



SOUTH CAROLINA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2021 - 2023
Annual Update FY 2023**

Date of Approval: June 28, 2023

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 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date 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 or annual update each year to receive MCSAP funds.

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

- Part 1: MCSAP Overview (FY 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

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 2023:

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

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

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2022 plans. States must carefully review and update this information to reflect FY 2023 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2023 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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.

August 10, 2022: Added the Fatality Rate, #Fatal Crashes, and VMT 2021:

Year	Fatality Rate	#Fatalities	VMT
2015	0.228	118	51,726
2016	0.200	109	54,553
2017	0.187	104	55,497
2018	0.218	124	56,801
2019	0.217	126	57,939
2020	0.176	104	58,824
2021	0.210	121	57,497

Data obtained from A&I on July 8, 2022.

June 4, 2021: Added the Fatality Rate, #Fatal Crashes, and VMT for 2020:

Year	Fatality Rate	#Fatal Crashes	VMT
2015	0.206	107	51,723,076,753
2016	0.180	98	54,403,528,021
2017	0.158	88	55,495,703,171
2018	0.169	94	55,531,893,838
2019	0.162	94	57,935,494,667
2020	0.165	89	53,824,403,663

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, implementation and management of the CVSP. SCDPS has adopted a "Target Zero" approach. This means our resources are directed to one goal - The Elimination of Highway Fatalities involving large trucks and buses. STP administers the Federal Motor Carrier Safety Administration's (FMCSA's) Motor Carrier Safety Assistance Program (MCSAP) 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 uniformed officers are assigned fully marked, semi-marked or unmarked patrol vehicles, and all field enforcement personnel vehicles are equipped with police RADAR, in-car Video Camera systems, laptop computers, printers, additional weapons (Shotguns or Patrol Rifles), creepers, wheel chocks, and other sensitive law enforcement equipment to assist in their daily enforcement operation and routine activities. Additionally all field enforcement officers are issued hand scales for size and weight enforcement.

All STP field enforcement personnel are certified to conduct NAS Part A, Part B and HAZMAT Inspections. A small percentage of officers are certified in Cargo Tank Inspection, Motor Coach Inspections, and Level VI Inspections.

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 SCDPS's State Transport Police in partnership with our federal and other state 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 began to 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:

Year	Fatality Rate	# Fatal Crashes	VMT
2015	0.206	107	51,723,076,753
2016	0.18	98	54,403,528,021
2017	0.158	88	55,495,703,171
2018	0.169	94	55,531,893,838
2019	0.162	94	57,935,494,667

This information was obtained from MCMIS on June 2, 2020.

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 CY2023. This would represent a 29.63% 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 Department of Motor Vehicles (DMV)
 - Motor Carrier Services (Vehicle Registration, IFTA, IRP)
 - Commercial Driver's License (CDL)
2. SC Department of Transportation (DOT)
 - Oversize/Overweight Permits
3. SC Department of Public Safety
 - Office of Highway Safety
 - South Carolina Highway Patrol
4. SC Department of Revenue
5. US Department of Transportation (USDOT)
 - Federal Motor Carrier Safety Administration (SC Division)
 - Federal Highway Administration
6. US Department of Energy

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.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. 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.

Instructions:

Answer the questions about your CVSP activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

Personnel numbers updated as of August 9, 2022:

- Seventy-one (71) officers are assigned to Field Enforcement
- Thirteen (13) officers are assigned to Headquarters (Command Staff/Program Management/Community Relations)
- Three (3) officers are assigned to the Hazardous Materials Unit
- Six (6) officers are assigned to the DRIVE Traffic Unit
- Five (5) civilians are assigned to the New Entrant Auditor Unit
- One (1) officer is assigned to the Central Evidence Facility
- Three (3) civilians are assigned to the Motor Carrier Compliance (MCC) Unit
- One (1) civilian weight specialist is assigned to the CMV Inspection/Weigh Stations
- Fifteen (15) civilians are assigned to the administrative duties at Headquarters

Personnel numbers updated as of July 12, 2021:

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

Of the 88 commissioned law enforcement officers who participate in MCSAP eligible activities, there are five (5) Command level officers and one (1) Central Evidence Facility (CEF) officer whose personnel costs are not grant funded and do not conduct Driver/Vehicle Inspections. Those six (6) officers do contribute towards traffic enforcement activities.

There are 73 officers assigned to six (6) Field Enforcement Regions that encompass 46 counties; those officers perform various functions within and outside the scope of MCSAP Basic/Incentive funded programs. Since the last grant period, we have hired 18 new officers; 5 pre-certified and 13 non-certified. 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-three officers are assigned to Field Enforcement
- Twelve officers are assigned to Headquarters (Command Staff/Program Management/Community Relations)
- Two (2) officers are assigned to the Hazardous Materials Unit
- One (1) officer is assigned to the Central Evidence Facility

- Three (3) civilians are assigned to the Motor Carrier Compliance (MCC) Unit
- One (1) civilian weight specialist is assigned to CMV Inspection / Weigh Stations
- Sixteen civilians are assigned to administrative duties at Headquarters
- Six (6) civilians are assigned to the New Entrant Auditor Unit

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

Of the 80 commissioned law enforcement officers who participate in MCSAP eligible activities, there are five (5) Command level officers and one (1) Central Evidence Facility (CEF) officer whose personnel costs are not grant funded and do not conduct Driver/Vehicle Inspections. Those six (6) officers do contribute towards traffic enforcement activities.

There are 68 officers 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 up to an additional 25 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.

- Sixty-eight (68) officers are assigned to Field Enforcement
- Nine (9) officers are assigned to Headquarters (Command Staff / Program Management/Community Relations)
- Two (2) officers are assigned to the Hazardous Materials Unit
- One (1) officer is assigned to the Central Evidence Facility
- Three (3) civilians are assigned to the Motor Carrier Compliance (MCC) Unit
- Two (2) civilian weight specialists are assigned to CMV Inspection / Weigh Stations
- Sixteen (16) 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 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 80 commissioned law enforcement officers and nine (9) civilians.

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 Inspect, 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. The overall intent is to change bad behavior through enforcement initiatives:

- On a quarterly basis, STP hosts coordinated Safe D.R.I.V.E. traffic enforcement events in partnerships with the FMCSA, southern states, industry, and local law enforcement agencies along major Interstate corridors.
- STP conducts periodic Enforcement Blitzes during off-peak hours in each region of the state focusing on the fatal and serious crash trends.
- STP utilizes two (2) unmarked D.R.I.V.E. Enforcement pickup trucks that are rotated quarterly throughout the state and used on a daily basis. These vehicles are rotated between officers and Regions based on the identified high crash corridors and as collision trends shift.
- STP also utilizes four (4) 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 pickups 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 for the Department of Revenue.

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.

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	107
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	105
Traffic Enforcement Activities	97
Investigations*	8
Public Education and Awareness	31
Data Collection and Reporting	3
* 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 2021 - 2023 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 most recent five fiscal years using the Activity Dashboard 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: <https://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 2015 - 2019

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 relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	106	0.1630	0.1620
01/01/2018	12/31/2018	100	0.1530	0.1690
01/01/2017	12/31/2017	97	0.1390	0.1580
01/01/2016	12/31/2016	107	0.1420	0.18
01/01/2015	12/31/2015	106	0.1450	0.2060

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			
01/01/2019	12/31/2019	5	0	0.0080
01/01/2018	12/31/2018	3	0	0.0050
01/01/2017	12/31/2017	7	0	0.0120
01/01/2016	12/31/2016	6	0	0.0110
01/01/2015	12/31/2015	5	0	0.0090

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			
01/01/2019	12/31/2019	3	0	0.0052
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	1	0	0.0018
01/01/2016	12/31/2016	5	0	0.0092
01/01/2015	12/31/2015	4	0	0.0077

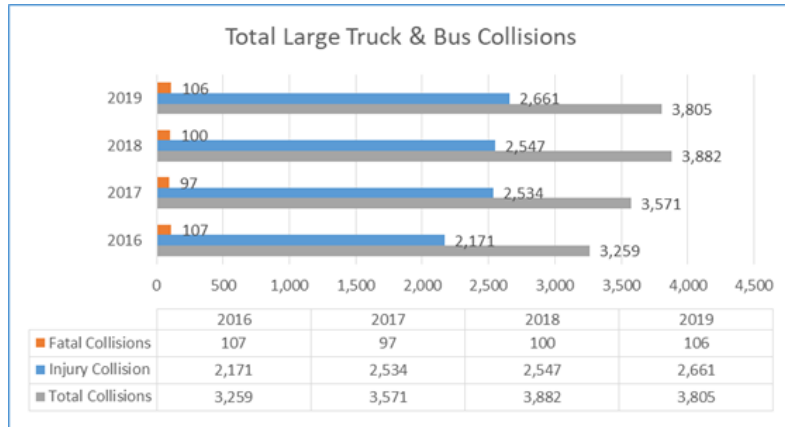
Enter the data sources and capture dates of the data listed in each of the tables above.

FMCSA's A&I Website captured date 7/16/2020.

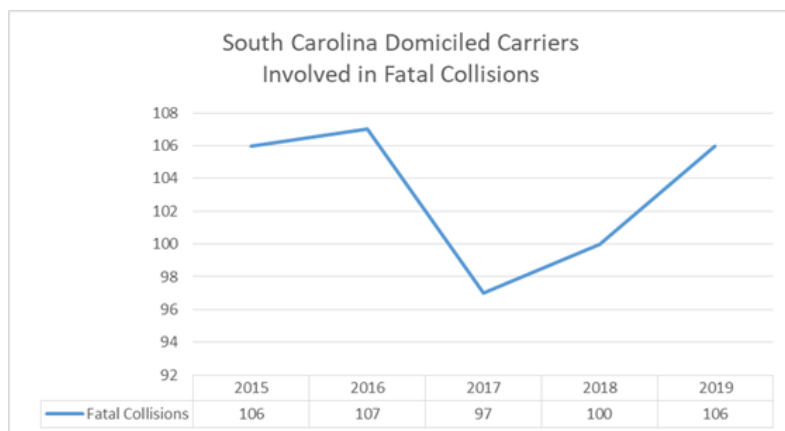
Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Due to the fact that we changed reporting and data collection programs in January 2020, we are not currently able to obtain some statistics that we previously were able to obtain. We are unable to obtain serious collision (those with incapacitating injuries) data and compare it with fatal collision data at this time. We are able to obtain the total number of collisions and compare them with the fatal collision numbers.

1) In CY2016 there were 3,259 large truck and bus collisions on our highways. Of these collisions, 2,171 resulted in injuries. From CY2016 to CY2018, there has been a 19.11% increase on total large truck and bus collisions on our highways. There has been a 17.31% increase in injuries that resulted from large truck and bus collisions from CY2016 to CY2018.



2) In CY2019 South Carolina had 106 vehicles with South Carolina domiciled carriers that were involved in fatal collisions throughout the state. This represents a six (6) % increase from CY2018 when the total fatal collision count was 100. CY2017 had 97 fatal collisions in our state, which was the lowest during the five (5) year reporting time. CY2016 had 107 fatal collisions, and CY2015 had 106 fatal crashes and 125 killed. South Carolina plans to address this upward trend with our continued comprehensive efforts including outreach, education, enforcement, compliance and focused investigations on South Carolina domiciled carriers, and intrastate carriers involved in collisions with fatal collisions and/or multiple collisions.



3) As we continue our efforts at reducing collisions in South Carolina, we have identified an improvement in the trend involving off peak collisions, we are scheduling officers to work these hours and locations when and where the crashes are occurring.

4) South Carolina plans to continue efforts to increase high visibility enforcement activities in rural areas throughout the state with concentrated enforcement initiatives with the goal of a reduction during off-peak hours of one (1)% each year for an overall reduction of three (3)% by CY2023. South Carolina's Safe D.R.I.V.E. Enforcement Programs encompass all areas of the state and include a focus on rural high crash areas of the state with the focus on reducing collisions and fatalities by way of high visibility enforcement. Daily enforcement presence through our high visibility Safe DRIVE Program in high crash corridors during off-peak hours will be our focus in reducing overall off-peak collisions by one (1)% per calendar year.

In addition to our normal enforcement activities and our Safe DRIVE high visibility enforcement efforts, we plan to utilize enforcement officers from different parts of the state in order to address the identified collision trends during off-peak hours within identified areas of the

state. These officers will be assigned and lodged on a temporary basis in order to address identified trends based on data concerning collisions involving large trucks and busses during off-peak hours in our identified top 10 large truck and bus high crash corridors.

Narrative Overview for FY 2021 - 2023

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.

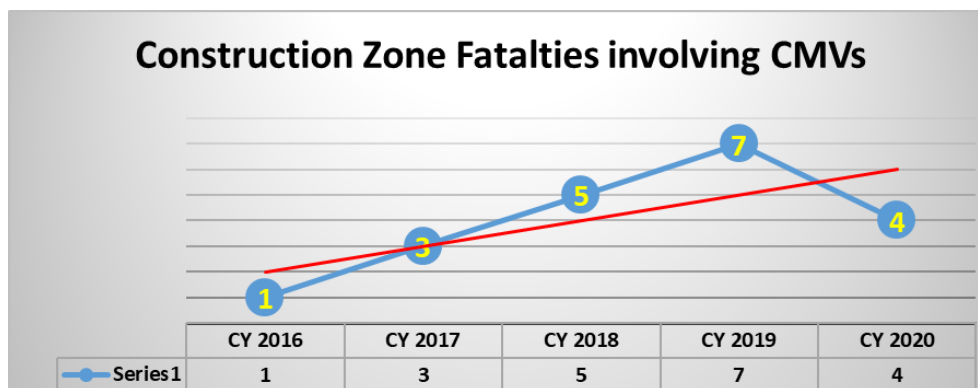
TRB Response 10/05/2022 in Red:

Nationally commercial vehicles are involved in approximately one third of all fatalities in work zones. Speeding has been identified as a major contributing factor in fatal commercial vehicle collisions in work zones throughout the country. South Carolina will take a multifaceted approach to address the commercial vehicle collision problem in work zones.

