.

South Carolina does not conduct traffic enforcement on CMVs without an Inspection, as a practice.

As previously described, STP participates in Quarterly traffic enforcement specials by way of our Safe D.R.I.V.E. Program in concert with other state, local and federal agencies. STP also plans to implement Regional Enforcement Blitzzes, on at least a monthly basis. These blitzzes will be focused on our identified high crash corridors as well as our identified trend of increased collisions during the hours of 6 pm to 6 am.

South Carolina will monitor the number of traffic enforcement inspections as compared to the identified high crash corridors on a quarterly basis in an effort to ensure resources are allocated to the areas of greatest concern.

STP high visibility traffic enforcement initiatives are data driven. When practical, high visibility traffic enforcement will take place in rural areas as defined by NHTSA. A main program focus for South Carolina is enforcement activity on high crash corridors as well as high CMV traffic areas. On a quarterly basis, the STP hosts a coordinated traffic enforcement event involving other state and local law enforcement agencies along major corridors throughout the state. In addition to this activity, selected personnel are utilized on a daily basis to utilize multiple D.R.I.V.E. enforcement vehicles and concentrate all enforcement efforts on traffic enforcement activities to ensure a safe driving environment in and around CMVs. This program is also in addition to routine traffic enforcement initiatives carried out on a monthly basis by individual STP enforcement personnel. By design our programs are structured to strategically place participating enforcement personnel along the enforcement corridor in a fashion to create a highly visible enforcement effort. By doing so, we aim to encourage a driver mindset that enforcement personnel are ever-present so as to create driver compliance with safe driving practices along the entire enforcement zone. When STP officers are in the position to observe non-CMV traffic violations around CMVs or in high crash corridors, they do take action upon egregious violations during the course of their CMV related duties.

UPDATED PERSONNEL NUMBERS - JULY 13, 2018:
 See above numbers that represent current numbers.

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	5000	5448	5952
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	3000	3000	3000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	3800	4140	4530

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

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

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
38000	100	653	38753	35315

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

South Carolina conducts routine (weekly/monthly) audits of all activity made by enforcement personnel. These audits reveal the ratio of MCSAP related activity to non-MCSAP activities. Reports will be maintained that reveal to what level any officer actively engages in traffic enforcement functions that are MCSAP and non-MCSAP related so the program can be monitored for success as outlined. South Carolina will monitor the man hours spent and activity made towards this program monthly to ensure program success.

Part 2 Section 6 - Safety Technology

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

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

Safety Technology Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: South Carolina Department of Public Safety - State Transport Police

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: South Carolina Department of Public Safety - State Transport Police

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

The following contracts for ALPR and USDOT Number readers assist the State Transport Police is identifying non-compliant motor carriers at two of the weigh stations and they are located on the mainline of travel on the interstates.

All Traffic Solutions EIN 812846535 Contract \$1,500.00

Description of Services: Operations and Maintenance for trailer-mounted mobile ALPR system.

NDI Recognition Systems EIN 760730481 Contract \$1,920.00

Description of Services: Operations and Maintenance for mobile ALPR Trailer

This solicitation is in the process of being issued: Contract \$25,000.00

Description of Services: Operations and Maintenance for mobile and stationary ALPR and USDOT Number Readers

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation in PRISM.

State is in full PRISM compliance and has been for many years.

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

Part 2 Section 7 - Public Education and Outreach

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV that operate around large trucks and buses.

Trend Analysis for 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	53	43	75	53	63
CMV Safety Belt Education and Outreach	0	3	3	3	17
State Trucking Association Meetings	3	3	3	3	10
State-Sponsored Outreach Events	2	1	2	5	14
Local Educational Safety Events	0	0	2	2	25
Teen Safety Events	0	0	2	2	2

Narrative Overview for FY 2018 - 2020

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

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

STP will take a high visibility approach to public education and outreach and will continue to raise awareness, through social media and carrier presentations on issues pertaining to CMVs and CMV driver behavior safety topics throughout the general motoring public; measured by an increase in the number of outreach programs addressing traffic safety for CMV and non-CMV issues conducted by STP Officers. STP "Safety Talks" and presentations are also provided to companies for a better understanding of the CSA Program. STP has a Community Relations Officer (CRO) available to answer any questions they may have.

South Carolina began a Passenger Carrier Safety Day program during FY2017. These events include safety presentations by STP Personnel and inspections on passenger carrier vehicles that are brought to the event by the participants. These events are opened to passenger carrier motor carriers and faith based organizations. South Carolina will continue this program in FY2018 by conducting events in various locations throughout the state on a quarterly basis. The CRO, a compliance investigator, and the passenger carrier coordinator participate in the safety presentation portion of this program.

Regional Supervision Safety Talks – Each Region Commander is tasked with taking on a proactive approach to identify carriers and other entities (including, but not limited to CMV driver training centers, colleges and by request) that would benefit from Safety Talks. These Safety Talks are generated within their assigned Regions and are based on the carrier's profile, crash statistics and Regional data.

STP conducted 131 safety talk events in FY2016 and conducted 66 safety talk activities through August 7, 2017, of FY2017. South Carolina expects to conduct approximately 100 events involving 75 STP Personnel in varying degrees for FY2018. These activities will include "Safety Talks" to the CMV industry, schools, churches, social and private organizations, media events, and "No-Zone" presentations during holiday travel. Each "Safety Talk" requires the participation of at least one (1) FTE for approximately eight (8) hours. South Carolina will provide qualified speakers for public, private, and educational organizations upon request. STP's CRO will track the

number of speaking engagements conducted to include staff FTEs utilized, and total attendees for each event. STP will also monitor and update its website as needed to include links to our federal and state partners. STP's goal is to conduct the same level and quality of educational programs as in the past so that members of the public as well as industry improve their behavior in and around commercial motor vehicles reducing collisions and fatalities.

With more than 300 million wireless subscriptions in America today—and a growing number of devices and services designed to keep people constantly connected—technology is playing an increasing role in enhancing our quality of life. Yet using these technologies while behind the wheel of a vehicle can have devastating consequences.

Studies show that texting simultaneously involves manual, visual, and mental distraction and is among the worst of all driver distractions. Observational surveys show that more than 100,000 drivers are texting at any given daylight moment, and more than 600,000 drivers are holding phones to their ears while driving.

In South Carolina the goal is to take on a proactive approach in order to improve awareness to all South Carolina carriers and stakeholders, with the intent to change unsafe driver behavior, to reduce the incidence of distracted and impaired driving behaviors through increased public awareness and education and to reinforce the negative consequences of distracted and impaired driving behaviors at any time but especially around commercial motor vehicles. Another goal is to also create a social climate that stigmatizes distracted and impaired driving behaviors as socially unacceptable behaviors through public education and awareness.

The South Carolina Department of Public Safety, State Transport Police, through technology innovation, seeks to provide comprehensive hands-on distracted and impaired driving educational presentations to students, High Schools, civic organizations and other groups throughout the State of South Carolina with the intent to change bad driving habits.

The program is to deliver an overall traffic safety message including but not limited to impaired and distracted driving, which also includes the following:

- Pedestrian
- Moped
- Bicycles
- Motorcycles
- Commercial Motor Vehicles
- Railroad Safety

These will be accomplished by involving student populations, public officials and individual communities across South Carolina.

ADDED NARRATIVE OF 'DRIVE TO ZERO' PROGRAM - JULY 13, 2018:

The State Transport Police will roll out the most recent component under the D.R.I.V.E. umbrella. The program is aimed at distracted and impaired driving, called 'DRIVE to Zero'. The DRIVE to Zero program aims to change driver behaviour by using an Impairment Simulation Vehicle on a closed predetermined course that, under control of the program officer, delays reaction to the operator's input. This directly translates to real world conditions of driver distraction and/or impairment. STP has selected four (4) officers from around the state that will deliver the program in their assigned Regions. These officers will have at least one (1) support officer at each presentation that will assist in program delivery by way of administering and monitoring a presentation at one of two (2) computer stations that participants must view prior to operating the DRIVE to Zero Vehicle. This presentation contains the core safety message by way of short videos, slides and statistics aimed at all roadway users, from new drivers to professional drivers.

Projected Goals for FY 2018 - 2020

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

			Performance Goals		
Yes	No	Activity Type	FY 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	65	65	65
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	6	6	6
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	36	36	36
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	6	6	6
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	6	6	6

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

Performance Measurement 1:

STP's CRO will track the number of Safety Talks and the number of attendees at each event, broken down by activity/subject type.

Performance Measurement 2:

STP will monitor the number of passenger carrier safety day events and the number of attendees at each event.

Performance Measurement 3:

STP will monitor the number of DRIVE Education Presentations conducted annually.

Performance Measurement 4:

STP will monitor the number of DRIVE to Zero Presentations conducted and the number of attendees.

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

Please review your State's SSDQ compliance levels and narrative overview and identify if changes are needed for the upcoming fiscal year. You must also update the newly added Crash VIN Accuracy category rating. You must select 'yes' to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

SSDQ Compliance Status

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

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

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Data current as of May 26, 2017, data obtained 06/30/2017.

Narrative Overview for FY 2018 - 2020

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.

In a five-year span, the total Request for Data Review (RDR) for South Carolina has decreased 13.23% from 839 (CY2012) to 738 (CY2016). Crash RDRs decreased 33.89% from 118 (CY2012) to 78 (CY2016) and inspection RDRs decreased 8.46% from 721 (CY2012) to 660 (CY2016). South Carolina has seen an increase in RDRs for the violation adjudication changes since August 2014 (from 5 in CY2014 to 49 in CY2016, an 880% increase). (See chart below).