South Carolina will continue to conduct high visibility traffic enforcement in and around construction zones. New work zones in particular tend to produce an increase in collisions. South Carolina will partner with the South Carolina Department of Transportation to identify planned construction zones and coordinate the appropriate enforcement efforts utilizing marked and unmarked patrol vehicles equipped with traditional radar and Lidar for speed enforcement. South Carolina's high visibility enforcement creates additional awareness among motorist which can help prevent some of the common issues which contribute to collisions in work zones such as inattention, speeding, and following too closely. South Carolina will provide overtime opportunities in order to bolster our enforcement presence in work zones.

South Carolina plans to utilize (2) variable message boards in work zones during targeted enforcement efforts. The message boards will be equipped with radar to displaying the speed of passing motorist and be equipped with blue lights that will be activated at designated speeds to gain compliance. These message boards can also display a plethora on messages to motorist regarding traffic conditions, enforcement activities, evacuations, etc. The message boards will be deployed during as a force multiplier in construction zones in conjunction with high visibility enforcement efforts to gain motorist compliance and reduce collisions and fatalities.

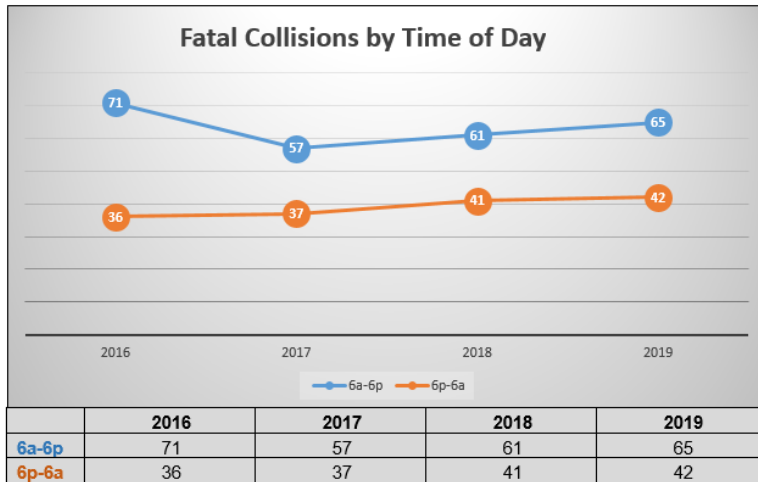
South Carolina has seen an increase in the number of fatalities involving commercial motor vehicle collisions in work zones according to data obtained through FMCSA's A&I Website and FARS records. South Carolina had a steady rise in these incidents from 2016 to 2019 as displayed in the chart below. South Carolina only recorded (1) one fatality resulting from a commercial motor vehicle collisions in work zones in 2016 but that number rose to (7) seven fatalities in 2019. In 2020 South Carolina experienced a 42% decrease for a total of (4) fatalities that year. South Carolina averaged 4 fatalities a year according to data displayed on the A&I Website for 2016 through 2020 resulting from commercial motor vehicle collisions in work zones. South Carolina will work to reduce fatalities from collisions involving commercial vehicles in work zones by (25%) twenty five percent moving forward.



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 CY2023.

In CY2019, South Carolina experienced an increase in overall large truck and bus fatalities when compared to CY2017 and CY2018.

Collision data indicated an increase in fatal collision between the hours 6pm-6am. In CY2016 there were 36 fatal collisions between the hours of 6pm-6am. There was a decrease of 19.72% between CY2016 and CY2017. The number of fatal collisions increased each year from CY2017 to CY2019. This represents a 16.6% overall increase in fatal collisions between CY2017 and CY2019.



Although South Carolina's data indicates an increase in large truck and bus collisions between 6pm-6am, a majority of our large truck and bus collisions still occur during the hours of 6am-6pm. We will allocate a larger amount of our resources during the time-frame of 6am-6pm, which we have identified as having the greatest number of overall collisions. We will allocate personnel during those hours, and will make necessary adjustments based on the prevailing data and trends.

2) South Carolina's enforcement efforts are data driven, and are based on identified collision and fatality trends. An analysis of fatality and collision data indicates a set of corridors that are of concern (listed below). Enforcement personnel will be assigned based on the current trends and analysis of the prevailing data on those corridors. The below charts identify the Top CMV Crash Corridors (includes **all** large truck and bus crashes) and Top Fatal Crash Corridors.

*STP Top 10 CMV Crash Corridors Report
2015-2019 (2019 PRELIMINARY DATA)*

Statewide Top 10 CMV Total Crash Corridors						
Crash Corridor	2015	2016	2017	2018	2019	Total
I-26	313	347	314	334	346	1,654
I-85	232	304	314	414	370	1,634
I-95	159	192	234	220	210	1,015
I-20	135	183	182	195	164	859
I-77	107	175	130	132	134	678
US-17	96	140	153	116	152	657
US-76	57	64	73	82	73	349
US-25	60	60	79	79	64	342
US-21	55	66	71	73	51	316
US-52	40	65	73	59	79	316

Statewide Top 10 CMV Fatal Crash Corridors						
Crash Corridor	2015	2016	2017	2018	2019	Total
I-26	12	3	8	9	9	41
I-95	7	11	3	6	11	38
I-85	6	2	9	7	6	30
I-20	6	1	3	5	6	21
I-77	2	4	2	4	3	15
US-17	3	3	4	2	2	14
US-25	2	2	0	6	3	13
US-52	1	3	3	2	3	12
US-15	2	2	3	2	0	9
US-176	2	1	0	4	2	9

South Carolina will continue to track collisions occurring on these corridors, in addition to other areas of concern, as well as the times of day the collisions are occurring.

3) In previous years, South Carolina has seen great success with its unmarked DRIVE vehicle programs in addition to its fully marked high visibility enforcement efforts during our Safe DRIVE initiatives. For FY2021-FY2023, South Carolina will continue its high visibility DRIVE enforcement initiatives and programs on our top 10 crash corridors, and will enhance those efforts by deploying personnel from other regions of the state to be temporarily assigned for high visibility DRIVE enforcement initiatives and saturation efforts and lodged in those areas 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:

FMCSA's A&I Website (MCMIS) captured date 7/18/2020.

Projected Goal for FY 2021 - 2023:

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 shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2021	4
2022	4
2023	4

South Carolina has set the crash reduction goals based on serious (incapacitating/fatal) crash reduction. Crash reduction goal: Reduce overall serious collisions per year by 4%, approximately 12% total by the end of CY2023.

Program Activities for FY 2021 - 2023: 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.

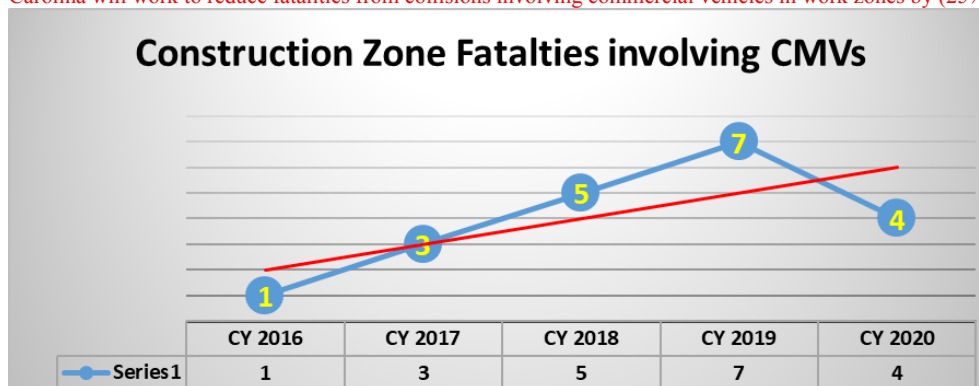
TRB Response 10/05/2022 in Red:

Nationally commercial vehicles are involved in approximately one third of all fatalities in work zones. Speeding has been identified as a major contributing factor in fatal commercial vehicle collisions in work zones throughout the country. South Carolina will take a multifaceted approach to address the commercial vehicle collision problem in work zones.

South Carolina will continue to conduct high visibility traffic enforcement in and around construction zones. New work zones in particular tend to produce an increase in collisions. South Carolina will partner with the South Carolina Department of Transportation to identify planned construction zones and coordinate the appropriate enforcement efforts utilizing marked and unmarked patrol vehicles equipped with traditional radar and Lidar for speed enforcement. South Carolina's high visibility enforcement creates additional awareness among motorist which can help prevent some of the common issues which contribute to collisions in work zones such as inattention, speeding, and following too closely. South Carolina will provide overtime opportunities in order to bolster our enforcement presence in work zones.

South Carolina plans to utilize (2) variable message boards in work zones during targeted enforcement efforts. The message boards will be equipped with radar to displaying the speed of passing motorist and be equipped with blue lights that will be activated at designated speeds to gain compliance. These message boards can also display a plethora on messages to motorist regarding traffic conditions, enforcement activities, evacuations, etc. The message boards will be deployed during as a force multiplier in construction zones in conjunction with high visibility enforcement efforts to gain motorist compliance and reduce collisions and fatalities.

South Carolina has seen an increase in the number of fatalities involving commercial motor vehicle collisions in work zones according to data obtained through FMCSA's A&I Website and FARS records. South Carolina had a steady rise in these incidents from 2016 to 2019 as displayed in the chart below. South Carolina only recorded (1) one fatality resulting from a commercial motor vehicle collisions in work zones in 2016 but that number rose to (7) seven fatalities in 2019. In 2020 South Carolina experienced a 42% decrease for a total of (4) fatalities that year. South Carolina averaged 4 fatalities a year according to data displayed on the A&I Website for 2016 through 2020 resulting from commercial motor vehicle collisions in work zones. South Carolina will work to reduce fatalities from collisions involving commercial vehicles in work zones by (25%) twenty five percent moving forward.



July 15, 2021: South Carolina has added a component to our program where on at least once a quarter the Command Staff will go out on what are called "Safe DRIVE Saturdays." This program is an effort to not only keep the Command Staff in touch with the road officers and allow everyone to work side by side in enforcement activities, it also serves as a supplement to our existing high crash corridor and weekend/off-peak enforcement activities. This will be reported under Performance Measurement #3.

1) South Carolina data indicates there is a need for increased visibility to address collisions that occur between the hours of 6pm-6am. This time-frame represents the lowest amount of CMV traffic but contains nearly a third of all collisions. All regions of the state will dedicate available personnel to conduct enforcement activities during these times of day. At least one (1) full week per month, all Regions will assign at least 25% of available personnel to conduct high visibility enforcement during off-peak hours. South Carolina will record and monitor enforcement activity to ensure program success.

With driver error being the overwhelming contributing factor in all large truck and bus collisions, South Carolina focuses its enforcement efforts on driver-related violations known to be contributing factors in large truck and bus collisions. 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 55% of all violations found during this time frame to be driver oriented. This measure was increased from our previous goal of 50% to the current goal of 55%. This increase is based on a review of inspections conducted from FY2016-FY2019, which indicated that driver violations accounted for 49.75% of the overall violations discovered.

2) South Carolina is committed to shifting resources to address crash trends as data indicates in its top ten crash corridors. South Carolina has identified a set of high crash corridors and known fixed facility by-pass routes that are areas of concern. These corridors will be staffed according to the findings presented by crash data along with other areas of concern. South Carolina will aim for 70% of all inspections to be conducted on these corridors. This measure was increased from our previous goal of 50% to the current goal of 70%. This increase is based on a review of inspections conducted from FY2016-FY2019, which indicated that 67.25% of the all inspections were conducted on our previously identified high crash corridors .

Based on inspection and manpower estimates this breaks down as follows:

- a. 2021: At least 28,938 inspections
- b. 2022: At least 32,571 inspections
- c. 2023: At least 36,190 inspections

With this projected inspection activity on these corridors of concern, it is our aim to reduce fatal collisions 4% per year, for a total of 12% by the end of CY2023.

These high visibility enforcement initiatives predominantly take place in the top 10 serious crash corridors, but may be shifted to other areas of concern based on collision trends. This method of personnel allocation will aid in achieving our overall serious crash reduction goal by 12% by the end of CY2023.

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 CMV traffic but contains nearly a third of all serious collisions that occur in South Carolina. At least one (1) full week a month South Carolina will assign at least 25% of available personnel to high visibility enforcement efforts during off-peak hours. South Carolina will record and monitor enforcement activities to ensure program success. Headquarters Staff will monitor personnel allocation by reviewing regional assignments on a weekly basis with the Regional Commanders.

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 to identify those driver violations known to cause serious collisions and fatalities. South Carolina will monitor these enforcement efforts by reviewing activity reports for all violations discovered during inspections. Our goal would be to have a minimum of 55% of driver violations discovered during off-peak hours.

Performance Measurement #2:

South Carolina has identified 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 aim for 70% of all inspections conducted throughout the state to be conducted on those corridors.

South Carolina will ensure the success of this activity by monitoring all inspection data through the SafetyNet system on a weekly/monthly basis. Headquarters staff will monitor personnel allocation on a weekly basis to ensure those corridors are staffed with adequate coverage.

Performance Measurement #3:

In order to bolster our efforts and create the high visibility enforcement during our Safe DRIVE initiatives; in addition to those efforts, personnel from other regions of the state may be temporarily assigned for target enforcement / saturation efforts and lodged in those areas 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.

Headquarters Enforcement and Administrative staff will analyze the 3 previous years of historical large truck and bus collision data on the identified corridors prior to scheduling selective enforcement activities. Following each selective enforcement activity event, any collision data will be compared to historical collision data that occurred during the selective enforcement activity time-frame, as well as the weeks proceeding and following the events. This will ensure that manpower is being allocated to the identified areas of concern and that the efforts have caused a reduction in large truck and bus collisions.

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 2021 - 2023. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	5771	5384	4701	4601	4781
Level 2: Walk-Around	14680	11673	10770	10464	11272
Level 3: Driver-Only	24384	22792	20888	23907	28695
Level 4: Special Inspections	8	26	37	24	53
Level 5: Vehicle-Only	568	361	423	215	211
Level 6: Radioactive Materials	3	1	11	3	5
Total	45414	40237	36830	39214	45017

Narrative Overview for FY 2021 - 2023**Overview:**

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

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

Iteris - Inspect

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.