Request for Data Review (RDR)						
Request Type	CY 2016 RDRs	CY 2015 RDRs	CY 2014 RDRs	CY 2013 RDRs	CY 2012 RDRs	Percentage Difference
Crash Event	78	52	81	87	118	-33.89%
Assigned to Wrong Carrier	49	25	42	37	45	8.88%
Assigned to Wrong Driver	0	0	1	1	3	-100%
Not Reportable	11	1	20	19	17	-35.29%
Duplicate Record	6	15	7	12	33	-81.82%
Missing Record	3	6	1	1	0	0%
Incorrect Information	9	5	10	17	20	-55.00%
Inspection Event	660	773	800	677	721	-8.46%
Report Request	253	302	302	184	288	-5.59%
Incorrect Violation	174	212	223	230	178	-2.24%
Assigned to Wrong Carrier	116	130	164	167	187	-37.96%
Assigned to Wrong Driver	8	11	9	6	16	-50.00%
Missing Record	3	5	9	6	2	50%
Duplicate Record	2	0	3	3	0	0%
Incorrect Information	55	67	85	81	50	10.00%
Citation with Associated Violation	49	46	5	0	0	0%
Total	738	825	881	764	839	-13.23%

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a “Good” rating in any category not currently rated as “Good,” including measurable milestones.

With guidance and instruction from the FMCSA the MSCAP analyst has built several queries to identify and correct data accuracy problems (driver, vehicle, and carrier) before they are uploaded. These queries will be utilized on a weekly basis prior to uploading the data as part of the standard data quality process. The analyst has employed the Non-matched Records Report and has updated approximately 175 non-matched records. The analyst has also made extensive use of tools provided by FMCSA such as SAFER, VIN Decoder, and Query Central. The rating will continue to improve as the analyst continues to employ all the tools and reports available.

UPDATED PROGRAM STRUCTURE - JULY 13, 2018:

STP has taken back most of the functions relating to data management and accuracy relating to crash measures. STP has put procedures in place utilizing SafetyNet, SAFER, CVIEW, VIN Decoder, and Query Central for daily, weekly and monthly monitoring of both the Inspection and Crash tabs. The OHS analyst maintained the responsibility of addressing the Non-Match Records Reports.

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.

The MSCAP crash analyst will implement a weekly quality improvement plan to include evaluating weekly data prior to upload. On a monthly basis, our analyst will run a Non-Matched Records Report from FMCSA A&I and make corrections to SafetyNet as appropriate.

NEW MEASUREMENT AND MONITORING - JULY 13, 2018:

STP will implement daily, weekly and monthly quality improvement measures to include evaluating data prior to upload. The OHS crash analyst will implement a weekly quality improvement plan to include evaluating weekly data prior to upload. On a monthly basis the OHS analyst will run a Non-Matched Records Report from FMCSA A&I and make corrections to SafetyNet as appropriate.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

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

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

Trend Analysis for 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	472	447	441	528	539
Intrastate					
Total Audits	472	447	441	528	539

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

Narrative Overview for FY 2018 - 2020

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

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

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

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

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

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

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2018		FY 2019		FY 2020	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	130	5	130	5	130	5
# of Safety Audits (Offsite)	518	0	518	0	518	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	648	5	648	5	648	5
# of Non-Audit Resolutions	200	0	200	0	200	0

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

South Carolina's New Entrant Safety Assurance unit is comprised of four (4) full time safety auditors, one (1) administrative coordinator, and one (1) manager/safety auditor. The primary objective of the New Entrant Safety Assurance Program is to assist the FMCSA with its goal of reducing the number of crashes and fatalities involving commercial motor vehicles operating in interstate commerce. To accomplish this objective, South Carolina New Entrant Auditors will contact and conduct a safety audit on each carrier, operating on interstate commerce, within the statutory time limits mandated by FMCSA to ensure these companies have an effective safety management program. We will also reclassify or inactivate those carriers not meeting the criteria to operate in interstate commerce.

South Carolina will conduct 648 safety audits (off-site or on-site) and conduct 160 level one inspections in order to maintain certification in FY2018. In FY2017 the New Entrant Manager established a procedure that required the safety auditors to work at weight stations with officers on a monthly basis in their respective geographical area in order to obtain the required level one inspections for certification. This process has proven to be successful and will be utilized once again in FY2018.

The projection of 648 is 52 (or approximately 7%) less than the goal of 700 in FY2017. This reduction is due to the new entrant manager absorbing additional supervisor responsibilities as the new entrant positions are transferred from temporary grant positions to full time positions. In the FY2017 projection the manager was responsible for the same number safety audits as the safety auditors. This was an excessive work load as he also had to review completed safety audits and conduct additional supervisory responsibilities. Some of the additional duties for FY2018 will entail conducting quarterly and annual employee reviews as these positions transition to full time positions.

Activity Plan for FY 2018 - 2020: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

South Carolina Safety Auditors will be assigned a specific annual mission. The program manager will evaluate the progress that each

auditor is making toward the mission on a monthly basis. The areas that will be reviewed are the total number of carriers in the new entrant program, number assigned to each auditor, and monitor carriers due date to prevent carriers from becoming overdue. Carriers approaching their due date will be reassigned to auditors with a lighter work load. Safety audits that must be conducted onsite will be done within 45 days of assignment.

In an effort to ensure carriers do not become overdue, South Carolina's Compliance Investigators will be cross trained to conduct new entrant safety audits. Compliance Investigators will only be used as last resort to ensure safety audits are conducted within regulatory time requirements (12 months for all motor carriers, and 120 days for motor carriers of passengers).

The South Carolina State Transport Police is mandated by state law to conduct safety audits on new intrastate passenger carrier companies that have applied for intrastate authority through the South Carolina Public Service Commission's Office of Regulatory Staff. South Carolina has been utilizing a motor carrier compliance investigator to conduct these safety audits but will share this assignment with the new entrant safety auditors in the future. There are a minimal number of these assignments each year and they will be scheduled so they are not detrimental to the interstate safety audit program.

South Carolina will continue to evaluate the need to schedule group audits. With the inception of NEWS, the number of carriers requiring an onsite audit has decreased. The New Entrant Manager will monitor the number of required on-site safety audits on a monthly basis. The decision to conduct a group audit will be made based on the number of carriers on the new entrant list that require an onsite audit in a common geographical area.

July 9, 2018: As of October, 2017: South Carolina's Compliance Investigators have been cross trained to conduct new entrant safety audits.

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

Performance Measurement 1:

South Carolina will base its measurement of this activity upon the number off-site and on-site safety audits conducted on a monthly basis along with the total number of completed safety audits by each new entrant safety auditor.

Performance Measurement 2:

South Carolina's New Entrant Manager will monitor reports through the MCMIS and A&I websites monthly to ensure performance measures are being met. Quarterly meetings will be conducted to evaluate the number of safety audits conducted. Safety Auditors will be required to turn in monthly activity forms detailing how their time was distributed and the number safety audits completed for the month. These activity forms are similar to those utilized by the Safety Investigators from the South Carolina Division of FMCSA.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

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

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

Enter your State's OOS Catch Rate percentage if below 85 percent: 83%

Projected Goals for FY 2018 - 2020: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2018	100
2019	100
2020	100

The State’s goal is to exceed the 85% percent Catch Rate in identifying carriers operating under OOS orders during roadside inspections.

Program Activities for FY 2018 - 2020: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

The STP 'State' tab in ASPEN includes mandatory checkbox fields for officers/inspectors to indicate they have checked each motor carrier during an inspection for any outstanding Federal OOS orders. These mandatory checkboxes will not allow an officer to complete an inspection until the fields are completed.

All STP officers/inspectors are equipped with MiFi's in their vehicles to allow access to multiple databases to verify this information. If they are in a "dead spot" or have poor service/coverage they are instructed to call another officer that may be in an area with better service/coverage to verify carriers are not in violation.

STP officers/inspectors utilize the most current version of ASPEN for conducting inspections and training is provided annually regarding mandatory Out-of-Service (OOS) and Operating Authority status check features.

STP will investigate incidents where OOS carriers are not identified in order to determine the cause of each non-identified OOS violator, and take appropriate action to correct the identified issue.

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.

STP Supervisors will monitor SafetyNet inspection data to ensure officers/inspectors are checking roadside for OOS carriers. Reports will be generated and distributed monthly. Additionally, STP receives reports from the FMCSA identifying carriers that were subject to an OOSO but were not cited roadside.

Part 3 Section 2 - Passenger Carrier Enforcement

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

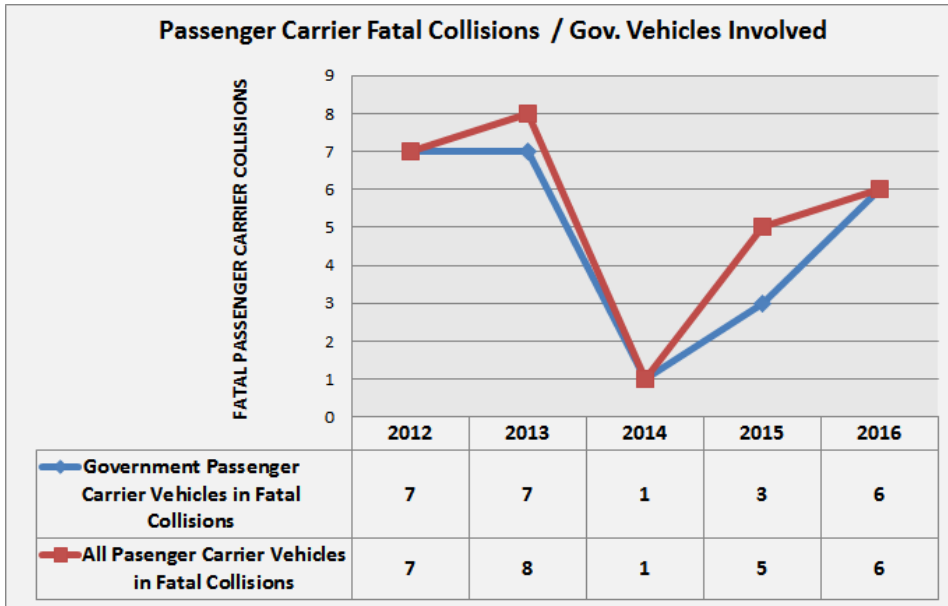
Check this box if:

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

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

Passenger carriers present a unique concern due to the magnified potential for injuries and fatalities when a crash or mechanical condition occurs. According to the FMCSA's A&I Website, approximately 12,765 interstate passenger carrier companies operate in the United States. South Carolina has 320 private and for hire carriers with a DOT Number. From calendar year 2012 through calendar year 2016, according to FMCSA's A&I Website MCMIS Downloaded State Records, there have been 27 passenger carrier vehicles involved in fatal collisions. Of the 27 passenger carrier vehicles involved in fatal collisions 24 or (88 percent) of the vehicles were government owned and operated vehicles that are exempt from most federal regulations. Many of the government passenger carrier vehicles involved in these collisions are school buses. Although the majority of school buses in South Carolina are government owned and operated, there are some privately owned school bus companies that operate in the Charleston area. South Carolina commonly inspects these vehicles during passenger carrier enforcement specials in the area.



(Information provided by the FMCSA's A&I Website: South Carolina – State Data Summary Report)

<https://ai.fmcsa.dot.gov/MCSAP/FactSheet.aspx>

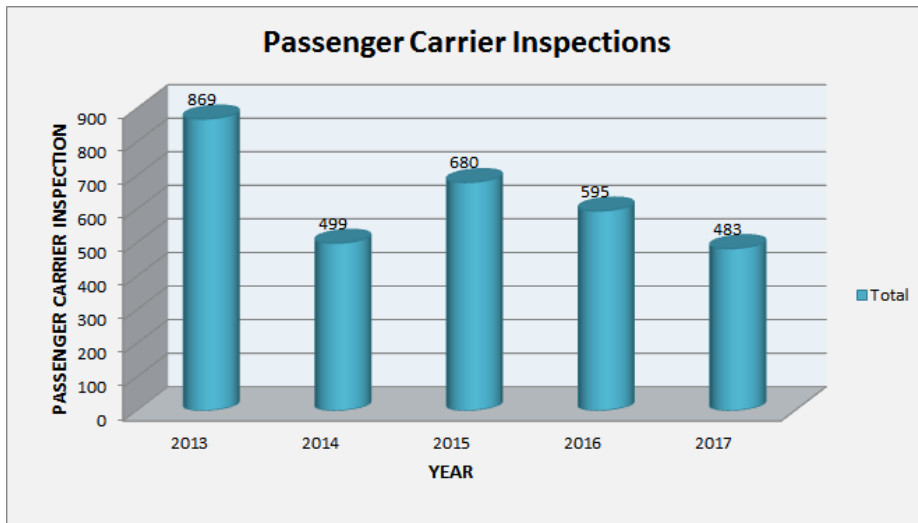
Special activities will be conducted and be driven by the statistical information derived from collision data observable trends. South Carolina has 38 passenger carrier certified inspectors which is a slight decrease from the from the 41 passenger carrier inspectors identified during the 2017 CVSP. Due to attrition South Carolina will need to conduct a Passenger Carrier Certification Course during the upcoming CVSP period (FY2018 – FY2020). South Carolina will strive to get the required number of inspections to maintain their certification through origin or destination inspections, special events and assisting FMCSA or STP's Motor Carrier Compliance Investigators conducting terminal inspections in conjunction with compliance investigations. Conducting passenger carrier vehicle Level I or Level V inspections presents unique challenges because of the necessity of ramps to inspect the undercarriage components, as such completing 304 Level I or Level V inspections can be challenging and difficult during the previously mentioned activities. As a last resort South Carolina will conduct passenger carrier terminal inspections during the last two (2) months of our certification year (calendar year) in order to maintain the passenger carrier certifications of our officers.

July 9, 2018: As of this date South Carolina has 31 certified passenger carrier inspectors, which represents an 18.42% reduction.

Projected Goals for FY 2018 - 2020: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2018, 2019 and 2020 must also be included.

South Carolina will continue to ensure the physical integrity of passenger carrier vehicles and the fitness of the drivers operating them through compliance reviews, driver/vehicle inspections and education. South Carolina will encourage enhanced vigilance concerning traffic enforcement on passenger carrier operators during traffic specials and daily enforcement activities. South Carolina's Motor Carrier Compliance Unit will promptly address interventions pertaining to passenger carrier operations.

The State of South Carolina will conduct 538 passenger carrier inspections through roadside enforcement, strike force and special activities in FY2018. South Carolina will strive to maintain the goal of 538 passenger carrier inspections in FY2019 & FY2020; these goals may be adjusted according to available personnel and passenger carrier certified officers. South Carolina will conduct passenger carrier safety initiatives, targeting unsafe driver behaviors such as speeding, following too closely, operating in violation of an out-of-service order and hours of service violations. During enforcement activities officers will verify the active federal passenger carrier operating authority of for-hire interstate passenger carriers.



	2013	2014	2015	2016	2017
Motorcoaches	242	182	158	140	97
School Buses	56	47	106	91	103
Vans	10	5	8	7	2
Limousines	6	4	3	2	2
Buses	555	261	405	355	279
Total	869	499	680	595	483

Data Source: FMCSA - MCMIS 6/30/2017 data snapshot

Program Activities for FY 2018 - 2020: Provide additional information regarding how these activities will be implemented.

South Carolina's goal is to reduce the number of fatal passenger vehicle collisions in CY2018 through planned and roadside passenger carrier inspections. STP has the following passenger carrier specials planned during FY2018 with officers from all regions participating:

- October – State Fair
- March – Camden Cup
- April – Columbia Area
- June – Charleston Area

Additional special activities will be conducted and be driven by the statistical information derived from collision data and observable trends. South Carolina will continue our partnership with FMCSA's Investigators by providing passenger carrier certified officers to conduct vehicle inspections during compliance investigations on passenger carrier companies. STP's Motor Carrier Compliance Unit will conduct and/or assist FMCSA Investigators with enhanced compliance investigations on passenger carrier operations as assigned or requested. More information concerning compliance investigations of passenger carrier operations will be detailed in the Investigation section of this document. Investigators will comply with the Federal Motor Carrier Safety Administration Memorandum (policy number MC-ECS-2014-000) during investigations involving passenger carriers to ensure vehicle inspections are conducted as outline in this policy.

South Carolina conducted three (3) Passenger Carrier Safety Day programs during FY2017. These events include safety presentations by STP Personnel and inspections of passenger carrier vehicles that are brought to the event by participants. These events are opened to passenger carrier motor carriers and faith based organizations. The faith based organizations have taken an interest in this program and have requested additional events in the future. South Carolina will continue this program in FY2018 by conducting events in various locations throughout the state on a quarterly basis.

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.

Performance Measurement 1:

Document the number of special activities completed focusing on driver trends and behavioral patterns. Monitor the number of inspections completed and violation trends during passenger carrier specials for dissemination to HQ enforcement personnel.

Performance Measurement 2:

Track the number of inspections completed. Monthly progress reports and research analyzes will monitor passenger activities to inform HQ enforcement personnel for dissemination to district supervisors.

Performance Measurement 3:

Monitor the number of officers trained and certified on passenger carrier procedures.

Performance Measurement 4:

Monitor the number of Passenger Carrier Safety Day events conducted, number of attendees, and the number of passenger carrier vehicles inspected during these events.

Part 3 Section 3 - State Specific Objectives – Past
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No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

D.R.I.V.E. (Distracted, Reckless, Impaired, Visibility Enforcement) Outreach, Education, and Enforcement Program

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

The overall goal is to create a social climate that stigmatizes unsafe, distracted and impaired driving behaviors as socially unacceptable. The first two parts of the program involving Outreach and Education are aimed at highlighting and addressing the unsafe driving behaviors before they occur, therefore generating voluntary compliance by drivers. The third part of the program involves Enforcement which is aimed at reducing the number of collisions through highly visible traffic enforcement efforts in known high crash areas. Officers will focus their enforcement efforts on Commercial Motor Vehicles to monitor driver behavior, check compliance of Federal Regulations and enforce S.C. State Law to ensure safety in and around CMVs throughout the targeted areas. Outreach- South Carolina plans to improve all South Carolina domiciled Interstate and Intrastate driver's behavior, to reduce the incidences of distracted and impaired driving behaviors through increased public awareness and education. South Carolina plans to make contact with all South Carolina Domiciled carriers that are involved in fatal collisions or are involved in numerous collisions in an attempt to prevent future occurrences. The number of presentations will be based on a by occurrence basis. Education - South Carolina plans to highlight the negative consequences of distracted and impaired driving behaviors, especially in and around commercial motor vehicles. The state plans to conduct at least 12 educational presentations during FY2017. Each presentation will require a minimum of 2 officers to coordinate and run the presentations. Additionally, the CRO and other enforcement officers as needed will operate "Safety Breaks" at rest areas on a quarterly basis in conjunction with Safe D.R.I.V.E Enforcement Specials to discuss the materials displayed and be available for all media contact if necessary. These personnel will also field questions from the public and discuss our enforcement initiatives along the specific corridor as it pertains to each individual's trip along the corridor and the impact it has had on them. Enforcement - South Carolina currently has four (4) unmarked D.R.I.V.E. sport utility vehicles and hopes to add three (3) unmarked pickup trucks to deploy throughout the state on a daily basis on our high crash corridors, work zones, and other roadways, as deemed necessary through complaints and noted trends. The sport utility vehicles are rotated throughout the state to different Regions on a quarterly basis. The pickup trucks will be permanently assigned to officers that have demonstrated proficiency in traffic enforcement. They will be assigned to high crash corridors to reduce collisions and fatalities. South Carolina also plans to conduct quarterly Safe D.R.I.V.E. Enforcement specials on Interstates 85 and 95, as well as bi-annual specials on Interstates 20, 26 and 77. These Enforcement Specials are conducted in partnership with other local, state and federal agencies along shared corridors. During these enforcement efforts, officers will focus their attention on violations of state law and CMV Federal regulations that may lead to or otherwise serve as a catalyst for collisions. In addition to the listed objectives, South Carolina will utilize Media Advisories and Press Releases in advance of the initiatives detailing our safety message of "Target Zero," our planned efforts, and cooperation with other states/agencies.

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

No funding was applied until July 2017 to move forward with either the education/outreach program or the three (3) unmarked pickup trucks.

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

learned, etc.

No funding was applied until July 2017 to move forward with either the education/outreach program or the three (3) unmarked pickup trucks.