TRB Response #25012 10/06/2022: South Carolina plans to conduct educational and enforcement efforts to combat human trafficking/smuggling. These educational efforts will be provided to both enforcement personnel and industry partners. South Carolina will conduct training to equip officers/inspectors with the knowledge and resources to identify signs of potential human trafficking. We will partner with groups such as Truckers Against Trafficking and/or the Department of Homeland Security's Blue Campaign to accomplish this additional advanced training. In addition, South Carolina will incorporate this information into industry safety talks to create additional awareness and ease of access to information for industry partners. Upon completion of training we will conduct enforcement efforts on identified high crash corridors which are also known high criminal activity corridors, such as our interstate and US highways. These efforts will be conducted utilizing both marked and unmarked vehicles and will be conducted as a strike force effort to include other agencies such as the South Carolina Highway Patrol (SCHP), State Law Enforcement Division (SLED), and local Sheriff's Offices.

South Carolina has recently provided 18 officers with Advanced Roadside Impaired Driving Enforcement (ARIDE) training to assist in detection of alcohol/drug impaired driving. This training will continue to be provided to all officers with a goal of

certifying approximately 75% of all field enforcement personnel.

As a result of the expansion of South Carolina's DRIVE Program, officers assigned to this Unit have been trained in ARIDE and are currently receiving Drug Recognition Expert (DRE) training. This Unit has also attended DIAP training and will be participating in additional criminal interdiction training classes such as Desert Snow. This Unit is dedicated to high visibility traffic and criminal enforcement efforts.

TRP Response #23873 - September 28, 2021:

As described in our Traffic Enforcement Component, all STP law enforcement officers are instructed and expected to remain vigilant regarding the unsafe operation of CMVs, as well as non-CMV's 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

STP program initiatives are all data driven, and a main program focus for South Carolina is traffic enforcement activity on high crash corridors and high CMV traffic areas. South Carolina is committed to shifting resources to address crash trends as data indicates in its top ten crash corridors. South Carolina has identified a set of high crash corridors and known fixed facility by-pass routes that are areas of concern. These corridors will be staffed according to the findings presented by crash data along with other areas of concern. South Carolina will aim for 70% of all inspections to be conducted on these corridors.

By design our programs are structured to strategically place participating enforcement personnel along the enforcement corridors in a fashion to create a highly visible enforcement effort. 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 those violations known to contribute to collisions (Speed, driver impairment, driver fatigue, improper lane change, fail to yield right of way, etc.) during the course of their normal CMV enforcement related duties. South Carolina has identified an issue with non-CMV traffic violations contributing to a large percentage of our CMV fatal crashes.

Response to comment #21417 - October 27, 2021:

When reviewing our projected Traffic Enforcement Activities compared to our overall inspections, it must be noted that the Traffic Enforcement Violations that are reported are those that fall under the MCSAP Violations of Traffic Enforcement, more specifically what are defined as Unsafe Driving/Moving Violations (speeding, following too closely, improper passing, etc.). There are other violations that constitute an enforcement violation which does not rise to the level of a moving violation. These include other traffic violations, licensing, insurance, registration, and miscellaneous equipment violations.

Size and weight violations are also normally documented on Level III Inspections, which accounts for approximately 11% of our total inspections. At times officers are assigned to the weight stations they will conduct a least a Level 3 inspection in conjunction with the size and weight enforcement action. As a general rule, officers will survey the vehicle as they gather information for the inspection/enforcement action and will raise the level of inspection as dictated by their observations. Size & Weight activities are not charged to the MCSAP Grant based on their nature, but they do count as inspections under our overall roadside inspection program. Other violations that result in Level III Inspections at our weight stations are: Hours of Service violations, or an inspection that does not yield any violations and based on the officer's experience and observations does not warrant a higher level of inspection. STP officers are instructed to conduct the highest level of inspection warranted based on the totality of the circumstances as dictated by vehicle and driver condition, nature of the original stop, and safety considerations.

The state has experienced a high profile significant crash involving multiple fatalities in addition to a general uptick in overall fatalities. These collisions and fatalities have resulted in an SCDPS mandate of increased enforcement and education in and around the I-85 corridor and other high volume crash corridors throughout the state. This has resulted in STP officers being assigned to the SCDPS ACE (Area Coordinated Enforcement) program along with the South Carolina Highway Patrol, working directed enforcement in SCDPS identified High Crash Corridors across the state. These are often high visibility enforcement campaigns where officer will stop CMVs/vehicles for more minor infractions in order to affect driver behavior by the more frequent visibility of enforcement personnel. Additionally STP officers are working MCSAP Overtime to specifically address the unsafe operation of CMVs and passenger cars in and around the work zone(s).

Updated personnel numbers as of July 12, 2021:

South Carolina has 83 full time law enforcement officers who are certified to conduct inspections. 73 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, eight (8) administrative officers and eight (8) civilian MCC/NE investigators conduct inspections to maintain their North American Standard Certifications, and as dictated by the protocols in the Electronic Field Operations Training Manual (eFOTM.)

South Carolina has 73 full time law enforcement officers who are certified to conduct inspections. 68 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, three (3) administrative officers and eight (8) civilian MCC/NE investigators conduct inspections to maintain their North American Standard Certification(s), 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 quality and detailed inspections to ensure that only qualified drivers and properly maintained CMVs operate on South Carolina roadways.

As enforcement personnel patrol the state conducting routine enforcement activities, they are ever vigilant at recognizing signs of operating while impaired (under the influence of drugs, alcohol or controlled substances) and/or inattentive operation. This is a day to day routine core function of all STP enforcement personnel.

Although STP 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 those officers with less experience in identifying subjects that may be impaired (under the influence of drugs, alcohol or controlled substances) 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.

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 OOS Orders; Operating Authority; fatigued operation; medical fitness; impairment: operating under the influence, illegal possession of drugs/alcohol/controlled substances, prescription medication; indicators of human trafficking; and operating unsafe equipment presenting an imminent hazard to highway safety.

The number of inspections projected to be conducted in FY2021 was set at 41,036. This figure is based on the five (5) year average (2015 – 2019) of inspections conducted, and the average number of inspections conducted per officer. STP is currently working to hire additional officers to reach our allocation. Once those officers are hired and trained, this will allow the agency to reach the goals established for FY2022 and FY2023.

South Carolina has identified driver errors/actions as the primary cause of traffic collisions, and more specifically traffic fatalities. With this identification, our focus remains on Level III inspections. 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 scan the CMVs for unsafe vehicle conditions to determine if a higher level of inspection is needed to address the identified unsafe vehicle conditions. 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. 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 FY201 through FY2019. Our current approach over the last several years has resulted in 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.

Applying this practice has allowed us to maintain an average driver out-of-service (OOS) rate of 7.43% between FY2016 to FY2019. This allowed for South Carolina's Driver OOS Rate to be 49.5% higher than the national average between FY2016 to FY2019. Over this same term, our vehicle inspection OOS rate maintained an average of 41.86%. This allowed for South Carolina's Vehicle OOS Rate to be 141% higher than the national average between FY2016 to FY2019.

eRODs Metrics:

STP was advised during the FMCSA Webinar on July 28, 2020 that the FMCSA is tracking Telematics Data Transfers via web services by state. South Carolina was identified as being in the range of 50%-75%. We were further advised that the projected range acceptable range was set at 85% or higher. This measure is related to how often states use the required method of web services for verifying Hours of Service. The state's goal will be to raise our performance metric into at least the acceptable range of 85% for FY2021. The overall goal would be to achieve a 100% usage rate by FY2023.

STP will monitor the ELD Monthly Reports to identify those officers that are not utilizing the proper data transfer methods, or to identify other issues that may be causative factors of reduced percentages.

STP will incorporate ELD Data Transfer training into our NAS In-Service training, conducted on an annual basis.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2021 - 2023. For FY 2023, 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: 115

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6076	1013	170	7259	12.21%
Level 2: Walk-Around	12749	4077	106	16932	28.48%
Level 3: Driver-Only	34137	482	84	34703	58.37%
Level 4: Special Inspections	41	0	0	41	0.07%
Level 5: Vehicle-Only	143	0	368	511	0.86%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Sub-Total Lead Agency	53146	5577	728	59451	

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 2023 - 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 2023:	

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: SOUTH CAROLINA DEPARTMENT OF PUBLIC SAFETY - STATE TRANSPORT POLICE					
# certified personnel: 115					
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	6076	1013	170	7259	12.21%
Level 2: Walk-Around	12749	4077	106	16932	28.48%
Level 3: Driver-Only	34137	482	84	34703	58.37%
Level 4: Special Inspections	41	0	0	41	0.07%
Level 5: Vehicle-Only	143	0	368	511	0.86%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Total MCSAP Lead Agency & Subrecipients	53146	5577	728	59451	

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 as they relate to serious and fatal crashes. 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.

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

Projected Goals for FY 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	46530	0	0	46530
Enter total number of certified personnel	90	0	0	90
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	51700	0	0	51700
Enter total number of certified personnel	100	0	0	100

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
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	4
CSA On-Site Focused/Focused CR	26	25	4	2	14
CSA On-Site Comprehensive	50	38	63	23	22
Total Investigations	76	63	67	25	40
Total Security Contact Reviews	1	2	2	2	2
Total Terminal Investigations	0	6	6	2	1

Investigative Types - Intrastate	2015	2016	2017	2018	2019
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 2021 - 2023**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 2021 - 2023

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2021 - 2023.

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	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	20	0	20	0	34	0
CSA On-Site Focused/Focused CR	25	15	25	15	40	15
CSA On-Site Comprehensive	48	0	48	0	64	0
Total Investigations	93	15	93	15	138	15
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.

August 10, 2022: Total number of investigations have increased due to the addition of two new MCC investigators. South Carolina's compliance investigators will conduct thorough compliance investigations as assigned. The type of investigation (comprehensive or focused on-site/off-site) is assigned through the Federal Motor Safety Administration's South Carolina Office. South Carolina had two (2) compliance investigators retired in FY2020. The Motor Carrier Compliance Manager was one (1) of those that retired. South Carolina's New Entrant Safety Assurance Manager will now assume supervisor responsibilities for the compliance investigators in addition to the new entrant safety auditors. South Carolina currently has two (2) certified and experienced compliance investigators. South Carolina filled one (1) of the vacant investigator positions by promoting one (1) of the New Entrant Safety Auditors. This individual is tentatively scheduled to attend compliance investigator training in November 2020, barring any changes due to the COVID-19 Pandemic. South Carolina conducted 40 compliance investigations during FY2019. Of the investigations completed in FY2019 (22 or 55%) of all investigations were CSA Onsite Comprehensive Investigations. South Carolina's compliance investigators also completed 34 new entrant Safety Audits during FY2019. During FY2018 South Carolina's Compliance Investigators conducted 25 compliance investigations. CSA Comprehensive Investigations accounted for 92% (or 23 of the 25 investigations) in FY2018. South Carolina's compliance investigators also conducted 76 new entrant safety audits in FY2018. South Carolina's Compliance Investigators were crossed trained to conduct new entrant safety audits in September of 2017 to help with eliminating the backlog of overdue safety audits, which attributed to fewer compliance investigations being completed in FY2018. South Carolina has conducted 16 investigations in FY2020 according to FMCSA's MCMIIS data snapshot as of 6/26/2020, including current year-to-date information for FY2020. Of the 16 compliance investigations completed in 2020 eight (8) (50%) were CSA Comprehensive Investigations. South Carolina's compliance investigators have assisted with 14 new entrant safety audits in FY2020. South Carolina's compliance investigators completed training to conduct off-site investigations in FY2019. In FY2019 four (4) (10%) of all investigations conducted were off-site investigations. Of the 16 investigations conducted in FY2020 by South Carolina, four (4) (25%) of the investigations were off-site investigations according to FMCSA's MCMIIS data snapshot as of 6/26/2020, including current year-to-date information for FY2020. (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.

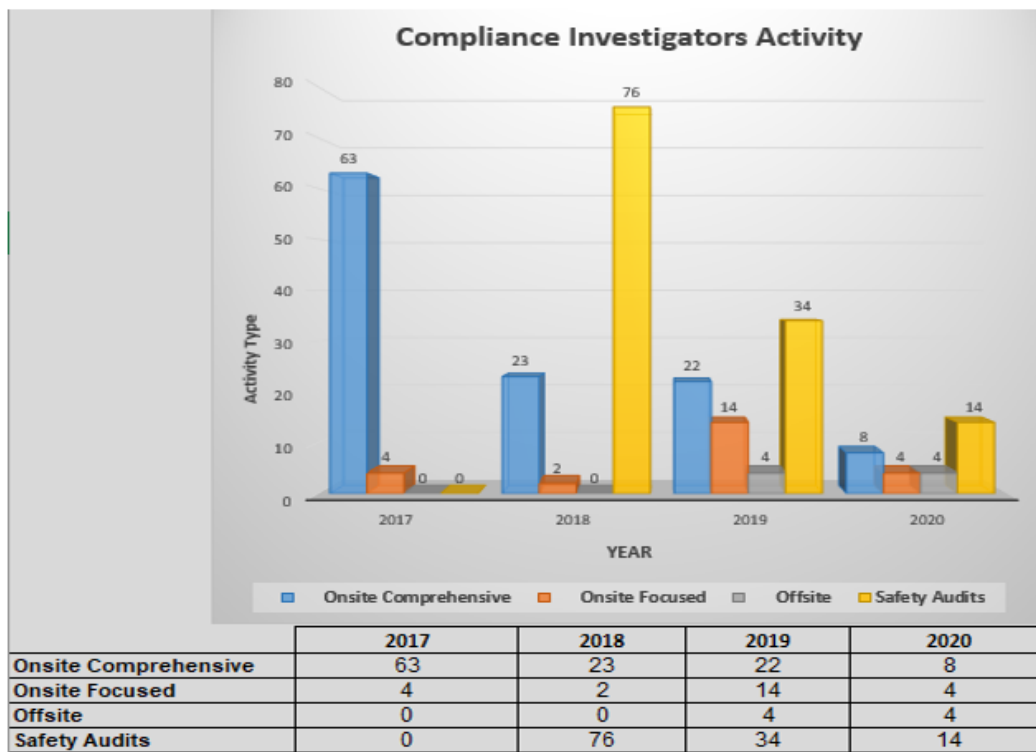
Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

South Carolina has three (3) investigators assigned to the Motor Carrier Compliance Unit; all three (3) are civilian employees. All three (3) of the FTE's are assigned at 100% to the program activities. The compliance investigators are cross-trained to conduct New Entrant Safety

Audits and are used as a 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 Techniques during all investigations and collaborate 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, Focused, or Off-Site 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 (3) 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 STP Colonel. South Carolina's Motor Carrier Compliance Supervisor will collaborate with the FMCSA to assign and review these investigations.