Part 3 Section 4 - State Specific Objectives – Future

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

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

Describe any State-specific objective(s) identified for FY 2018 - 2020. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

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

- Calculation of Federal and State Shares

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

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

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

• **MOE Expenditures**

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

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

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

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

• **Financial Summary**

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

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,828,077.00	\$851,345.00	\$5,679,422.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$851,345.00
MOE Baseline:	\$4,192,589.07

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$851,345.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniformed Command Staff	10	16.3868	\$73,981.22	\$121,231.54	\$84,913.34	\$36,318.20	\$489,446.23
Uniformed Enforcement Staff	90	54.7787	\$48,124.11	\$2,372,558.56	\$1,829,732.18	\$542,826.38	\$1,635,914.11
Civilian Staff	31	8.9587	\$41,328.85	\$114,778.35	\$114,778.35	\$0.00	\$686,953.77
New Entrant Staff	6	100.0000	\$42,460.25	\$254,761.50	\$254,761.50	\$0.00	\$0.00
Step/ Promotion Increases	15	50.0000	\$5,000.00	\$37,500.00	\$37,500.00	\$0.00	\$0.00
Subtotal: Salary				\$2,900,829.95	\$2,321,685.37	\$579,144.58	\$2,812,314.11
Overtime Project Costs							
Law Enforcement Officers (Average Salary)	90	0.2500	\$72,186.17	\$16,241.88	\$16,241.88	\$0.00	\$0.00
Subtotal: Overtime				\$16,241.88	\$16,241.88	\$0.00	\$0.00
TOTAL: Personnel				\$2,917,071.83	\$2,337,927.25	\$579,144.58	\$2,812,314.11
Accounting Method:	Modified Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.
 All costs are necessary, reasonable, and allocable.

Maintenance of Effort (MOE)

The Maintenance of Effort (MOE) for FY 2019, calculated based on the average spending in fiscal years 2004 and 2005, is \$4,192,589.07. The projected MOE of \$4,192,589.07 in this proposal, based on an estimated aggregate average of 83.1% of STP personnel's efforts being dedicated towards MCSAP-eligible activities in the FY 2017 project period, will be reached through expenditures on MCSAP-eligible direct and indirect costs using appropriated funds and revenues. This proposal is based on staffing 137 positions. STP calculates its MOE expenditures by using the aggregate average of the time its law enforcement and civilian personnel dedicate to MCSAP-eligible activities as the basis for pro-rating the total expenditures from appropriated funds and revenues. The South Carolina State Transport Police (STP) provides funding for personnel and non-personnel costs to operate a comprehensive MCSAP program through annual state appropriations and other revenues.

State Share

The salaries and fringe benefits of approximately twenty-three (23) STP Officers who are paid with appropriated funds, will be applied as a soft match to meet the 15% match requirement of \$851,345 for this proposal.

Personnel Costs

The salaries of approximately 85 positions (which may fluctuate according to future staffing needs), counting current vacancies, including law enforcement officer and non-sworn positions equating to 50.32 FTEs (all appropriated MCSAP FTE slots), will be paid in part or in full with MCSAP Federal funds. MCSAP-funded non-sworn personnel include, managers, compliance investigators, safety auditors, data entry clerks, a statistician, and administrative support personnel. The personnel costs include funding to fill six (6) vacant officer positions in Fiscal Year 2019.

Law enforcement officers at the rank of sergeant or below work a 40-hour week (annualized salary at 2,080 hours) and are categorized as "Uniformed Enforcement Staff" in the table above. Administrative/Command Level Law Enforcement officers (categorized as "Uniformed Command Staff"), as well as civilian employees (categorized as "Civilian Staff" or "New Entrant Staff" depending on their responsibilities), work a 37.5-hour week (annualized salary at 1,950 hours). The projected promotion-related salary increases for all officers (ranks of Officer and Officer First Class), in accordance with the SCDPS Law Enforcement Career Path, have also been included in this proposal. A 5% increase is included to allow a potential cost of living increases in State Fiscal Years 2019 and 2020. The actual salary for each MCSAP-funded employee will be included in each voucher based on the exact amount of paid time for hours worked, leave taken (annual or sick) and State holidays observed.

Law enforcement managers (lieutenant, sergeant, and corporal) and the grant manager spend time supervising staff and conducting activities to meet the objectives of this project. Activities include but are not limited to overseeing daily operations, scheduling work

assignments, monitoring pertinent data to observe/address emerging CMV safety concerns, provide training/technical assistance, ensuring compliance to policies and procedures.

Law enforcement officers (Officer, Officer Pre-Cert, Officer – New Hires, Officer First Class, Lance Corporal) conduct enforcement activities including inspections at fixed and roadside locations, CMV-related traffic enforcement activities, specialized CMV-related enforcement initiatives, outreach efforts as assigned, training, data entry for tracking purposes, and other duties assigned in support of this project.

New Entrant Program

The New Entrant Unit currently consists of six (6) civilians – one (1) Manager/Safety Auditor, one (1) Administrative Coordinator, and four (4) Safety Auditors. New Entrant Unit members spend one hundred percent (100%) of their work time on MCSAP eligible activities.

The Manager/Safety Auditor directs the activities of the New Entrant Safety Assurance Program. One hundred percent (100%) of the Manager/Safety Auditor's work time is spent implementing the New Entrant Safety Assurance Program by supervising staff and conducting activities to meet the objectives of this project. The overall activities include supervising the daily operations of the project and staff, providing ongoing staff training/technical assistance, coordinating staff work schedules/assignments, ensuring accurate data entry, tracking and following-up on procedures to meet quality assurance, tracking policy to ensure compliance, and performing new entrant safety audits.

The Administrative Coordinator serves as the primary point of contact for the New Entrant Program for the state of South Carolina. One hundred percent (100%) of the Administrative Coordinator's time is spent assisting the Manager in organizing the work flow of the New Entrant Program by maintaining correspondence, reports, and other associated documents. The Administrative Coordinator assists callers requesting information, prepares correspondence, daily reports, suspensions, revocations, and reclassifications. The Administrative Coordinator compiles data on New Entrant Auditors that tracks their accomplishments, certification requirements, and overdue carriers. This person also makes assignments and approves safety audits at the direction of the Manager. The Administrative Coordinator maintains a complex filing system that tracks safety audits and other correspondence including sorting and distributing mail and other documents.

Safety Auditors spend one hundred percent (100%) of their time conducting activities directly related to the New Entrant Program to include making phone calls, personal contacts, mailing out correspondence, conducting safety audits, conducting Level V vehicle inspections and participating in educational outreach efforts relative to the new entrant program.

Overtime

The State Transport Police allocates program funds for expenditures associated with overtime, both incidental and planned, to conduct eligible MCSAP activities in support of CMV-involved crash reduction activities. Overtime is unpredictable and therefore may vary from the budgeted amount.

Part 4 Section 3 - Fringe Benefits

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

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

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

The cost of fringe benefits are allowable if:

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

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

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

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

The **Fringe Benefit Rate** is:

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

The **Base Amount** is:

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniformed Command Staff	47.0000	100.0000	\$121,231.54	\$56,978.82	\$39,909.27	\$17,069.55	\$0.00
Uniformed Command Staff (MOE)	47.0000	0.0000	\$489,446.23	\$0.00	\$0.00	\$0.00	\$230,039.72
Uniformed Enforcement Staff	47.0000	100.0000	\$2,372,558.56	\$1,115,102.52	\$859,974.12	\$255,128.40	\$0.00
Uniformed Enforcement Staff (MOE)	47.0000	0.0000	\$1,635,914.11	\$0.00	\$0.00	\$0.00	\$768,879.63
Civilian Staff	38.4000	100.0000	\$114,778.46	\$44,074.92	\$44,074.92	\$0.00	\$0.00
Civilian Staff (MOE)	38.4000	0.0000	\$686,953.77	\$0.00	\$0.00	\$0.00	\$263,790.24
New Entrant Staff	38.4000	100.0000	\$254,761.50	\$97,828.41	\$97,828.41	\$0.00	\$0.00
Step/ Promotion Increases	30.6600	100.0000	\$37,500.00	\$11,497.50	\$11,497.50	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$1,325,482.17	\$1,053,284.22	\$272,197.95	\$1,262,709.59

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

Fringe benefits are a summation of the actual fringe benefits per employee and include Retirement, Social Security (FICA, Medicare), Workers Compensation Insurance, Unemployment Compensation Insurance, Health and Dental Insurance, Pre-Retirement Death Benefit, Accidental Death Benefit (LEOs only). The table below provides a detailed breakdown of the various fringe benefits. Fringe benefits for Step/Promotions Increases exclude Health, Dental, Life, and Long-Term Disability Insurance. The specific amount of the fringe benefits for each MCSAP-funded employee will be included in each voucher based on the exact costs. **All costs are necessary, reasonable, and allocable.**

Fringe Benefit Rates for State Fiscal 2019 are anticipated to increase to **47.00%** for Law Enforcement Officers and to **38.40%** for Non-Law Enforcement. This request includes the projected increases. The chart below represents possible Fringe Benefits for State Fiscal Year 2019; **however actual costs will be included in reimbursement requests. The fringe rate for the Step/ Promotion increase is lower due to the fact that fringe would only be calculated on fringe items which are based on a percentage of salary (not on ALL fringe items).**

Fringe Benefits (State FY 2017 with FY 2018 Retirement Rates)	LEO	Non-LEO
Retirement (including insurance surcharge)	22.34%	18.91%
Incidental Death	0.20%	0.15%
Accidental Death	0.20%	0.00%
Workers Comp	5.00%	0.08%
Unemployment	0.00%	0.00%
Health Insurance	11.28%	11.28%
Dental Insurance	0.26%	0.26%
Life Insurance	0.01%	0.01%
Long Term Disability Insurance	0.06%	0.06%
Social Security	6.20%	6.20%
Medicare	1.45%	1.45%
Total	47.00%	38.40%