South Carolina's investigators will continue to participate in public outreach and education. South Carolina recently began a New Entrant Safety Seminar for company officials of newly registered motor carriers that are in the New Entrant Program. This program provides value information regarding the Federal Motor Carrier Safety Regulations to ensure the companies are educated and compliant with the regulations. One (1) of South Carolina's compliance investigators will participate in these events on a quarterly basis to provide industry officials insight into what they can expect if faced with a compliance investigation in the future. South Carolina will participate in additional educational and outreach events as requested by industry officials.



Data Source: FMCSA's MCMIS data snapshot as of 6/26/2020 including current year-to-date information for FY2020. 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. Investigators will be required to turn in monthly activity forms detailing how their time was distributed and the total number of reviews completed per 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:

South Carolina's Motor Carrier Compliance Unit supervisor will monitor the number of outreach events completed by compliance investigators, and the number of attendees.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. 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.

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

Trend Analysis for 2015 - 2019

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		
10/01/2018	09/30/2019	7943	2577
10/01/2017	09/30/2018	5940	2545
10/01/2016	09/30/2017	6710	3447
10/01/2015	09/30/2016	7585	3682
10/01/2014	09/30/2015	7077	4016

☒ 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		
10/01/2018	09/30/2019	1263	1387
10/01/2017	09/30/2018	1696	1831
10/01/2016	09/30/2017	2071	1898
10/01/2015	09/30/2016	2223	1829
10/01/2014	09/30/2015		2300

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

Inspection retrieved from A&I on 07/16/2020. Citation data retrieved from SQL Server Reporting Services on 07/16/2020. Non-CMV Traffic Enforcement Contacts retrieved from ReportBeam on 07/16/2020. STP used paper warnings and did not have access to a e-citations/tracking database (ReportBeam) prior to June 2015, and we are unable to determine the number of Non-CMV Traffic Enforcement Stops prior to that point (Field will be left blank).

Narrative Overview for FY 2021 - 2023

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](#).

TRB Response: 10/05/2022

All repos are in Red

August 9, 2022:

2 Message Boards

For 2023, South Carolina has eighty-nine (89) enforcement personnel who are certified to conduct inspections. Seventy-seven (77) of these personnel dedicate at least 80 percent of their time to MCSAP activities. Each officer is required to check the drug and alcohol clearinghouse (DACH) as well as Out of Service violations on each inspections (internet service required). All traffic enforcement violations on qualifying Commercial Motor Vehicles are documented on a driver/vehicle inspection report. Inspections are conducted at peak and off-peak times to ensure compliance throughout the day when collisions occur based on crash data. Enforcement officers are also assigned various work days to ensure visibility throughout the week. _

South Carolina plans to utilize (2) variable message boards in high crash corridors, construction areas, and during targeted enforcement efforts. The message boards will be equipped with radar and capable of displaying the speed of passing motorist and be equipped with blue lights that will be activated at designated speeds to gain compliance. These message boards can also display a plethora on messages to motorist regarding traffic conditions, enforcement activities, evacuations, etc. South Carolina has also purchased twenty (20) L.I.D.A.R. (Light Detection and Ranging) which will allow more officers within the state to conduct traffic enforcement efforts in areas such as construction zones, which can be difficult to operate other speed measurement devices.

South Carolina has implemented a dedicated traffic enforcement unit (D.R.I.V.E. team), consisting of 6 personnel, who primarily focus on the enforcement of traffic enforcement laws on Commercial Motor Vehicle's (CMV's) in various areas of the state. The personnel are placed strategically around the state and focus on routes based on crash statistics and highly traveled commercial vehicle routes and are trained in detecting impaired driving through the Drug Recognition Expert (DRE) training. This training will allow these officers to not only identify drivers under the influence of alcohol but will also allow them to identify drivers under the influence of illegal and prescription drugs. This unit will travel quarterly to various areas of the state that are considered extremely dangerous (high crash rate) and conduct high visibility traffic enforcement, focusing on distracted, reckless and impaired driving as well as conducting speeding, seatbelt use, handheld mobile phone laws as well as all other dangerous behavior involving CMV's as well as privately owned vehicles (POV's) operating around large trucks and buses

The South Carolina Department of Public Safety is the lead MCSAP agency in the state and encompasses the South Carolina State Transport Police and the South Carolina Highway Patrol Divisions. The State Transport Police and the Highway Patrol partner to conduct Area Coordinated Enforcement (ACE) specials which are intended to effectively direct the department's traffic enforcement efforts to areas of identified need through the systematic analysis of multiple sources of crash data and the assignment of specialized resources. The message boards will be deployed during these events as a force multiplier to these high visibility enforcement efforts to gain motorist compliance and reduce collisions and fatalities in these identified areas.

Construction Zones in South Carolina can also create unique collision problems which we commonly address through high visibility enforcement. High visibility enforcement creates additional awareness of motorist which can help prevent some of the common issues which contribute to collisions in construction zones such as inattention, speeding, and following too closely. South Carolina will work in partnership with the South Carolina Department of Transportation to identify construction zones that have collision issues and on the proper placement of these message boards to have the greatest impact on motorist compliance. South Carolina will conduct high visibility enforcement in conjunction with the deployment of the message boards to accomplish the desired effect of reduce collisions and fatalities.

Construction Zones in South Carolina can also create unique collision problems which we commonly address through high visibility enforcement. High visibility enforcement creates additional awareness of motorist which can help prevent some of the common issues which contribute to collisions in construction zones such as inattention, speeding, and following too closely. South Carolina will work in partnership with the South Carolina Department of Transportation to identify construction zones that have collision issues and on the proper placement of these message boards to have the greatest impact on motorist compliance. South Carolina will conduct high visibility enforcement in conjunction with the deployment of the message boards to accomplish the desired effect of reduce collisions and fatalities. Performance Measure is #7.

Updated personnel numbers as of July 12, 2021:

South Carolina has 83 full time law enforcement officers who are certified to conduct inspections. 73 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.

South Carolina has 82 total full time officers/inspectors who are certified to conduct inspections. 69 of those are field enforcement officers who 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-CMV's 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.

South Carolina has seen great success in the deployment of our unmarked DRIVE SUVs/Pickup enforcement program. The program has been a success since its inception in the second Quarter of 2014. Looking at the last four (4) quarters of activity, STP conducted 35,793 inspections statewide between July 1, 2019 and June 30, 2020. The unmarked DRIVE SUVs/Pickups accounted for 4,084 (11.41%) of those inspections. Of those 4,084 inspections conducted, they achieved a 10.33% Driver OOS rate, compared to the Statewide average of 7.72%; and achieved a 16.55% Vehicle OOS rate, compared to the Statewide average of 15%.

DRIVE SUVs									
Quarter	Inspections	OOS Drivers	OOS Vehicles	CMV Warnings	CMV Citations	OOS Driver Violations	OOS Driver Citations	OOS Vehicle Violations	OOS Vehicle Citations
Jul - Sep 2019	672	61	57	266	360	83	45	113	16
Oct - Dec 2019	556	62	59	151	352	74	32	99	13
Jan - Mar 2020	363	51	34	81	222	69	35	49	10
Apr - Jun 2020	98	8	4	21	113	11	3	5	2
Total	1,689	182	154	519	1,047	237	115	266	41
DRIVE PICKUPS									
Quarter	Inspections	OOS Drivers	OOS Vehicles	CMV Warnings	CMV Citations	OOS Driver Violations	OOS Driver Citations	OOS Vehicle Violations	OOS Vehicle Citations
Jul - Sep 2019	659	68	127	387	373	74	74	161	17
Oct - Dec 2019	643	45	130	315	345	57	53	152	7
Jan - Mar 2020	710	75	175	411	364	82	62	199	11
Apr - Jun 2020	383	52	90	233	329	63	54	151	24
Total	2,395	240	522	1,346	1,411	276	243	663	59
TOTAL DRIVE ACTIVITY									
Quarter	Inspections	OOS Drivers	OOS Vehicles	CMV Warnings	CMV Citations	OOS Driver Violations	OOS Driver Citations	OOS Vehicle Violations	OOS Vehicle Citations
Jul - Sep 2019	1,331	129	184	653	733	157	119	274	33
Oct - Dec 2019	1,199	107	189	466	697	131	85	251	20
Jan - Mar 2020	1,073	126	209	492	586	151	97	248	21
Apr - Jun 2020	481	60	94	254	442	74	57	156	26
Total	4,084	422	676	1,865	2,458	513	358	929	100

South Carolina utilizes six (6) unmarked D.R.I.V.E. special purpose/pick-up trucks for traffic enforcement on a daily basis around the state. Two (2) are issued on at least a Quarterly Basis around the state. They are rotated based on current fatality/crash trends. Four (4) are permanently assigned to officers in our Regions with historically high crash corridors, and place an additional focus on CMV traffic enforcement in and around work zones. All officers assigned unmarked special purpose/pick-up trucks focus their enforcement efforts on unsafe drivers and vehicles, with primary enforcement efforts on and around our top ten crash corridors.

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

In addition to our daily high visibility traffic enforcement efforts, STP participates in Quarterly traffic enforcement specials by way of our Safe D.R.I.V.E. Program in collaboration with other state, local and federal agencies. STP also plans to implement Regional Enforcement Blitzes,

on at least a monthly basis. These blitzes will be focused on our identified high crash corridors, as well as identified trends of increased fatalities/collisions during the hours of 6pm to 6am.

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 applicable and practical, high visibility traffic enforcement will take place in rural areas as defined by NHTSA. A main program focus for South Carolina is traffic enforcement activity on high crash corridors and high CMV traffic areas. On a quarterly basis, STP participates in coordinated traffic enforcement events involving other state and local law enforcement agencies along major corridors throughout the state. The previously referenced unmarked D.R.I.V.E. special purpose/pick-up trucks supplement the routine traffic enforcement activities/initiatives carried out on a monthly basis by individual STP enforcement personnel.

South Carolina is committed to shifting resources to address crash trends as data indicates in its top ten crash corridors. South Carolina has identified a set of high crash corridors and known fixed facility by-pass routes that are areas of concern. These corridors will be staffed according to the findings presented by crash data along with other areas of concern. South Carolina will aim for 70% of all inspections to be conducted on these corridors.

By design our programs are structured to strategically place participating enforcement personnel along the enforcement corridors in a fashion to create a highly visible enforcement effort. The traffic enforcement initiatives are also supplemented by the use of 'ghost vehicles'. The ghost vehicles are strategically placed on the targeted corridors to deter unsafe vehicle operations, and are supported by traffic enforcement. 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 those violations known to contribute to collisions (Speed, driver impairment, driver fatigue, improper lane change, fail to yield right of way, etc.) during the course of their normal CMV enforcement related duties. South Carolina has identified an issue with non-CMV traffic violations contributing to a large percentage of our CMV fatal crashes.

2018				
Contributed to Collision	Fatal Collision	% of Fatal	Serious Injury Collision	% of Serious Injury
CMV	13	15.7%	33	27.7%
Non-CMV	67	80.7%	85	71.4%
Both	2	2.4%	0	0.0%
Neither	1	1.2%	1	0.8%
Total	83	100.0%	119	100.0%
2017				
Contributed to Collision	Fatal Collision	% of Fatal	Serious Injury Collision	% of Serious Injury
CMV	16	24.2%	34	27.4%
Non-CMV	48	72.7%	87	70.2%
Both	1	1.5%	3	2.4%
Neither	1	1.5%	0	0.0%
Total	66	100.0%	124	100.0%
2016				
Contributed to Collision	Fatal Collision	% of Fatal	Serious Injury Collision	% of Serious Injury
CMV	14	19.4%	35	25.0%
Non-CMV	54	75.0%	100	71.4%
Both	3	4.2%	2	1.4%
Neither	1	1.4%	3	2.1%
Total	72	100.0%	140	100.0%

Rural Routes:

The USDOT has identified rural routes as an area in need of focus due to the disproportionate number of fatalities occurring on these roads. They have developed the Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative to address disparities in rural transportation infrastructure. Specifically, rural transportation infrastructure's unique challenges need to be considered in order to meet our Nation's priority transportation goals of safety and economic competitiveness.

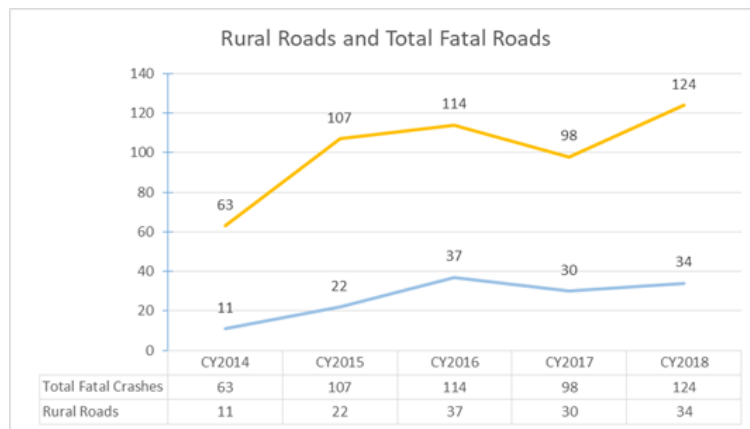
The USDOT reports that:

"A disproportionate number of roadway fatalities occur in rural areas. While only one-fifth of the nation's population lives in rural areas, 46% of the nation's highway fatalities occur on rural roads, 39% of all highway-rail crossing fatalities occur in rural areas, and the highway fatality rate is more than twice that in urban areas. In fact, 44% of personal vehicle miles

traveled on rural roadways are actually urban residents traveling to destinations outside their home metro areas, so rural roadway safety matters for our entire country.”