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
COHMED Conference	2	6	100.0000	\$5,244.00	\$5,244.00	\$0.00	\$0.00
CVSA Annual Conference and Exhibition	3	6	100.0000	\$7,866.00	\$7,866.00	\$0.00	\$0.00
CVSA Annual Workshop	3	6	100.0000	\$7,866.00	\$7,866.00	\$0.00	\$0.00
Drug Interdiction Assistance Program (DIAP) Conference	3	6	100.0000	\$7,236.00	\$7,236.00	\$0.00	\$0.00
Instructor Development Part A	1	5	100.0000	\$1,860.00	\$1,860.00	\$0.00	\$0.00
Instructor Development Part B	1	5	100.0000	\$1,860.00	\$1,860.00	\$0.00	\$0.00
MCSAP Planning Meeting and Grants Management Meeting	5	5	100.0000	\$9,300.00	\$9,300.00	\$0.00	\$0.00
North American Inspectors Championship (NAIC)	2	6	100.0000	\$4,144.00	\$4,144.00	\$0.00	\$0.00
Routine Travel - Compliance Investigations (MCC Unit)	4	10	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Routine Travel - Onsite Safety Audits (New Entrant)	5	5	100.0000	\$3,125.00	\$3,125.00	\$0.00	\$0.00
Routine Travel - Regional Enforcement Initiatives (DRIVE)	8	12	100.0000	\$7,200.00	\$7,200.00	\$0.00	\$0.00
Routine Travel - Regional Enforcement Initiative Planning	3	6	100.0000	\$3,816.00	\$3,816.00	\$0.00	\$0.00
Training - Cargo Tank Inspection	15	5	100.0000	\$5,625.00	\$5,625.00	\$0.00	\$0.00
Training - Drug Interdiction Assistance Program	40	4	100.0000	\$100.00	\$100.00	\$0.00	\$0.00
Training - Electronic Logging Devices	110	1	100.0000	\$100.00	\$100.00	\$0.00	\$0.00
Training - General Hazardous Materials	15	5	100.0000	\$5,625.00	\$5,625.00	\$0.00	\$0.00
Training - Inspection Procedures Hands-on	20	5	100.0000	\$7,500.00	\$7,500.00	\$0.00	\$0.00
Training - New Entrant Unit In-service	5	4	100.0000	\$3,640.00	\$3,640.00	\$0.00	\$0.00
Training - North American Standard (NAS) Part A	15	5	100.0000	\$5,625.00	\$5,625.00	\$0.00	\$0.00
Training - North American Standard (NAS) Part B	15	5	100.0000	\$5,625.00	\$5,625.00	\$0.00	\$0.00
Training - Other Bulk Packaging	10	3	100.0000	\$2,250.00	\$2,250.00	\$0.00	\$0.00
Training - Passenger Vehicle Inspection (PVI)	10	3	100.0000	\$2,250.00	\$2,250.00	\$0.00	\$0.00
Training - CSA National Safety Interventions Rollout	5	2	100.0000	\$1,820.00	\$1,820.00	\$0.00	\$0.00
Non-planned Meetings/ Training	5	5	100.0000	\$5,800.00	\$5,800.00	\$0.00	\$0.00
TOTAL: Travel				\$110,477.00	\$110,477.00	\$0.00	\$0.00

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

Travel Costs in this proposal include routine MCSAP-related travel, conference travel, workshop travel, meeting travel and training travel. The current per diem rates in South Carolina for out-of-state and in-state travel are \$32 and \$25, respectively. The budgeted costs include lodging, meals, transportation, registration, and associated items (see chart at bottom). **All costs are necessary, reasonable, and allocable.** Travel Costs include but are not limited to the following:

Cooperative Hazardous Materials Enforcement Development (COHMED) Conference

- Travel related expenses for two (2) officers to attend the annual COHMED Conference. The conference provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations. The information sharing and problem solving that takes place at the conference, coupled with hands-on training and in-depth education, is critical to building cooperation among stakeholders. The COHMED Conference is an unparalleled opportunity to network, build better working relationships, learn the latest trends and techniques, and provide input into future changes and regulations.

Commercial Vehicle Safety Alliance (CVSA) Annual Conference and Exhibition

- Travel related expenses for three (3) senior staff members (program management and command level) to attend the annual CVSA Annual Conference and Exhibition. The event provides State Transport Police Staff members the opportunity to participate in technical working committees, program committees, in an effort to enhance highway safety as it pertains to commercial vehicles in North America.

Commercial Vehicle Safety Alliance (CVSA) Workshop

- Travel related expenses for three (3) senior staff members (program management and command level) to attend the annual CVSA Workshop. The workshop is designed to allow State Transport Police staff members to participate as key stakeholders in a process designed to effect meaningful changes that make transportation safer in North America.

Drug Interdiction Assistance Program (DIAP) Annual Meeting

- Travel related expenses for three (3) officers, including one DIAP instructor to attend the annual DIAP conference. This conference allows STP officers who conduct commercial motor vehicle interdiction activities to receive advanced training on the latest trends and tactics in this highly specialized area of enforcement.

Instructor Development

- Travel related expenses for one (1) STP Officer to attend Instructor Development North American Standard (NAS) Part A Course training as assigned by the FMCSA National Training Center.
- Travel related expenses for one (1) STP Officer to attend Instructor Development Cargo Tank Course training as assigned by the FMCSA National Training Center.

MCSAP Planning Meeting and Grants Management Training

- Travel related expenses for five (5) STP staff members to attend the MCSAP Planning Meeting and Grants Management Training. This meeting allows STP personnel who are directly responsible for managing the MCSAP Grant to engage in comprehensive training and information exchange with their counterparts from other MCSAP lead agencies and FMCSA.

North American Inspectors Championship (NAIC)

- Travel related expenses for two (2) STP Officers to attend the NAIC. Participation in the conference provides a valuable opportunity for these officers to receive training on the regulations, technology, trends, standards, and inspection procedures.

Routine Travel

- Routine Travel for four (4) Compliance Investigators to complete assigned intervention activities at motor carriers with a principle place of business located beyond the investigators' normal commuting area.
- Routine Travel for five (5) Safety Auditors to complete assigned on-site safety audits at motor carriers with a principle place of business located beyond the auditors' normal commuting area.
- Routine Travel for eight (8) officers to travel to participate in quarterly Regional Enforcement Initiatives.
- Routine Travel for three (3) staff members to attend Regional Enforcement Initiative Planning Meetings on a semi-annual basis.

Training

- Travel related expenses to allow fifteen (15) officers to attend the **Cargo Tank Inspection Certification Course**. This course is designed to train inspection personnel to inspect Cargo Tank motor vehicles transporting hazardous materials for compliance with Hazardous Material Regulations either on the roadside or at a carrier's or shipper's place of business. This course is mandatory for officers in order to complete inspections on cargo tank vehicles.
- Travel related expenses to allow forty (40) officers to attend **Drug Interdiction Assistance Program (DIAP) Training**.
- Travel related expenses to allow one hundred and ten (110) officers to attend **Electronic Logging Devices (ELD) Training** or Train the Trainer Events.
- Travel related expenses to allow fifteen (15) officers to attend the **General Hazardous Materials Certification Course**. Provides instruction on the laws and the organizations responsible for the regulation of the transportation of hazardous materials (HM). This course is designed to train personnel to inspect HM shipments for compliance with Hazardous Materials Regulations, either on the roadside or at a carrier's or shipper's place of business. Participants are given opportunities to practice the job functions related to the regulation of HM. This course is mandatory for officers to conduct complete inspections on vehicles laden with hazardous materials.
- Travel related expenses for a total of twenty (20) officers (5 instructors and 15 trainees) to participate in **Inspection Procedures Hands-on Training** after the trainees obtain their NAS Part A, Part B, and General Hazmat certification. This training allows newly certified inspectors/officers the opportunity to hone their skills by working closely with more experienced officers at various locations around the state.
- Travel related expenses to allow five (5) safety auditors to attend the annual **New Entrant In-Service Training Event**. The training provides safety auditors with updated information on topics including policies, audit processes, best practices, methods and strategies.
- Travel related expenses to allow fifteen (15) officers to attend the **North American Standard Part A Inspection Certification Course**. This course will instruct participants how to conduct a complete North American Standard driver inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure. Upon completion of the course, participants will be able to perform a thorough inspection of a commercial motor vehicle operator. This certification is mandatory for all STP personnel who perform commercial motor vehicle/driver inspections.
- Travel related expenses to allow fifteen (15) officers to attend the **North American Standard Part B Inspection Certification Course**. This course will instruct participants how to conduct a complete North American Standard vehicle inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure, incorporating knowledge that was obtained during the NAS Part A course. Upon completion of the course, participants will be able to perform a thorough examination of a commercial motor vehicle. This certification is mandatory for all STP personnel who perform commercial motor vehicle/driver inspections.
- Travel related expenses for ten (10) officers to attend the **Other Bulk Packaging Certification Course**. This course is designed to train inspection personnel to inspect Other Bulk Packaging, transporting hazardous materials for compliance with Hazardous Material Regulations either on the roadside or at a carrier's or shipper's place of business.
- Travel related expenses for ten (10) officers to attend the **Passenger Vehicle Inspection Certification Course**. This training will focus on the passenger-carrying vehicle inspection, identifying the special equipment necessary for inspecting passenger-carrying vehicles, determining the applicability of the Federal Motor Carrier Safety Regulation for different types of passenger operations, identifying the mechanical and component differences between a truck and passenger-carrying vehicle, describing the methods for performing the undercarriage inspection of the passenger-carrying vehicle, and describing the proper location to place the CVSA decal. Upon completion of this course, participants will be able to inspect passenger-carrying vehicles in accordance with the safety regulations while assuring the safety of passengers and the motoring public.
- **Travel related expenses for five (5) inspectors to attend the CSA National Safety Interventions Rollout. This training will provide exercises, case studies, demos, and instruction targeted at relaying information regarding the CSA National Safety Interventions package. When this package rolls out nationwide in 2019, every State, territory, and jurisdiction will operate under one single enforcement model with field-tested tools that add efficiency, help us reach more carriers, and improve motor carrier safety compliance.**
- **Non-planned Meetings/ Training expenses are used to cover expected, yet currently unknown grant related travel expenses for meetings/ trainings that have not yet been announced or otherwise accounted for.**