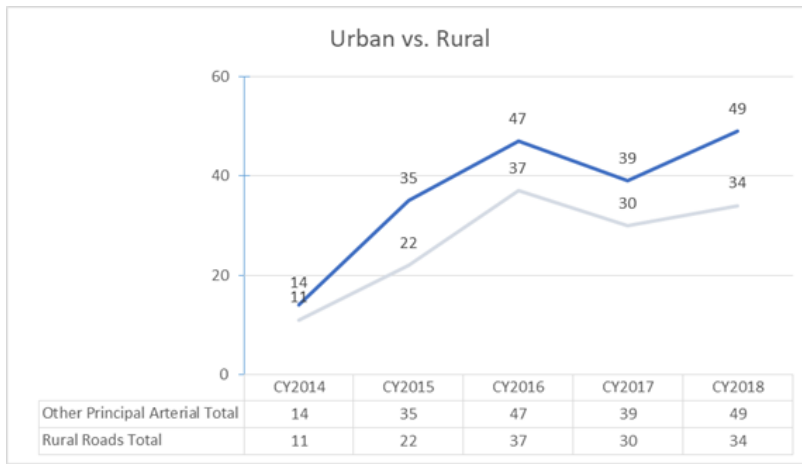
In South Carolina, we are below the national average of fatal collision that occur on rural roads, with an average of 25.70%; with a low of 17.46% in CY2014 and a high of 32.46% in CY2016. From CY2017 to CY2018 South Carolina experienced an increase of 26.53% in fatal collisions, with only a 13.33% increase in fatal collision on rural roads.

Roadway Type	CY 2014	CY 2015	CY 2016	CY 2017	CY 2018
	# of Vehicles involved	# of Vehicles involved	# of Vehicles involved	# of Vehicles involved	# of Vehicles involved
Interstate Highway	18	39	24	30	47
Other Principle Arterial	14	35	47	39	49
Minor Arterial	19	25	39	25	20
Collector	11	6	2	1	1
Local Road/Street	0	2	2	3	7
Missing	0	0	0	0	0
Unknown	1	0	0	0	0
Total	63	107	114	98	124
% Of Other Principal Arterial	22.22%	32.71%	41.23%	39.80%	39.52%
Rural	11	22	37	30	34
Total Percent of Rural	17.46%	20.56%	32.46%	30.61%	27.42%



South Carolina has experienced an overall average of 73.29% of fatal crashes occurring on rural roads vs. other roads in the category of 'Other Principal Arterial' roads between CY2104 and CY2018, with a low of 62.86% in CY2015 and a high of 78.72% in CY2016. From CY2017 to CY2018 South Carolina experienced an increase of 26.53% in fatal collisions on Other Principal Arterial roads, with only a 13.33% increase in fatal collision on rural roads.

South Carolina: Roadway Type statistics for Large Trucks and Buses in all domiciles based on the FARS data source(s) covering, Other Principle Arterial					
Urban vs. Rural					
	CY 2014	CY 2015	CY 2016	CY 2017	CY 2018
	# of Vehicles involved	# of Vehicles involved	# of Vehicles involved	# of Vehicles involved	# of Vehicles involved
Rural	11	22	37	30	34
Urban	3	13	10	9	15
Missing	0	0	0	0	0
Unknown	0	0	0	0	0
Total	14	35	47	39	49
% Rural	78.57%	62.86%	78.72%	76.92%	69.39%



Special Emphasis Area - Migrant Worker Transportation in Rural Areas:

South Carolina takes a data driven approach to all enforcement, education and outreach programs. In addition to our monitoring and evaluation of collision data on a daily/weekly and monthly basis, a review conducted of collision data on A&I confirms that South Carolina does not demonstrate a need to develop or implement any target enforcement regarding buses, and more superficially the transportation of migrant workers.

While we do not have a demonstrated problem in this area, officers are aware to be vigilant during their daily activities to monitor for any and all issues or concerns observed regarding any and all classes of CMVs.

The below chart obtained from A & I on August 7, 2020 shows the crash data for CY2016 to CY2020 for both bus categories:

South Carolina: Cargo Body Type statistics for Large Trucks and Buses in all domiciles based on the MCMIS data source(s) covering , Other					
	CY 2016	CY 2017	CY 2018	CY 2019	CY 2020
	# of Vehicles involved	# of Vehicles involved	# of Vehicles involved	# of Vehicles involved	# of Vehicles involved
Bus (Seats for 9-15 People, including driver)	0	0	0	0	0
Bus (Seats for > 15 People, including driver)	0	0	0	0	0

Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	7064	7951	8835
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<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)	4134	4653	5170

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this plan from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
59451	153	1400	61004	47717

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

Performance Measurement #1:

STP Headquarters staff will monitor the activity of officers assigned to the rotating DRIVE special purpose pick-up trucks on a weekly basis to ensure resources are allocated to the areas of greatest concern.

Performance Measurement #2:

STP Headquarters staff will monitor the activity of officers assigned to the permanently assigned DRIVE special purpose pick-up trucks on a weekly basis to ensure resources are allocated to the areas of greatest concern.

Performance Measurement #3:

STP will conduct Quarterly Safe D.R.I.V.E. Program traffic enforcement specials in collaboration with other state, local and federal agencies on our identified high crash corridors or other roadways/corridors as identified by analysis of crash data and enforcement trends.

Performance Measurement #4:

STP will conduct Regional Enforcement Blitzes, on at least a monthly basis. These blitzes will be focused on our identified high crash corridors, as well as identified trends of increased fatalities/collisions during the hours of 6pm to 6am.

Performance Measurement #5:

STP Headquarters staff will monitor the number of traffic enforcement inspections on our identified high crash corridors on a monthly basis in an effort to ensure resources are allocated to the areas of greatest concern.

Performance Measurement #6:

South Carolina will monitor rural route collision outcomes on a quarterly basis with an overall goal that mirrors our overall crash reduction goal, to achieve a reduction for FY2021-FY2023 of 4% per year on our rural routes. The overall goal at the end of FY2023 to achieve a reduction of 12%.

Performance Measurement #7:

South Carolina HQ staff will monitor the use of the message boards along with locations. Staff will also keep track of the number of collisions and fatalities at the locations used by the message board to gauge the results.

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.

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. 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.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part 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 ITD Compliant	Yes
PRISM	Full Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data And Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: South Carolina Department of Public Safety - State Transport Police

Enter the agency name responsible for PRISM in the State: South Carolina Department of Motor Vehicles

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative and Projected Goal: Describe activities your State plans to implement in order to maintain participation in PRISM at your current level (Full, Enhanced, Expanded) and ITD goals.

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

The following contracts allow STP to keep all e-screening equipment fully operational to screen for non-compliance and high risk motor carriers throughout the state as needed.

Selex, Inc. Software and Hardware maintenance of for two (2) Trailer ALPR units: Contract \$3,990

Selex, Inc. Software and Hardware warranty of seven (7) sets of vehicle mounted ALPR units: Contract \$12,040

STP also utilizes four (4) unmarked pickup trucks and three (3) fully marked SUVs which are permanently assigned to seasoned officers throughout the state. STP also uses two (2) trailer mounted LPR systems. The purpose of these vehicles/trailers is to focus on reduction of the state's fatality numbers on known 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 the pickups focus on eliminating work zone crashes involving CMVs. These are also an effective tool in addressing collision that occur in rural areas of the state. The pickup truck program is DATA driven and the LPRs are a major part of identifying carriers with bad or less than desired safety ratings. The LPRs on the pickup trucks and trailers reads the same information as the fix weigh station sites. These pickup trucks are effective in patrols on weigh/ inspection by-pass routes. We are able to identify bad or aggressive driving along with identifying those with unsafe ratings.

All LPR data is collected/screened via the SC CVIEW database. All LPR data collected screened is solely CMV Data, and the system is not utilized to screen Non-CMV's, in order to support our program guidelines and objectives.

Program Activities for FY 2021 - 2023: Describe any actions that will be taken to maintain full participation in PRISM and any ITD activities.

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 (e.g., including quarterly SF-PPR reporting).

Quarterly PRISM reports will be submitted as required.

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's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

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

Public Education and Outreach Activities	2015	2016	2017	2018	2019
Carrier Safety Talks	53	80	84	66	87
CMV Safety Belt Education and Outreach	3	17	21	7	5
State Trucking Association Meetings	3	10	6	3	3
State-Sponsored Outreach Events	5	14	10	7	4
Local Educational Safety Events	2	25	9	8	5
Teen Safety Events	2	2	2	8	70

Narrative Overview for FY 2021 - 2023

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 safety initiatives. Include the number of personnel that will be participating in this effort.

TRB Response 10-11-2022:

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 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, anti-human trafficking initiatives, as well as an emphasis on safely operating CMV's in and around work zones. These presentations will occur 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.

Education and outreach efforts will include public and industry educational messages and materials aimed at identifying and methods of reporting suspected human trafficking in commercial motor vehicles. This includes the use of social media outreach and distribution of informational materials at fixed scale facilities, rest areas, and industry events.

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 and changes in Regulations, Policies and Practices.

STP has a Community Relations Officer (CRO) whose duties include, but are not limited to:

1. Conducting Safety Talks,
2. Conducting presentations at community outreach events, and
3. Conducting presentation to industry stakeholders.

These presentations are aimed at educating the general public, as well as industry stakeholders on the dangers of unsafe CVM operations, unsafe driving around larger trucks and buses. The STP CRO is available to provide interpretation and guidance on changing Federal Regulations governing large trucks and bus operations, as well as to answer any questions they may have.

Regional Supervisor Safety Talks – Each Region Commander is tasked with taking on a proactive approach to identify carriers and other entities including, but not limited to:

- SC Carriers headquartered in their region that are involved in significant and/or fatal collisions,
- CMV driver training centers,
- Colleges and Universities,
- Industry stakeholders, and
- Any others, by request, that would benefit from a Safety Talk.

These Safety Talks are generated within their assigned Regions and are based on identified trends within their Region in addition to a carrier's profile, crash statistics. Each Regional Commander is expected to conduct a minimum of six (6) Safety Talks per calendar year.

The CRO will utilize various Social Media platforms to bring awareness to the industry stakeholders and the motoring public in an effort to reduce collision through education and awareness. The CRO will release ten (10) social media posts per quarter regarding CMV safety and initiatives as described.

STP conducted 166 safety talk events in FY2019 and conducted 87 Safety Talk activities through June 30, 2019. South Carolina expects to conduct approximately 100 events involving 75 STP personnel in varying degrees each year for FY2021-FY2023. 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" outreach event 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's CRO 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 CMVs, 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 large trucks and buses. Another goal is to 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 the large truck and bus industry, College students, High School students, civic organizations and other groups throughout the State of South Carolina, with the intent to change bad driving habits relating to:

- Large trucks and buses,
- Pedestrians,
- Mopeds,
- Bicycles,
- Motorcycles, and
- Railroad Safety.

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

The DRIVE to Zero Program is STP's Outreach and Education component aimed at addressing unsafe driving behaviors before they occur. The program highlights the negative consequences of distracted and impaired driving behaviors, particularly in and around commercial motor vehicles. In South Carolina, data shows that when fatal collisions occur between passenger vehicles and commercial motor vehicles, 65% of the time the actions and driving behaviors of the car are the catalyst for the crash.

The DRIVE to Zero Program is made available free of charge to the trucking industry, passenger carriers, high schools, colleges, civic organizations, or other groups throughout the state. The overall goal of the program is to create a social climate that stigmatizes unsafe,

distracted, and impaired driving behaviors as socially unacceptable. Since the program was unveiled in late October of 2018, assigned officers canvased the state and by the end of July 2020, more than 5,400 participants had been through the program.

The DRIVE to Zero program is the only impaired/distracted driving simulation that specifically addresses these dangerous driving behaviors around commercial motor vehicles. Operating passenger cars, sport utility vehicles, pickup trucks, and motorcycles on the roadways require drivers and riders to be even more careful as they travel. Many motorists are unaware that an 80,000 pound tractor-trailer will require the length of a football field to stop when traveling at 55 miles per hour.

The State Transport Police D.R.I.V.E. to Zero Program is aimed at distracted and impaired driving, called 'DRIVE to Zero'. STP has assigned two (2) officers that deliver the program around the state. One (1) officer is assigned full time at Headquarters to maintain and deliver the program, and one (1) officer is assigned to an Upper State Region, but routinely assists in planning, preparation and delivery of presentations throughout the State. The DRIVE to Zero program aims to change driver behavior 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.

The program consists of three (3) stages:

- Officers administer and monitor 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,
- The participant then operates the Impairment Simulation Vehicle as described above, and
- A closing presentation that reinforces the principals learned, demonstrated, and experienced by the participants as they relate to safe vehicle operation, and more specifically safe operation in and around CMVs.

As identified in our New Entrant Safety Audit Section:

We have identified the need for an outreach program to educate new entrant carriers that focus on the requirements of the FMCSRs. We are currently evaluating the use of social media for accomplishing new entrant seminars because of social distancing requirements and COVID-19. The decision to conduct a group audit or new entrant seminar will be made based on the number of carriers on the new entrant inventory and those carries that require an onsite audit in a common geographical area.

STP will conduct a minimum of four (4) New Entrant Seminars per year.

Projected Goals for FY 2021 - 2023

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 2021	FY 2022	FY 2023
<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	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	75	80	85

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 monitor and track the number of Safety Talks and the number of attendees at each event, broken down by activity/subject type.

Performance Measurement #2:

STP's CRO will monitor and track the number of social media posts released quarterly.

Performance Measurement #3:

STP's CRO will monitor and track the number of Regional Commander Safety Talks conducted, and the number of attendees at each event.

Performance Measurement #4:

STP's CRO will monitor and track 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 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.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for Data Quality: SCDPS - State Transport Police Division

Enter the agency or agencies name responsible for DataQs: SCDPS - State Transport Police Division

Enter the agency name responsible for the Crash Data Repository:

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 2021 - 2023.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Poor	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 August 8, 2022. Data obtained on August 8, 2022 Data current as of June 26, 2020, data obtained July 21, 2020.

Narrative Overview for FY 2021 - 2023

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

TRB Response #25093 10/06/2022: The proposed timeline with all stakeholders is 90 days for implementation of corrective actions.

August 10, 2022: The Fatal Crash Completeness SSDQ Measure has dropped from Good to Poor. This has been attributed to a change in crash reporting software that was implemented in January 2020 by SCDPS. Prior to January 2020 SCDPS used ReportBeam software for roadside crash reporting. After January 2020 SCDPS began using SmartCOP software for roadside crash reporting. As a result, edit rules that were embedded in the software to assist roadside troopers/officers were lost. In addition, upon the transition to SmartCOP software there were data transfer issues from SmartCOP to SafetyNet resolving in timeliness issues. SCDPS-STP is working with our service center SSDQ specialist, SmartCOP, SCDPS Office of Highway Safety and Justice Programs, SCDPS Office of Information Technology, and the SCDPS South Carolina Highway Patrol Division to implement edit rules for effective roadside data capture.

In a five (5) year span, the total number of Requests for Data Review (RDR) for South Carolina has increased 56.36% from 825 (CY2015) to 1,290 (CY2019). Crash RDRs increased 175% from 52 (CY2015) to 143 (CY2019) and Inspection RDRs increased 48.38% from 773 (CY2015) to 1,147 (CY2019).

South Carolina has seen the largest increase in Crash RDRs in the category of Assigned to Wrong Carrier (328% increase from 25 in CY2015 to 107 in CY2019).

South Carolina has seen the largest increase in Inspection RDRs in the category of Citation with Adjudicated Violation (126% increase from 46 in CY2015 to 104 in CY2019). (See chart below).

Request for Data Review (RDRs)					
Request Type	2015	2016	2017	2018	2019
Crash Event	52	78	95	144	143
Assigned to Wrong Carrier	25	49	56	98	107
Assigned to Wrong Driver	1	0	4	0	0
Duplicate Record	6	6	5	4	6
Incorrect Information	5	9	11	14	12
Missing Record	0	3	2	0	1
Not Preventable	0	0	0	1	1
Not Reportable	15	11	17	27	16
Inspection Event	773	661	806	807	1,147
Assigned to Wrong Carrier	130	116	133	145	196
Assigned to Wrong Driver	11	8	8	3	4
Citation with Associated Violation	46	49	59	49	104
Duplicate Record	0	2	0	0	0
Incorrect Information	67	55	62	74	78
Incorrect Violation	212	174	144	175	295
Missing Record	5	3	7	8	2
Report Request	302	254	393	353	468
Total	825	739	901	951	1,290

Program Activities FY 2021 - 2023: Describe activities that will be taken to achieve or maintain a “Good/Green” rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

TRB Response #26422 10/06/2022: South Carolina will continue to manage the SSDQ ratings on a daily/weekly/monthly time frame. All of these time frames are relative as there are three individuals who work directly with data quality. This monitoring includes the SSDQ measures as provided by A&I as well as all of the raw data that is screened by STP during upload/downloads via SafetyNet. STP uses the records to research feature within A&I as well as the matching tool for

FARS/MCMIS data. In addition, STP also manually screens each crash report via a raw data file that is imported weekly from the SCDPS Office of Highway Safety. Each of these crashes is screened and compared to known data in the FMCSA Portal systems, CVIEW, and the SCDMV. This ensures that the data that is imported from the raw crash file each week is as accurate as possible.

South Carolina uses a detail driven approach to process DataQs. This detail is required not only from the roadside officer/inspector, but also from the motor carrier/driver/associated third party. When RDR's are first processed there must be enough information provided to support the claim for further processing. Absent this information the RDR is sent back to the motor carrier/driver as "pending requester response". This allows for all of the information to be provided to the roadside officer/inspector should it be sent to field enforcement for response. If the motor carrier provides sufficient information the RDR is processed within STP Headquarters. In the event there is not enough information for the processing to occur from STP Headquarters the RDR is sent to field enforcement for reply from the officer/inspector. This process is time sensitive to comply with the 10 day requirement for a reply within the DataQ system. In the event of an appeal after an RDR is closed with no data correction made there is a tiered system in place for further processing. This tiered system would start with a command panel review, of three individuals who have not been previously involved with the RDR. This command panel review would review all provided information from the motor carrier/driver, officer/inspector, and supervisor who completed the initial review. After the command panel has reviewed all applicable information there is a vote taken from each member to uphold or overturn the RDR response. In the event the motor carrier/driver does not agree with this ruling they can appeal again. Once the motor carrier/driver has appealed a second time all gathered information is provided to the STP Colonel for review and rendering of a decision. In the event a motor carrier/driver appeals for a third time all gathered information is provided to the FMCSA SC Division Office for review and rendering of a final decision. This process provides for a fair and impartial assessment to be provided to the motor carrier/driver.

STP has built several queries in SafetyNet in both the Inspection and Crash tabs to identify and correct data accuracy problems (driver, vehicle, and carrier) before they are uploaded. These queries will be utilized on a daily/weekly basis prior to daily/weekly uploads, as part of the standard data quality process.

STP manages all functions relating to data management and accuracy relating to inspection and crash measures. STP maintains procedures utilizing A&I, SafetyNet, SAFER, CVIEW, VIN Decoder, and Query Central for daily, weekly and monthly monitoring of both the Inspection and Crash tabs. The OHS analyst is responsible for addressing the Non-Match Records Reports and maintenance of files relating to MCMIS. STP does not have access to data entry / maintenance of MCMIS files, only data analysis and report generation.

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

Performance Measurement #1:

STP Headquarters staff will conduct daily, weekly and monthly audits which include evaluating Inspection data prior to uploads.

Performance Measurement #2:

STP Headquarters staff will conduct daily, weekly and monthly audits which include evaluating Crash data prior to uploads.

Performance Measurement #3:

STP Headquarters staff will work with the OHS and the OHS Analyst to address or reconcile the Non-Match Reports, crash measures, and MCMIS data, as needed.

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. You must complete the safety audit data questions for the current 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.

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

For the purpose of this section:

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

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

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input 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 2015 - 2019

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

New Entrant Safety Audits	2015	2016	2017	2018	2019
Interstate	528	539	556	442	568
Intrastate					
Total Audits	528	539	556	442	568

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 2021 - 2023

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/08/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	3453
Current Number of Past Dues	351

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

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

Projected Goals for FY 2021 - 2023

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

Projected Goals for FY 2021 - 2023 - New Entrant Safety Audits						
	FY 2021		FY 2022		FY 2023	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	162	0	175	0	350	0
# of Safety Audits (Offsite)	486	0	525	0	1050	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	648	0	700	0	1400	0
# of Non-Audit Resolutions	0	0	1085	0	600	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, injuries and fatalities involving CMVs operating in interstate commerce. This is accomplished by providing educational and technical assistance to the new entrant carrier.

To accomplish the above objective, South Carolina New Entrant Auditors will conduct a safety audit on each carrier, operating on interstate commerce, within the statutory time limits mandated by FMCSA. The effectiveness of the carrier's safety management program will be thoroughly evaluated during this process. 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 I inspections in order to maintain certification in FY2021, FY2022 and FY2023. The projection of conducting 648 safety audits is based on the number of new carriers entering the new entrant program, an annual work load of 150 safety audits per auditor, and conducting four (4) New Entrant Safety Seminars annually.

The safety auditors will continue to work at weight stations with STP officers on a monthly basis in their respective geographical area concentrating on two (2) objectives: to remove unsafe vehicles from our nation's highways, and to obtain the minimum required number of Level I inspections required for certification. This process has proven to be successful and will continue to be utilized.

Activity Plan for FY 2021 - 2023: 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.

TRB#25019 10/06/2022: South Carolina will also cross train (3) three officers from our Hazardous Material Enforcement Unit to conduct New Entrant Safety Audits. These officers will be used as needed to ensure we do not become backlogged with overdue carriers and supplement the full time auditors. These officers will be immediate help until the additional auditors can be hired and trained.

August 10, 2022: STP is adding two New Entrant auditors to be able to keep up with the increasing number of New Entrants and make sure the number of past due New Entrants are kept at a minimum. Total number of NE auditors will be 7 (6 NE auditors and 1 NE Manager) upon successful hiring and completion of all required federal training. FY2023 projected goals table has been updated based upon current activity goals and established workloads of the auditors. These numbers were obtained from GOTHAM on 8/10/2023 and used as the baseline from future projections.

TRP Response #7816 November 15, 2021:

STP has reviewed and updated the New Entrant Safety Audit table for 2022 and 2023 to include projections of Non-audit resolutions.

TRP Response #20690- September 28, 2021:

South Carolina Safety Auditors will be assigned a specific annual mission broken down into monthly goals. Safety auditor's progress will be evaluated monthly. The areas that will be reviewed are the total number of carriers in the new entrant program, number assigned to each auditor, and the carriers due date. The status of carriers with a due date within a 60 day window will be discussed with the assigned safety auditor to determine the reason and to make the appropriate adjustments, and if necessary, 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. Compliance Investigators will be used as a last resort when there is an overwhelming workload to ensure safety audits are conducted within regulatory time requirements (12 months for motor carriers, and 120 days for motor carriers of passengers).

STP is mandated by state law to conduct safety audits on new intrastate passenger carriers. STP will continue to work closely with the South Carolina Public Service Commission's Office of Regulatory Staff to ensure that the vital mission is accomplished. South Carolina will utilize a motor carrier compliance investigator along with a safety auditor to conduct these safety audits. 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. STP previously identified the need for an outreach program to educate new entrant carriers that focus on the requirements of the FMCSRs, however the use of in-person group programs have been all but eliminated in response to COVID-19 and the associated social distancing requirements. Our current projected goals are zero for Group Audits, however the decision to conduct group audits or new entrant seminars will be made based on the number of carriers on the new entrant inventory and those carriers that require an onsite audit in a common geographical area. STP will also evaluate the necessity to conduct group audits and/or seminars so as to avoid placing our staff or the industry at risk of unnecessary exposures as they relate to COVID-19 and other variants.

July 15, 2021: The section has been dealing with manpower issues over the past year. One employee was not able to pass the New Entrant Auditor Training and was released from the Section. A new employee was hired to fill the vacancy and he is currently in the process of completing his mandated NAS Inspector Course and conducting the required Inspections for Certification per Operational Policy 4. He will attend the New Entrant Auditor Training as soon as a course is available. He has been in training with the New Entrant Manager and the other Auditors to learn the job requirements in preparation for taking the 2 week New Entrant Auditor Course. Another employee in the Section has been on extended Military Leave. With half of the Section unable to participate towards the Section's goals and objectives, it will provide challenges moving forward. However, with the assistance of the New Entrant Manager and Investigators from the Motor Carrier Compliance Unit, the State will maintain our efforts until the other members of the Section are able to fully contribute to the established goals and objectives.

South Carolina Safety Auditors will be assigned a specific annual mission broken down into monthly goals. Safety auditor's progress will be evaluated monthly. The areas that will be reviewed are the total number of carriers in the new entrant program, number assigned to each auditor, and the carriers due date. The status of carriers with a due date within a 60 day window will be discussed with the assigned safety auditor to determine the reason and to make the appropriate adjustments, and if necessary, 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. Compliance Investigators will continue to be used, as a last resort, when there is a shortage of safety auditors or there is an overwhelming workload to ensure safety audits are conducted within regulatory time requirements (12 months for motor carriers, and 120 days for motor carriers of passengers).

STP is mandated by state law to conduct safety audits on new intrastate passenger carriers. The South Carolina Public Service Commission's Office of Regulatory Staff and STP will continue to work closely to ensure that the vital mission is accomplished. South Carolina will utilize a motor carrier compliance investigator along with a safety auditor to conduct these safety audits. This is a shared mission that demonstrates the strong relationship that exist between STP and our state partners. 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 the New Entrant Safety System (NEWS), the number of carriers requiring an onsite audit has decreased. The onsite safety audits for the upcoming year will concentrate on passenger carriers because of the mandatory onsite requirement and carriers that have been involved in a crash. We have identified the need for an outreach program to educate new entrant carriers that focus on the requirements of the FMCSRs. We are currently evaluating the use of social media for accomplishing new entrant seminars because of social distancing requirements and COVID-19. The decision to conduct a group audit or new entrant seminar will

be made based on the number of carriers on the new entrant inventory and those carriers that require an onsite audit in a common geographical area.

- August 2018: Two (2) safety auditors completed the New Entrant Safety Auditor's Training Course.
- January & March 2019: Two (2) safety auditors retired creating a shortage of safety auditors. The compliance investigators were used to help with the workload.
- July 2019: Two (2) safety auditors completed the New Entrant Safety Auditor's Training Course.
- January 15, 2020: South Carolina conducted its first New Entrant Safety Seminar.

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 of 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 GOTHAM, 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. The report will include the number of safety audits completed, the number of inactivations, reclassifications, revocations processed, and the number of Level I vehicle inspections performed by the New Entrant Unit for the month. These activity forms are similar to those utilized by the Safety Investigators from the South Carolina Division of FMCSA.

Performance Measurement #3:

South Carolina New entrant Manager will track the number of New Entrant Safety seminars conducted quarterly, and the number of attendees.

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 Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2021 - 2023).

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 Imminent Hazard (IH) or UNSAT/UNFIT 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 IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2021 - 2023

Enter your State's OOS Catch Rate percentage if below 85 percent: 50%

Projected Goals for FY 2021 - 2023: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2021	100
2022	100
2023	100

August 9, 2022: A&I indicates South Carolina's % of All OOS Carriers identified for FY 2021 is 80.00% and for FY2022 YTD is 85.00%. South Carolina's % of Imminent Hazard & Unsat/Unfit Carriers Identified for FY2021 is 50.00% and for FY2022 YTD is 100.00%.

Program Activities for FY 2021 - 2023: 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 Inspect 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 all officers/inspectors are issued cell phones and they are instructed to call another officer/inspector that may be in an area with better service/coverage to verify that carriers are not in violation.

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

STP Headquarters staff investigate inspections where OOS carriers are not identified in order to determine the cause of each OOS Carrier that is non-identified, 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.

Performance Measurement #1:

STP Headquarters staff will monitor SafetyNet inspection data on a daily basis to ensure officers/inspectors are checking roadside for OOS carriers. Reports will be generated and distributed on a monthly basis, as needed.

Performance Measurement #2:

STP Headquarters staff will monitor the FMCSA Out-of-Service Catch Rate Reports via A&I on identification of carriers that were subject to an OOSO but were not cited roadside. Reports will be generated and distributed on a monthly basis, as needed.