TRAVEL COSTS										
Purpose	Number of Staff	Number of Days	Transportation	Per Diem (daily)	Per Diem (total per person)	Accommodations (daily)	Accommodations (total per person)	Registration	Total per person	Total cost
COHMED Conference	2	6	\$ 800.00	\$ 32.00	\$ 192.00	\$ 180.00	\$ 1,080.00	\$ 550.00	\$ 2,622.00	\$ 5,244.00
CVSA Annual Conference and Exhibition	3	6	\$ 800.00	\$ 32.00	\$ 192.00	\$ 180.00	\$ 1,080.00	\$ 550.00	\$ 2,622.00	\$ 7,866.00
CVSA Annual Workshop	3	6	\$ 800.00	\$ 32.00	\$ 192.00	\$ 180.00	\$ 1,080.00	\$ 550.00	\$ 2,622.00	\$ 7,866.00
Drug Interdiction Assistance Program (DIAP) Motor Vehicle Criminal Interdiction Conference	3	6	\$ 800.00	\$ 32.00	\$ 192.00	\$ 180.00	\$ 1,080.00	\$ 340.00	\$ 2,412.00	\$ 7,236.00
Instructor Development NAS Part A	1	5	\$ 800.00	\$ 32.00	\$ 160.00	\$ 180.00	\$ 900.00	\$ -	\$ 1,860.00	\$ 1,860.00
Instructor Development Cargo Tank	1	5	\$ 800.00	\$ 32.00	\$ 160.00	\$ 180.00	\$ 900.00	\$ -	\$ 1,860.00	\$ 1,860.00
MCSAP Planning Meeting and Grants Management Training	5	5	\$ 800.00	\$ 32.00	\$ 160.00	\$ 180.00	\$ 900.00	\$ -	\$ 1,860.00	\$ 9,300.00
North American Inspectors Championship (NAIC)	2	6	\$ 800.00	\$ 32.00	\$ 192.00	\$ 180.00	\$ 1,080.00	\$ -	\$ 2,072.00	\$ 4,144.00
Routine Travel - Compliance Investigations (MCC Unit)	4	10	\$ -	\$ 25.00	\$ 250.00	\$ 100.00	\$ 1,000.00	\$ -	\$ 1,250.00	\$ 5,000.00
Routine Travel - On-Site Safety Audits (New Entrant Unit)	5	5	\$ -	\$ 25.00	\$ 125.00	\$ 100.00	\$ 500.00	\$ -	\$ 625.00	\$ 3,125.00
Routine Travel - Regional Enforcement Initiatives (DRIVE)	8	12	\$ -	\$ 25.00	\$ 300.00	\$ 50.00	\$ 600.00	\$ -	\$ 900.00	\$ 7,200.00
Routine Travel - Regional Enforcement Initiative Planning	3	6	\$ -	\$ 32.00	\$ 192.00	\$ 180.00	\$ 1,080.00	\$ -	\$ 1,272.00	\$ 3,816.00
Training - Cargo Tank Inspection	15	5	\$ -	\$ 25.00	\$ 125.00	\$ 50.00	\$ 250.00	\$ -	\$ 375.00	\$ 5,625.00
Training - Drug Interdiction Assistance Program	40	4	\$ -	\$ 0.63	\$ 2.50	\$ -	\$ -	\$ -	\$ 2.50	\$ 100.00
Training - Electronic Logging Devices Training	110	1	\$ -	\$ 0.92	\$ 0.91	\$ -	\$ -	\$ -	\$ 0.91	\$ 100.00
Training - General Hazardous Materials	15	5	\$ -	\$ 25.00	\$ 125.00	\$ 50.00	\$ 250.00	\$ -	\$ 375.00	\$ 5,625.00
Training - Inspection Procedures Hands-on	20	5	\$ -	\$ 25.00	\$ 125.00	\$ 50.00	\$ 250.00	\$ -	\$ 375.00	\$ 7,500.00
Training - New Entrant Unit In-service	5	4	\$ -	\$ 32.00	\$ 128.00	\$ 150.00	\$ 600.00	\$ -	\$ 728.00	\$ 3,640.00
Training - North American Standard (NAS) Part A	15	5	\$ -	\$ 25.00	\$ 125.00	\$ 50.00	\$ 250.00	\$ -	\$ 375.00	\$ 5,625.00
Training - North American Standard (NAS) Part B	15	5	\$ -	\$ 25.00	\$ 125.00	\$ 50.00	\$ 250.00	\$ -	\$ 375.00	\$ 5,625.00
Training - Other Bulk Packaging	10	3	\$ -	\$ 25.00	\$ 75.00	\$ 50.00	\$ 150.00	\$ -	\$ 225.00	\$ 2,250.00
Training - Passenger Vehicle Inspection (PVI)	10	3	\$ -	\$ 25.00	\$ 75.00	\$ 50.00	\$ 150.00	\$ -	\$ 225.00	\$ 2,250.00
Training - CSA National Safety Interventions Rollout	5	2	\$ -	\$ 32.00	\$ 64.00	\$ 150.00	\$ 300.00	\$ -	\$ 364.00	\$ 1,820.00
Non-Planned Meetings/ Training	5	5	\$ 200.00	\$ 32.00	\$ 160.00	\$ 100.00	\$ 500.00	\$ 300.00	\$ 1,160.00	\$ 5,800.00
TOTAL					\$ -		\$ -		\$ -	\$ 110,477.00

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Law Enforcement Vehicles	20	\$36,829.00	60	\$441,948.00	\$441,948.00	\$0.00	\$117,565.37
Law Enforcement Vehicle Equipment/Accessories	20	\$8,462.90	60	\$101,554.80	\$101,554.80	\$0.00	\$0.00
Portable Computer System (Officers & Investigators)	25	\$4,237.19	60	\$63,557.85	\$63,557.85	\$0.00	\$0.00
Two-way Radio (Handheld)	20	\$5,949.86	60	\$71,398.32	\$71,398.32	\$0.00	\$0.00
Two-way Radio (Vehicle-Mounted Mobile)	20	\$6,661.62	60	\$79,939.44	\$79,939.44	\$0.00	\$0.00
TOTAL: Equipment				\$758,398.41	\$758,398.41	\$0.00	\$117,565.37
Equipment threshold is \$1,000							

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

All equipment purchased will be of benefit to the MCSAP program and is deemed necessary, reasonable, and allocable. In some cases the items being purchased are used for reserve stock to ensure they are available to deploy when something must be replaced (i.e. laptops). This avoids excessive down-time and ensures work can be continued uninterrupted.

Vehicles and Vehicle Equipment/Accessories

All STP Officers, Investigators, and Safety Auditors utilize vehicles to accomplish the goals established in the various CMV Enforcement and Outreach Programs contained within South Carolina's MCSAP. The use of these vehicles includes but is not limited completing motor carrier safety inspections, conducting traffic enforcement activities, patrolling the state's roadways, traveling to fixed locations (Inspection/Weigh Stations, Ports, etc.), traveling to outreach and training events. Approximately forty-eight (48) law enforcement vehicles used by the State Transport Police will reach their useful life expectancy and require replacement within the next twenty-four (24) months. Budget constraints only allow 20 vehicles to be included in this proposal. The replacement vehicles will be used by STP officers assigned to MCSAP/motor carrier safety activities and will be purchased through existing state contracts. MCSAP grant funds will be used to fund sixty percent (60%) of the cost to purchase and equip these vehicles and STP earmarked funds will cover forty percent (40%). STP officers assigned these vehicles expend, on average, over eighty percent (80%) of their work time performing MCSAP eligible activities. The 60% MCSAP / 40% non-MCSAP reimbursement rate for vehicles allows officers to utilize their assigned patrol vehicle for non eligible tasks as

assigned and when necessary. These non eligible uses include, but are not limited to the performance of routine law enforcement duties and the response to severe weather events, natural disasters, emergencies, and other special assignments.

The South Carolina Comptroller General's Office Reporting Policies and Procedures Manual states that the depreciation schedule for law enforcement vehicles is three (3) years. It is the policy of the State Transport Police for law enforcement vehicles to be retained for at least five (5) years and/or driven for at least 125,000 miles before becoming eligible for replacement. Non-law enforcement vehicles are on a five-year straight-line depreciation schedule but are retained for at least seven years and/or 125,000 miles.

Portable Computer System (laptop or similar device)

All STP Officers, Investigators, Safety Auditors, and support staff utilize laptop computers to complete driver/vehicle inspection., investigations, audits, access South Carolina's CVIEW, upload inspection data, review existing carrier/driver safety data, to access various enforcement resources provided by FMCSA and to fulfill reporting requirements. STP observes a four-year replacement cycle on laptop computers and will need to purchase twenty-five laptops or similar devices to replace units that have reached the end of their service life. In addition, STP will consider the use of a secondary device used primarily for viewing driver's records of duty status to allow proper application of the Electronic Logging Device (ELD) rule. This secondary device, likely a tablet or other portable computing device, would be utilized to minimize the risk of introducing malware onto the state's computer network. The replacement computers, will be used by STP personnel dedicated to MCSAP/CMV safety. The devices, warranty, and required accessories will be purchased through an existing state contract. MCSAP funds will cover sixty percent (60%) and other STP funds will cover forty percent (40%) of the cost of these devices.

Two-way Radios (Hand held and Vehicle-Mounted Mobile)

The mobile and hand held police radios that are currently utilized by STP officers are nearing the end of their service life and must be replaced gradually over the next several years. The purchase of twenty (20) mobile radios, twenty (20) hand held radios, and the required accessories is included in this proposal. Radios will be purchased through an existing state contract. STP will use MCSAP grant funds to cover sixty percent (60%) of the purchase price and forty percent (40%) will be funded by other funds.

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
General Office Supplies	12 month	\$2,137.07	60.0000	\$15,386.90	\$15,386.90	\$0.00	\$0.00
Multi-function Printer	5 item	\$618.30	60.0000	\$1,854.90	\$1,854.90	\$0.00	\$0.00
Other Supplies	12 month	\$390.00	60.0000	\$2,808.00	\$2,808.00	\$0.00	\$0.00
Uniforms and Related Supplies (New Entrant)	5 per employee	\$2,166.67	60.0000	\$6,500.01	\$6,500.01	\$0.00	\$0.00
TOTAL: Supplies				\$26,549.81	\$26,549.81	\$0.00	\$0.00

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

All costs are necessary, reasonable, and allocable.

General Office Supplies include paper, paper clips, binders, pens, toner, etc. for enforcement personnel (60%).

Five (5) Multifunction Printers – Print, Scan, Fax, Copy Devices used for MCSAP related purposes require replacement because they have reached the end of their expected service life (60%).

Other Supplies include standard items that are used during the inspection of commercial motor vehicles such as gloves, wipes, creeper, chock blocks, etc. (60%).

Uniforms and other related items such as shirts with department logo, pants, enforcement supplies (weapons, etc.), and shoes to be used by enforcement personnel (60%).

Part 4 Section 7 - Contractual and Subaward
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This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

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

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

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

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

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Iteris	EIN 952588496	Contract	100.0000	\$29,000.00	\$29,000.00	\$0.00	\$0.00
Description of Services: O&M for Third Party Inspection Software							
All Traffic Solutions	EIN 812846535	Contract	100.0000	\$1,500.00	\$1,500.00	\$0.00	\$0.00
Description of Services: Operations and Maintenance for trailer-mounted mobile ALPR system.							
Iteris	EIN 952588496	Contract	100.0000	\$43,500.00	\$43,500.00	\$0.00	\$0.00
Description of Services: Operations and Maintenance for CVISN Infrastructure, CVIEW							
NDI Recognition Systems	EIN 760730481	Contract	100.0000	\$1,920.00	\$1,920.00	\$0.00	\$0.00
Description of Services: Operations and Maintenance for mobile ALPR Trailer							
International Road Dynamics	EIN 383522856	Contract	100.0000	\$9,083.00	\$9,083.00	\$0.00	\$0.00
Description of Services: Operations and Maintenance for recently deployed mobile and stationary ALPR and USDOT Number Readers							
BFG	EIN 813448182	Contract	100.0000	\$38,350.00	\$38,350.00	\$0.00	\$0.00
Description of Services: Mixed media supplier for advertising/ campaign development							
SmartCOP	DUNS 132671079	Contract	100.0000	\$48,750.00	\$48,750.00	\$0.00	\$0.00
Description of Services: Agency software for reporting citation information							
TOTAL: Contractual and Subaward				\$172,103.00	\$172,103.00	\$0.00	\$0.00

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

All costs are necessary, reasonable, and allocable.

Innovative Technology Deployment (ITD) Operations and Maintenance fees to support the cost to sustain existing technology that includes fixed and mobile Automated License Plate Reader (ALPR) systems, USDOT Number Readers, CVISN Infrastructure at two (2) CMV inspection/weigh stations with mainline pre-clearance systems, Commercial Vehicle Information Exchange Window (CVIEW), and third-party inspection software maintenance fees.

June 14, 2019: BFG is the media company used by the South Carolina Department of Public Safety. It is STP's desire to continue a statewide initiative to reduce the number of traffic collisions and fatalities in and around commercial motor vehicles (CMV's) with a special education and outreach media awareness campaign. This media outreach effort will be combined and targeted with high visibility enforcement in and around our top ten CMV collision corridors.

June 14, 2019: SmartCOP is a new, agency-mandated software system used for electronic citation entry. Each user needs to have a license to access the system, so these funds will be used to purchase approximately 75 licenses for STP personnel.

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	8.85	\$3,391,211.47	\$300,122.21	\$300,122.21	\$0.00
TOTAL: Indirect Costs			\$300,122.21	\$300,122.21	\$0.00

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Automobile Insurance (New Entrant Vehicles)	6 per vehicle	\$320.00	100.0000	\$1,920.00	\$1,920.00	\$0.00	\$0.00
Communications - Mobile Phone and Data Device Service (Compliance Investigators)	12 monthly	\$215.00	100.0000	\$2,580.00	\$2,580.00	\$0.00	\$0.00
Communications - Mobile Phone and Data Device Service (New Entrant Unit)	12 monthly	\$391.00	100.0000	\$4,692.00	\$4,692.00	\$0.00	\$0.00
CVSA Decals	4 box	\$308.00	100.0000	\$1,232.00	\$1,232.00	\$0.00	\$0.00
Fuel Costs	12 monthly	\$5,208.50	60.0000	\$37,501.20	\$37,501.20	\$0.00	\$0.00
Maintenance/Repair of Vehicles not under contract	12 monthly	\$1,000.00	60.0000	\$7,200.00	\$7,200.00	\$0.00	\$0.00
Printing (CMV Safety Brochures, signs, posters, etc.)	500 carton	\$0.75	100.0000	\$375.00	\$375.00	\$0.00	\$0.00
RegScan Hazardous Materials Enforcement Software	1 each	\$6,162.00	100.0000	\$6,162.00	\$6,162.00	\$0.00	\$0.00
Tort Liability Insurance (New Entrant Unit)	6 per employee	\$83.00	100.0000	\$498.00	\$498.00	\$0.00	\$0.00
Training Materials (3 Regulation Manuals - FMCSR, HazMat, CVSA OOS)	110 set of 3	\$59.59	100.0000	\$6,554.90	\$6,554.90	\$0.00	\$0.00
Operations expenses	1	\$500.00	100.0000	\$500.00	\$500.00	\$0.00	\$0.00
TOTAL: Other Costs				\$69,215.10	\$69,215.10	\$0.00	\$0.00

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

All costs are necessary, reasonable, and allocable.

The **Indirect Cost Rate** of 8.85% for the State Fiscal Year 2018 (July 1, 2017 – June 30, 2018), per the Indirect Cost Negotiation signed on June 22, 2017 by the cognizant Federal agency, USDOJ, has been applied to total payroll costs in this proposal in accordance with SCDPS Indirect Cost calculation (base = personnel costs + fringe benefit costs). **An updated Indirect Cost Rate is expected soon and will be submitted to FMCSA per policy. Please**

note, the grant will be expensed for the Indirect Cost Rate being used at the time the expense is allocated to the grant.

Automobile Insurance premiums for the six (6) vehicles assigned to the New Entrant Unit.

Communications

Monthly service charges for mobile phones and data devices for three (3) non-sworn investigators who perform Compliance Investigations as a part of the Motor Carrier Compliance Unit.

Monthly service charges for mobile phones for each of the six (6) personnel who are assigned to the New Entrant Unit and for five (5) mobile data devices for the five (5) safety auditors who perform safety audits.

CVSA Decals to be purchased will be issued to qualifying vehicles by certified inspectors. It is estimated that 1,100 decals will be required each quarter.

Fuel Costs and maintenance/repair of vehicles (not under contract) consists of the cost of fuel, maintenance, and repair for state owned, MCSAP related vehicles (60%). Fuel and Maintenance will cost considerably more, but we are only expensing for this amount for this grant due to budget constraints.

Hazardous Materials Enforcement Software

Annual license fees for Hazardous Materials Inspection Software for enforcement planning and educational/outreach activities. This software is used to enhance officers'/inspectors' ability to perform accurate and efficient inspections of drivers, vehicles, and carriers engaged in the transportation of hazardous materials. It is also used by officers who are certified to perform Level VI Inspections.

Printing of five hundred (500) CMV safety brochures, for distribution at safety presentations, has been included in this proposal.

Tort Liability Insurance premium for six (6) employees assigned to the New Entrant Unit.

Training materials include regulatory manuals which are required for 110 officers, inspectors, and auditors to stay abreast of all current regulations. Specifically, the manuals include the Federal Motor Carrier Safety Regulations, Hazardous Materials Regulations, and the CVSA Out of Service Criteria Manual.

Conference registration costs are listed in Section 4 "Travel" of the budget request.

Operations expenses are included for purchases for issues, repairs or circumstances for MCSAP related purposes that may arise during the grant period. Expenses will benefit the MCSAP program/ mission.

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,828,077.00	\$851,345.00	\$5,679,422.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$851,345.00
MOE Baseline:	\$4,192,589.07

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Uniformed Command Staff	\$84,913.34	\$36,318.20	\$121,231.54	\$489,446.23
Uniformed Enforcement Staff	\$1,829,732.18	\$542,826.38	\$2,372,558.56	\$1,635,914.11
Civilian Staff	\$114,778.35	\$0.00	\$114,778.35	\$686,953.77
New Entrant Staff	\$254,761.50	\$0.00	\$254,761.50	\$0.00
Step/ Promotion Increases	\$37,500.00	\$0.00	\$37,500.00	\$0.00
Salary Subtotal	\$2,321,685.37	\$579,144.58	\$2,900,829.95	\$2,812,314.11
Law Enforcement Officers (Average Salary)	\$16,241.88	\$0.00	\$16,241.88	\$0.00
Overtime subtotal	\$16,241.88	\$0.00	\$16,241.88	\$0.00
Personnel total	\$2,337,927.25	\$579,144.58	\$2,917,071.83	\$2,812,314.11

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniformed Command Staff	\$39,909.27	\$17,069.55	\$56,978.82	\$0.00
Uniformed Command Staff (MOE)	\$0.00	\$0.00	\$0.00	\$230,039.72
Uniformed Enforcement Staff	\$859,974.12	\$255,128.40	\$1,115,102.52	\$0.00
Uniformed Enforcement Staff (MOE)	\$0.00	\$0.00	\$0.00	\$768,879.63
Civilian Staff	\$44,074.92	\$0.00	\$44,074.92	\$0.00
Civilian Staff (MOE)	\$0.00	\$0.00	\$0.00	\$263,790.24
New Entrant Staff	\$97,828.41	\$0.00	\$97,828.41	\$0.00
Step/ Promotion Increases	\$11,497.50	\$0.00	\$11,497.50	\$0.00
Fringe Benefits total	\$1,053,284.22	\$272,197.95	\$1,325,482.17	\$1,262,709.59