Performance Measurement #3:

STP Headquarters staff will provide training to all officers/inspectors on the mandatory Out-of-Service (OOS) and Operating Authority status checks. This will be included in STP's annual NAS Training, at a minimum.

Part 3 Section 2 - Passenger Carrier Enforcement

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

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

Instructions:

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

Check this box if:

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

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2020 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 2020 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2020 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

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 2021 - 2023. 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 2023 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe *Spending Plan* terminology.

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

On Screen Messages

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

- Calculation of Federal and State Shares

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

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

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,980,447.00	\$420,024.00	\$8,400,471.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,260,071.00
MOE Baseline:	\$4,103,641.07

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.

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$1,260,071.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Step/Promotion Increases	15	100.0000	\$5,278.75	\$79,181.25	\$75,222.19	\$3,959.06	\$0.00
Compliance Investigators	5	100.0000	\$49,310.38	\$246,551.90	\$234,224.30	\$12,327.60	\$0.00
Statistical Research Analyst MCSAP	1	100.0000	\$33,220.23	\$33,220.23	\$31,559.22	\$1,661.01	\$0.00
New Entrant Auditors	6	100.0000	\$42,239.65	\$253,437.90	\$240,766.01	\$12,671.89	\$0.00
Uniformed Enforcement Staff	106	49.0400	\$60,028.06	\$3,120,402.62	\$2,964,382.49	\$156,020.13	\$0.00
NE Supervisor/Manager	1	100.0000	\$61,487.94	\$61,487.94	\$58,413.54	\$3,074.40	\$0.00
NE Administrative Coordinator	1	100.0000	\$42,359.86	\$42,359.86	\$40,241.87	\$2,117.99	\$0.00
MOE HQ Command Staff	7	0.0000	\$93,102.24	\$0.00	\$0.00	\$0.00	\$528,349.69
Program Coordinator	1	100.0000	\$47,508.75	\$47,508.75	\$47,508.75	\$0.00	\$0.00
MOE Civilian Staff	17	0.0000	\$48,421.74	\$0.00	\$0.00	\$0.00	\$18,404.07
Statistician III	1	100.0000	\$3,042.25	\$3,042.25	\$3,042.25	\$0.00	\$0.00
MOE Uniformed Enforcement Staff	106	0.0000	\$38,099.72	\$0.00	\$0.00	\$0.00	\$2,217,608.48
Subtotal: Salary				\$3,887,192.70	\$3,695,360.62	\$191,832.08	\$2,764,362.24
Overtime Project Costs							
Uniformed Enforcement OT	106	1.7500	\$71,110.66	\$131,910.27	\$125,314.76	\$6,595.51	\$0.00
SCDPS Highway Patrol	40	1.7500	\$50,866.55	\$35,606.58	\$33,826.25	\$1,780.33	\$0.00
Subtotal: Overtime				\$167,516.85	\$159,141.01	\$8,375.84	\$0.00
TOTAL: Personnel				\$4,054,709.55	\$3,854,501.63	\$200,207.92	\$2,764,362.24
Accounting Method:	Modified Accrual						

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

The State Transport Police will partner with our sister agency the South Carolina Highway Patrol during quarterly Safe D.R.I.V.E. Traffic Enforcement events along major corridors throughout the state. Due to manpower issues from both divisions the State Transport Police will supplement the Highway Patrol with MCSAP Funds for overtime opportunities during these events. The Highway Patrol is expected to provide (10) ten officers to assist with these 3 day, quarterly enforcement events. This will greatly increase high visibility traffic enforcement and driver attentiveness during these important enforcement events. HP Troopers will assist STP with Safe Initiatives for High Visibility Traffic Enforcement in and around CMVs.

All costs are necessary, reasonable, and allocable.

Maintenance of Effort (MOE)

The Maintenance of Effort (MOE) for FY 2023 is calculated based on the average spending in fiscal years 2021 and 2022, in the amount of \$4,103,641.07. The projected MOE of \$4,103,641.07, in this proposal, is based on an estimated aggregate average of 81.8% of STP personnel's efforts being dedicated towards MCSAP-eligible activities in the FY 2018 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 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 103 the total expenditures from appropriated funds and revenues. 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 24 STP Officers, will be applied as a soft match to meet the 5% match requirement of \$407,077.00 for this proposal.

Personnel Costs

The personnel costs include funding to fill 27 vacant officer positions in or prior to FY2023. The salaries of approximately 106 Law Enforcement Officer Positions (79+27), which may fluctuate according to future staffing needs, includes current vacancies of Law Enforcement Officers and non-sworn positions equating to 48.27 FTEs (all appropriated MCSAP FTE slots). The positions 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, and administrative support personnel.

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 3% increase is included to allow a potential cost of living increases in State FY2022 and FY2023. 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, Master Officer) 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 and three (5) Compliance Investigators. New Entrant Unit members spend 100% of their work time on MCSAP eligible activities.

The Manager/Safety Auditor directs the activities of the New Entrant Safety Assurance Program. 100% of the Manager/Safety Auditor's work time is spent on 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. 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.

Compliance Investigators spend 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 I, II and V vehicle inspections and participating in educational outreach efforts relative to the new entrant program.

Overtime

STP allocates program funds for expenditures associated with overtime, both incidental and planned, to conduct eligible MCSAP activities in support of CMV-involved collision reduction activities. Overtime is driven by collision trends in and around high crash corridors. Based on their unpredictable nature the expenditures will vary from the budgeted amount. HP Troopers will assist STP with Safe Initiatives for High Visibility Traffic Enforcement in and around CMVs.

Position Overviews 10/20/2023:

Command Staff:

These Executive Level employees (Colonel, Major, Captains and Lieutenants) are responsible for management and oversight of all administrative and enforcement programs of STP. They all have responsibilities within and outside of the MCSAP Programs, including the State's size and weight enforcement program and other enforcement programs as needed to support the overall mission of the Department of Public Safety.

Enforcement Staff:

There are two segments of Enforcement Staff:

The first are Mid-Level Law enforcement managers (Sergeant, and Corporal) and the grant manager who spend time as first-line and second-line supervising staff and assist in management of activities including, but not limited to daily enforcement operations, scheduling work assignments, monitoring pertinent data to observe/address emerging CMV safety concerns, provide training/technical assistance, and ensuring compliance to policies and procedures. These officers also conduct enforcement similar to field law enforcement officers when administrative and supervisory duties allow. They also conduct activities in support of the State's size and weight enforcement program and other enforcement programs as needed to support the overall mission of the Department of Public Safety.

The second are field law enforcement officers (Master Officer - Transport Trainee) who 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. They also conduct activities in support of the State's size and weight enforcement program and other enforcement programs as needed to support the overall mission of the Department of Public Safety. This also includes Transport Trainees that are exclusively, by their position, receiving all mandated training by the State and the NTC, as applicable.

Civilian Staff:

The civilian staff perform administrative systems and programs maintenance, monitoring and execution of administrative support functions that relate to all programs, at the direction of the Executive Level Command Staff, or their designees. This includes, in degrees which vary from employee to employee, support of Federal Grant Programs, the State's size and weight enforcement program, and other enforcement programs as needed to support the overall mission of the Department of Public Safety.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

Fringe costs method: Actual Fringe Rate

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Statistical Research Analyst	38.4000	100.0000	\$33,220.23	\$12,756.56	\$12,118.73	\$637.83	\$0.00
NE Supervisor/Manager	38.4000	100.0000	\$61,487.94	\$23,611.36	\$22,430.79	\$1,180.57	\$0.00
New Entrant Auditors	38.4000	100.0000	\$253,437.90	\$97,320.15	\$92,454.14	\$4,866.01	\$0.00
Statistician III	38.4000	100.0000	\$3,042.25	\$1,168.22	\$1,109.81	\$58.41	\$0.00
Program Coordinator	38.4000	100.0000	\$47,508.75	\$18,243.36	\$17,331.19	\$912.17	\$0.00
MOE Civilian Staff	38.4000	0.0000	\$48,421.74	\$0.00	\$0.00	\$0.00	\$18,593.94
MOE Uniform Enforcement Staff	47.0000	0.0000	\$2,809,967.87	\$0.00	\$0.00	\$0.00	\$1,320,684.89
Uniformed Enforcement	47.0000	100.0000	\$3,120,402.62	\$1,466,589.23	\$1,393,259.77	\$73,329.46	\$0.00
Step/Promotion Increases	29.4400	100.0000	\$79,181.25	\$23,310.96	\$22,145.41	\$1,165.55	\$0.00
Compliance Investigators	38.4000	100.0000	\$197,241.52	\$75,740.74	\$71,953.71	\$3,787.03	\$0.00
NE Administrative Coordinator	38.4000	100.0000	\$42,359.86	\$16,266.18	\$15,452.87	\$813.31	\$0.00
TOTAL: Fringe Benefits				\$1,735,006.76	\$1,648,256.42	\$86,750.34	\$1,339,278.83

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 **FY2023** are anticipated to remain at **47.00%** for Law Enforcement Officers and **38.40%** for Non-Law Enforcement. This request includes those rates. The chart below represents possible Fringe Benefits for State **FY2023**; 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 (specifically, Retirement , SS, Accidental, Incidental and Workers Comp).

Fringe Benefits	LEO	Non-LEO
Retirement (including insurance surcharge)	17.84%	15.41%
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	15.78%	14.78%
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%

FY2022 BIL Funding

All changes are made in Red.

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
DRIVE Team Specials	6	16	100.0000	\$5,472.00	\$5,472.00	\$0.00	\$0.00
FMCSA/CVSA Data Quality	4	3	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
Misc. MCSAP Travel Non Planned MCSAP Meetings	6	5	100.0000	\$13,750.00	\$13,750.00	\$0.00	\$0.00
COHMED Conference	4	6	100.0000	\$5,460.00	\$5,460.00	\$0.00	\$0.00
CVSA Annual Conference and Exhibition	4	6	100.0000	\$7,728.06	\$7,728.06	\$0.00	\$0.00
CVSA Annual Workshop	4	6	100.0000	\$7,728.06	\$7,728.06	\$0.00	\$0.00
Drug Interdiction Assistance Program (DIAP) Conference	4	6	100.0000	\$9,750.00	\$9,750.00	\$0.00	\$0.00
Instructor Development Part A	4	5	100.0000	\$7,800.00	\$7,800.00	\$0.00	\$0.00
Instructor Development Part B	4	5	100.0000	\$7,800.00	\$7,800.00	\$0.00	\$0.00
MCSAP Planning Meeting and Grants Management Meeting	4	6	100.0000	\$12,975.00	\$12,975.00	\$0.00	\$0.00
North American Inspectors Championship (NAIC)	2	6	100.0000	\$4,360.00	\$4,360.00	\$0.00	\$0.00
MCC Routine Travel - Compliance Investigations (MCC Unit)	3	10	100.0000	\$9,000.00	\$9,000.00	\$0.00	\$0.00
NE Routine Travel - Onsite Safety Audits (New Entrant)	5	5	100.0000	\$3,375.00	\$3,375.00	\$0.00	\$0.00
Routine Travel - Regional Enforcement Initiatives (DRIVE)	8	12	100.0000	\$8,160.00	\$8,160.00	\$0.00	\$0.00
Routine Travel - Regional Enforcement Initiative Planning	3	6	100.0000	\$4,140.00	\$4,140.00	\$0.00	\$0.00
Training - Cargo Tank Inspection	15	5	100.0000	\$21,250.00	\$21,250.00	\$0.00	\$0.00
Training - Drug Interdiction Assistance Program (OOS)	4	4	100.0000	\$101.88	\$101.88	\$0.00	\$0.00
Training - Electronic Logging Devices	15	99	100.0000	\$1,485.00	\$1,485.00	\$0.00	\$0.00
Training - General Hazardous Materials	15	5	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Training - Inspection Procedures Hands-on	20	5	100.0000	\$12,325.00	\$12,325.00	\$0.00	\$0.00
Training - North American Standard (NAS) Part A	15	5	100.0000	\$10,025.00	\$10,025.00	\$0.00	\$0.00
Training - North American Standard (NAS) Part B	15	5	100.0000	\$10,025.00	\$10,025.00	\$0.00	\$0.00
Training - Other Bulk Packaging	15	3	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Training - Passenger Vehicle Inspection (PVI)	15	3	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Training - CSA National Safety Interventions Rollout	5	2	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
Safe Drive Enforcement Task Force	5	8	100.0000	\$6,728.00	\$6,728.00	\$0.00	\$0.00
MCC/New Entrant Training	6	4	100.0000	\$11,647.11	\$11,647.11	\$0.00	\$0.00
New Recruit Training	20	40	100.0000	\$14,595.91	\$13,866.11	\$729.80	\$0.00
Instructor Development - Cargo Tank Course	1	5	100.0000	\$1,950.00	\$1,950.00	\$0.00	\$0.00
ARIDE	2	3	100.0000	\$4,266.00	\$4,266.00	\$0.00	\$0.00
DRE	6	14	100.0000	\$7,772.00	\$7,772.00	\$0.00	\$0.00
TOTAL: Travel				\$269,669.02	\$268,939.22	\$729.80	\$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 \$50 and \$35, 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:

Drive Team Specials

Travel expenses for six (6) officers to conduct high visibility enforcement in various areas statewide based on crash data to reduce collisions and fatalities in identified areas. Specials will be conducted on a quarterly basis to target distracted, reckless, impaired drivers operating commercial motor vehicles. The data utilized will be from current SCDPS crash/fatality reports.

FMCSA/CVSA Data Quality Conference: CVSA and the Federal Motor Carrier Safety Administration (FMCSA) are proud to offer this system-wide training to state partners who report quality inspection and crash records to support FMCSA and state safety programs. There will be four (4) officers from South Carolina State Transport Police that will attend the training.