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
COHMED Conference	\$5,244.00	\$0.00	\$5,244.00	\$0.00
CVSA Annual Conference and Exhibition	\$7,866.00	\$0.00	\$7,866.00	\$0.00
CVSA Annual Workshop	\$7,866.00	\$0.00	\$7,866.00	\$0.00
Drug Interdiction Assistance Program (DIAP) Conference	\$7,236.00	\$0.00	\$7,236.00	\$0.00
Instructor Development Part A	\$1,860.00	\$0.00	\$1,860.00	\$0.00
Instructor Development Part B	\$1,860.00	\$0.00	\$1,860.00	\$0.00
MCSAP Planning Meeting and Grants Management Meeting	\$9,300.00	\$0.00	\$9,300.00	\$0.00
North American Inspectors Championship (NAIC)	\$4,144.00	\$0.00	\$4,144.00	\$0.00
Routine Travel - Compliance Investigations (MCC Unit)	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Routine Travel - Onsite Safety Audits (New Entrant)	\$3,125.00	\$0.00	\$3,125.00	\$0.00
Routine Travel - Regional Enforcement Initiatives (DRIVE)	\$7,200.00	\$0.00	\$7,200.00	\$0.00
Routine Travel - Regional Enforcement Initiative Planning	\$3,816.00	\$0.00	\$3,816.00	\$0.00
Training - Cargo Tank Inspection	\$5,625.00	\$0.00	\$5,625.00	\$0.00
Training - Drug Interdiction Assistance Program	\$100.00	\$0.00	\$100.00	\$0.00
Training - Electronic Logging Devices	\$100.00	\$0.00	\$100.00	\$0.00
Training - General Hazardous Materials	\$5,625.00	\$0.00	\$5,625.00	\$0.00
Training - Inspection Procedures Hands-on	\$7,500.00	\$0.00	\$7,500.00	\$0.00
Training - New Entrant Unit In-service	\$3,640.00	\$0.00	\$3,640.00	\$0.00
Training - North American Standard (NAS) Part A	\$5,625.00	\$0.00	\$5,625.00	\$0.00
Training - North American Standard (NAS) Part B	\$5,625.00	\$0.00	\$5,625.00	\$0.00
Training - Other Bulk Packaging	\$2,250.00	\$0.00	\$2,250.00	\$0.00
Training - Passenger Vehicle Inspection (PVI)	\$2,250.00	\$0.00	\$2,250.00	\$0.00
Training - CSA National Safety Interventions Rollout	\$1,820.00	\$0.00	\$1,820.00	\$0.00
Non-planned Meetings/ Training	\$5,800.00	\$0.00	\$5,800.00	\$0.00
Travel total	\$110,477.00	\$0.00	\$110,477.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Law Enforcement Vehicles	\$441,948.00	\$0.00	\$441,948.00	\$117,565.37
Law Enforcement Vehicle Equipment/Accessories	\$101,554.80	\$0.00	\$101,554.80	\$0.00
Portable Computer System (Officers & Investigators)	\$63,557.85	\$0.00	\$63,557.85	\$0.00
Two-way Radio (Handheld)	\$71,398.32	\$0.00	\$71,398.32	\$0.00
Two-way Radio (Vehicle-Mounted Mobile)	\$79,939.44	\$0.00	\$79,939.44	\$0.00
Equipment total	\$758,398.41	\$0.00	\$758,398.41	\$117,565.37

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
General Office Supplies	\$15,386.90	\$0.00	\$15,386.90	\$0.00
Multi-function Printer	\$1,854.90	\$0.00	\$1,854.90	\$0.00
Other Supplies	\$2,808.00	\$0.00	\$2,808.00	\$0.00
Uniforms and Related Supplies (New Entrant)	\$6,500.01	\$0.00	\$6,500.01	\$0.00
Supplies total	\$26,549.81	\$0.00	\$26,549.81	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Iteris	\$29,000.00	\$0.00	\$29,000.00	\$0.00
All Traffic Solutions	\$1,500.00	\$0.00	\$1,500.00	\$0.00
Iteris	\$43,500.00	\$0.00	\$43,500.00	\$0.00
NDI Recognition Systems	\$1,920.00	\$0.00	\$1,920.00	\$0.00
International Road Dynamics	\$9,083.00	\$0.00	\$9,083.00	\$0.00
BFG	\$38,350.00	\$0.00	\$38,350.00	\$0.00
SmartCOP	\$48,750.00	\$0.00	\$48,750.00	\$0.00
Contractual and Subaward total	\$172,103.00	\$0.00	\$172,103.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Automobile Insurance (New Entrant Vehicles)	\$1,920.00	\$0.00	\$1,920.00	\$0.00
Communications - Mobile Phone and Data Device Service (Compliance Investigators)	\$2,580.00	\$0.00	\$2,580.00	\$0.00
Communications - Mobile Phone and Data Device Service (New Entrant Unit)	\$4,692.00	\$0.00	\$4,692.00	\$0.00
CVSA Decals	\$1,232.00	\$0.00	\$1,232.00	\$0.00
Fuel Costs	\$37,501.20	\$0.00	\$37,501.20	\$0.00
Maintenance/Repair of Vehicles not under contract	\$7,200.00	\$0.00	\$7,200.00	\$0.00
Printing (CMV Safety Brochures, signs, posters, etc.)	\$375.00	\$0.00	\$375.00	\$0.00
RegScan Hazardous Materials Enforcement Software	\$6,162.00	\$0.00	\$6,162.00	\$0.00
Tort Liability Insurance (New Entrant Unit)	\$498.00	\$0.00	\$498.00	\$0.00
Training Materials (3 Regulation Manuals - FMCSR, HazMat, CVSA OOS)	\$6,554.90	\$0.00	\$6,554.90	\$0.00
Operations expenses	\$500.00	\$0.00	\$500.00	\$0.00
Other Costs total	\$69,215.10	\$0.00	\$69,215.10	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$4,527,954.79	\$851,342.53	\$5,379,297.32	\$4,192,589.07
Indirect Costs	\$300,122.21	\$0.00	\$300,122.21	NA
Total Costs Budgeted	\$4,828,077.00	\$851,342.53	\$5,679,419.53	\$4,192,589.07

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,828,077.00	\$851,345.00	\$5,679,422.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$851,345.00
MOE Baseline:	\$4,192,589.07

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,321,685.37	\$579,144.58	\$2,900,829.95	\$2,812,314.11
Overtime Subtotal	\$16,241.88	\$0.00	\$16,241.88	\$0.00
Personnel Total	\$2,337,927.25	\$579,144.58	\$2,917,071.83	\$2,812,314.11
Fringe Benefits Total	\$1,053,284.22	\$272,197.95	\$1,325,482.17	\$1,262,709.59
Travel Total	\$110,477.00	\$0.00	\$110,477.00	\$0.00
Equipment Total	\$758,398.41	\$0.00	\$758,398.41	\$117,565.37
Supplies Total	\$26,549.81	\$0.00	\$26,549.81	\$0.00
Contractual and Subaward Total	\$172,103.00	\$0.00	\$172,103.00	\$0.00
Other Costs Total	\$69,215.10	\$0.00	\$69,215.10	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$4,527,954.79	\$851,342.53	\$5,379,297.32	\$4,192,589.07
Indirect Costs	\$300,122.21	\$0.00	\$300,122.21	NA
Total Costs Budgeted	\$4,828,077.00	\$851,342.53	\$5,679,419.53	\$4,192,589.07

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Leroy Smith
2. What is this person's title? Director, SC Department of Public Safety
3. Who is your Governor's highway safety representative? Leroy Smith
4. What is this person's title? Director, SC Department of Highway Safety

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

- Yes
 Yes, uploaded certification document
 No

State Certification declaration:

I, Leroy Smith, Director, SC Department of Public Safety, on behalf of the State of SOUTH CAROLINA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

See attached document

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

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

1. What is the name of your certifying State official? Leroy Smith
2. What is the title of your certifying State official? Director, SC Department of Public Safety
3. What are the phone # and email address of your State official? 10311 Wilson Blvd P.O. Box 1993 Blythewood, SC 29016

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

- Yes
- Yes, uploaded certification document
- No

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

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

See attached document

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

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

Yes No

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

Yes No



South Carolina Department of Public Safety

State Transport Police

Annual Certification of Compatibility

In accordance with 49 CFR Parts 350 and 355, as Director of the Department of Public Safety, State of South Carolina, I do hereby certify, based on a review, the State of South Carolina's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR's) and the Federal Hazardous Material Regulations (FHMR's) as follows:

1. South Carolina Statutes §56-5-4010 (B) and §58-23-1120 grant exclusive authority to the SCDPS State Transport Police Division for enforcement of commercial motor vehicle laws, which include the FMCSR and FHMR, and size and weight regulations.
2. South Carolina Regulation 38-424 adopts the rules and regulations relating to safety of operation and to equipment (49 CFR Parts 382, 383, 385, 387, and 390-399 and amendments thereto), and the rules and regulations adopted by the United States Department of Transportation relating to hazardous materials (49 CFR Parts 171-180 and amendments thereto) shall apply to all motor carrier vehicles engaged in interstate commerce and intrastate commerce over the highways within the State of South Carolina, whether common carriers, contract carriers, exempt carriers, or private carriers, except where these aforementioned rules and regulations may conflict with South Carolina Law, provided that any rule or regulation which fixes the minimum age of vehicle drivers at 21 years is hereby changed insofar as South Carolina intrastate carriers are concerned to establish a minimum age of 18 years for vehicle drivers.
3. South Carolina Regulation 38-427 involves the Inspection of Records, Vehicles and Equipment.
4. South Carolina Commercial Driver's License standards are contained in SC Code of Laws Title 56, Chapter 1, Article 13 South Carolina Commercial Driver License Act: §56-1-2005 - §56-1-2160.
5. South Carolina has adopted the uniform crash data elements developed by the National Governor's Association (NGA) and statewide crash reporting commenced on January 1, 1994.
6. Equal Employment Opportunity (EEO), Affirmative Action, and other plans relating to civil rights have been submitted to FMCSA. These plans are on file and available for review upon request.
7. The Department of Public Safety State Transport Police Division is currently working to address findings pertaining to compatibility listed below by June 2019:
 - A. SC/FI1-49 CFR 350.21(a) – Compatibility Adoption and Enforcement
 - 1) 49 CFR 392.10 – Stopping at Railroad Crossings
 - 2) 49 CFR 390-397 – Unmanufactured Forest Products Trucking Regulations
 - 3) 49 CFR 107 Subparts F and G – HM Registration Requirements

Signed this 30 day of July, 2018



Leroy Smith, Director



South Carolina Department of Public Safety

State Transport Police

Certification of MCSAP Conformance – Fiscal Year 2019

I, **Leroy Smith, Director of the South Carolina Department of Public Safety**, on behalf of the State of South Carolina, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRS, and the standards and orders of the Federal Government.
2. The State has designated (name of Lead State Agency) as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and (names of agencies) to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method the State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to

improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.

11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.

12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.

13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is *Leroy Smith*.

14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.

15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.

16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.

17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.

18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.

19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. §31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.

24. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.

25. In the case of the State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.

26. In the case that the State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date _____ July 30, 2018 _____

Signature _____  _____