Cooperative Hazardous Materials Enforcement Development (COHMED) Conference

- Travel related expenses for **four (4)** 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 **four (4)** STP staff members (program management, command level, and mid-level management) to attend the annual CVSA Annual Conference and Exhibition. The event provides STP 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 **four (4)** STP staff members (program management, command level, and mid-level management) to attend the annual CVSA Workshop. The workshop is designed to allow STP 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 **four (4)** officers, including one DIAP instructor to attend the annual DIAP conference. This conference allows STP officers who conduct CMV drug 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 **eight (8)** STP Officers to attend Instructor Development North American Standard (NAS) Part A and Part B 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 **four (4)** 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 the 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 three (3) 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 (**DRIVE**).
- 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 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 **four (4)** officers to attend **Drug Interdiction Assistance Program (DIAP) Training**.
- Travel related expenses to allow 15 officers to attend **Electronic Logging Devices (ELD) Training** or Train the Trainer Events.
- Travel related expenses to allow 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. **There will be** four (4) instructors and sixteen (16) trainees participating 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 **six (6)** 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 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 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 15 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 **fifteen (15)** 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.
- **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, **approximately six (6) officers**.
- **Safe DRIVE Enforcement Task Force** expenses are for **five (5)** Law Enforcement Officers to spend two (2) nights per quarter assisting with Safe Drive efforts. These Law Enforcement Officers will be pulled from other regions of the state assist, and therefore would be eligible for travel expenses including lodging and per diem.
- **New Recruit Training** expenses are for **seventeen (17) New Recruits** and three (3) Training Officers per year. Expenses include meals while in training.
- August 11, 2022:

ARIDE: Advanced training for two (2) STP officers to identify impaired drivers roadside. This is an advanced training to their current SFST training and is a requirement to move forward to DRE training.

DRE: Enables six (6) officers to identify drivers under the influence of perscribed and illicit drugs. This will be for DRIVE team.

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
DRIVE to Zero Equipment/ Parts/ Repairs	1	\$10,000.00	100	\$10,000.00	\$5,231.56	\$4,768.44	\$0.00
Law Enforcement Vehicles	20	\$38,575.33	60	\$462,903.96	\$439,758.76	\$23,145.20	\$0.00
Law Enforcement Vehicle Equipment/Accessories/Outfitter1	20	\$8,653.00	60	\$103,836.00	\$98,644.20	\$5,191.80	\$0.00
Portable Computer System (Officers & Investigators)	25	\$2,542.80	60	\$38,142.00	\$38,142.00	\$0.00	\$0.00
Two-way Radio APX8000 (Handheld)	10	\$7,134.67	60	\$42,808.02	\$42,808.02	\$0.00	\$0.00
Two-way Radio APX8500 (Vehicle-Mounted Mobile)	10	\$7,692.82	60	\$46,156.92	\$46,156.92	\$0.00	\$0.00
Portable Air Brake Trailer	1	\$6,000.00	100	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Portable Air Brake Training System	1	\$33,500.00	100	\$33,500.00	\$33,500.00	\$0.00	\$0.00
Two Variable Message Boards	2	\$20,000.00	100	\$40,000.00	\$38,000.00	\$2,000.00	\$0.00
Truck Vault	20	\$5,082.00	60	\$60,984.00	\$57,934.80	\$3,049.20	\$0.00
TOTAL: Equipment				\$844,330.90	\$806,176.26	\$38,154.64	\$0.00
Equipment threshold is \$2,500							

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

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Truck Vaults

STP will deploy 20 law enforcement vehicles (pickup trucks) into the fleet. As a result, 20 truck vaults are required to secure equipment such as; wheel chocks, creeper, hard hat, patrol rifle/shotgun, portable scales, and any other sensitive law enforcement equipment. These vaults are necessary due to the new diversity (pickup trucks) in the STP law enforcement fleet. COVID-19 presented unprecedented challenges in ordering/purchasing law enforcement vehicles, which resulted STP being limited on vehicle selection.

August 9, 2022:

2 Message Boards

South Carolina plans to utilize (2) variable message boards in high crash corridors, construction areas, and during targeted enforcement efforts. The message boards will be equipped with radar and capable of displaying the speed of passing motorist and be equipped with blue lights that will be activated at designated speeds to gain compliance. These message boards can also display a plethora on messages to motorist regarding traffic conditions, enforcement activities, evacuations, etc.

The South Carolina Department of Public Safety is the lead MCSAP agency in the state and encompasses the South Carolina State Transport Police and the South Carolina Highway Patrol Divisions. The State Transport Police and the Highway Patrol partner to conduct Area Coordinated Enforcement (ACE) specials which are intended to effectively direct the department's traffic enforcement efforts to areas of identified need through the systematic analysis of multiple sources of crash data and the assignment of specialized resources. The message boards will be deployed during these events as a force multiplier to these high visibility enforcement efforts to gain motorist compliance and reduce collisions and fatalities in these identified areas.

Construction Zones in South Carolina can also create unique collision problems which we commonly address through high visibility enforcement. High visibility enforcement creates additional awareness of motorist which can help prevent some of the common issues which contribute to collisions in construction zones such as inattention, speeding, and following too closely. South Carolina will work in partnership with the South Carolina Department of Transportation to identify construction zones that have collision issues and on the proper placement of these message boards to have the greatest impact on motorist compliance. South Carolina will conduct high visibility enforcement in conjunction with the deployment of the message boards to accomplish the desired effect of reduce collisions and fatalities.

Portable Air Brake Training System & Trailer

South Carolina plans to utilize a portable air brake training system which will be used for training inspectors. This system will be implemented during required federal training of all certified NAS inspectors. This equipment will be used to ensure that all inspectors are trained in proper NAS inspection procedures to include: proper pushrod travel marking and measurement, antilock braking system procedures, air loss rate testing, low air system warning devices, and brake hose and tubing inspection procedures. All of these systems are key components included in the NAS Level 1 inspection procedure.

Current trends have revealed that newly hired employees have little to no practical experience with commercial motor vehicles or their components. By implementing a portable air brake training system we will be providing a hands on approach so that all inspectors are familiar with the air brake system components.

This portable air brake training system will be used at various training locations across the state, as STP does not have a permanent training facility. In order to use and store the system a trailer will be used as a means for transporting the system, as well as storing the system when not being used. A mobile air compressor will be used to provide the needed air pressure to the system, simulating the compressor within a commercial motor vehicle.

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. Multiple Law Enforcement Vehicles used by the STP will reach their useful life expectancy and require replacement within the next 24 months. Budget constraints only allow 10 vehicles to be included in this proposal. The replacement vehicles will be used by STP officers (10) assigned to MCSAP/motor carrier safety activities and will be purchased through existing state contracts. MCSAP grant funds will be used to fund 60% of the cost to purchase and equip these vehicles and STP earmarked funds will cover 40%. STP officers assigned these vehicles expend, on average, over 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 (5) year straight-line depreciation schedule but are retained for at least seven (7) 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 (4) 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 60% and other STP funds will cover 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 ten (10) mobile radios, ten (10) 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.

Justification for the cost of the Two-Way Radios (Handheld and Vehicle-Mounted Mobile)

APX8000 - Model 3.5 Single Band (Actual Cost \$7,134.67 each)

Includes:

10 H91TGD9PW7AN,,APX8000-
Model 3.5,, \$4,530.24,,
10,,Includes IV&D, GPS and
Bluetooth,,
10,,Q806,,Digital
Operation,, \$370.80,,
10 H38,,Smartzone
Operation,, \$1,080.00,,
10,,Q361,,P25 Operation,, \$216.00,,
10 H869,,Multikey,, \$237.60,,
10,,015,,AES/DES,DES-XL,DES-OFB
Encryption,, \$575.28,,
10,,QA00580,,TOMA,, \$324.00,,
10,,QA09001,,WIFI
Capability,, \$216.00,,
10,,QA03399,,Enhanced
data,, \$108.00,,
10,,QA09008,,Group
Services,, \$108.00,,
10 G996,,OTAP,, \$72.00,,
10,,QA05508AA,,Delete
VHF,, (\$576.00),,
10,,QA05509AA,,Delete
UHF,, (\$576.00),,
10,,T7914,,Radio Management
Online,,
10,,UA00049AA,,Radio Management
Licenses- Online,, \$70.00,,
10,,RLN6554A,,Wireless RSM with
AC charger,,
10,,PMLN6716A,,DC Charger for
Wireless mic,, \$123.75,,
10,,PMLN6716A,,DC Charger for
Wireless mic \$78.00
10 PMNN4486A Spare Battery 340
mAh \$122.25
10 BDN6783B Adapter \$54.75

APX8500 - 10 Dual Band 7001800NHF (Actual Cost \$7,692.82 each)

Includes:

10 M37TSS9PW1N,,APX8500-Dual
Band-Mid Power,, \$3,434.40,,
GA09001,,WiFi,, \$216.00,,
G806,,Digital Operation,, \$370.80,,
G51,,Smartzone
Operation,, \$1,080.00,,
G174,,Low Profile 800
Antenna,, \$30.96,,
SVC,,VHF Antenna-Mag
Mount,, \$56.70,,
GA00805,,07 Control
Head,, \$455.04,,
G444 G831,,Control Head Software
Speaker 15 Watt,, \$43.20,,
G851,,AES/DES/DES-XUDESOFB,, \$
575.28,,
W969,,Multikey,, \$237.60,,
GA00580,,TOMA,, \$324.00,,
G361,,P25 Operation,, \$216.00,,
G996,,OTAP,, \$72.00,,

GA03399,,Enhanced Data,,,\$108.00,,
 GA0908,,Group Services,,,\$108.00,,
 G67,,Remote Mount,,,\$213.84,,
 GA01354,,Gateway Mic/RSM/DC
 Charger,,,\$360.00,,
 H1919,,Multiplexer,,,\$162.00,,
 GA05509,,Delete UHF,,,\$576.00),,
 QA03400
 GA01580AA,,Narrowbanding
 Mandate
 GPS Antenna- Glassmount,,,\$52.50,,
 GA01579AA,,WiFi
 Antenna-Glassmount,,,\$52.50,,
 T7914 UA00049AA,,Radio
 Management Online
 Radio Management Licenses-
 Online,,,\$100.00,,

Estimated Costs

All Estimated Costs were derived for all items listed in the working chart by using contracts, current invoices, quotes and purchases from prior FY (include a 2%-3% increase, excluding contracts).

DRIVE to Zero Impairment Simulation Vehicle - Equipment/ Parts/ Repairs

STP continues to utilize their DRIVE to Zero Impairment Simulation Vehicle Program which is used to simulate the dangers of impaired driving. This educational tool is reliant on multiple fully functioning go-cart style vehicle, which is used by the participants in a controlled environment to demonstrate the effects of impaired driving in and around large trucks and buses. Because the DRIVE to Zero Impairment Simulation Vehicle receives a large amount of usage, and is the central method of this education, we are including the cost of equipment, parts, and repairs to the DRIVE to Zero Impairment Simulation Vehicle and supplementary equipment.

This is cost will be 100% MCSAP funded.

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
Binders New Officer Training Supplies	30 ea	\$9.24	100.0000	\$277.20	\$263.34	\$13.86	\$0.00
New Officer Paper - Blue	40 each	\$2.62	100.0000	\$104.80	\$99.56	\$5.24	\$0.00
Axon Body Worn Cameras	20 year	\$452.95	100.0000	\$9,059.00	\$8,606.05	\$452.95	\$0.00
Docks for Body Worn Cameras	20 year	\$129.60	100.0000	\$2,592.00	\$2,462.40	\$129.60	\$0.00
In Car Cameras	20 year	\$1,163.16	100.0000	\$23,263.20	\$22,100.04	\$1,163.16	\$0.00
Cradle Point	20 year	\$848.23	100.0000	\$16,964.60	\$16,116.37	\$848.23	\$0.00
Jackets/Coats	112 1	\$51.19	100.0000	\$5,733.28	\$5,446.62	\$286.66	\$0.00
Boots	112 1	\$197.28	100.0000	\$22,095.36	\$20,990.59	\$1,104.77	\$0.00
CVSA Decals	4 Quarterly	\$172.89	100.0000	\$691.56	\$656.98	\$34.58	\$0.00
Office Supplies	12 month	\$3,561.78	60.0000	\$25,644.81	\$24,362.57	\$1,282.24	\$0.00
LE Officer Printers	25 year	\$400.66	100.0000	\$10,016.50	\$9,515.68	\$500.82	\$0.00
Other Supplies	12 month	\$720.00	100.0000	\$8,640.00	\$8,208.00	\$432.00	\$0.00
Uniforms- Alterations/Patches and Related	20 year	\$943.99	100.0000	\$18,879.80	\$17,935.81	\$943.99	\$0.00
Mobile Air Compressor for the Brake Board	1 Annual	\$500.00	100.0000	\$500.00	\$475.00	\$25.00	\$0.00
Mobile Air Compressor for the Brake Board	1 Annual	\$500.00	100.0000	\$500.00	\$500.00	\$0.00	\$0.00
Radar Systems	20 Year	\$1,489.21	100.0000	\$29,784.20	\$27,202.49	\$2,581.71	\$0.00
TOTAL: Supplies				\$174,746.31	\$164,941.50	\$9,804.81	\$0.00

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

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Radar Systems

STP will deploy 20 law enforcement vehicles into the fleet to replace vehicles that have met their serviceable life. As a result of these retired vehicles, 20 radar systems are needed to upfit the vehicles for use by STP officers assigned to field enforcement. These radar systems will be used for high visibility traffic enforcement across the state. Every STP field enforcement officer is required to successfully pass Speed Measurement Device (SMD) Training to become certified as a STP officer. These radar systems will replace 20 radars that have met their serviceable life cycles from the aforementioned 20 retired vehicles.

All costs are necessary, reasonable, and allocable.

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

Twenty five (25) 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 CMVs; such as gloves, wipes, creeper, chock blocks, PPE supplies, Digital Media Storage, etc. (60%).

Uniforms and other related items such as shirts with department logo, pants, enforcement supplies, belts, socks, boots, shoes, dress shirts (L/S, S/S), dress pants, ties, BDU pants and Shirts, Jackets, Coats, hats, patches, rank, Ballistic Vests Sets, External/Internal Carriers to be used by enforcement personnel (60%).

Justification for In Car Cameras

The South Carolina Department of Public Safety has decided to transition to the AXON Camera Systems. The Axon Camera Systems will replace our WatchGuard Camera Systems. The AXON Camera Systems provide innovative solutions for law enforcement recording to include cloud storage and real time review capabilities by supervisors. Section 23-1-240 of the South Carolina Code of Laws advises that Law Enforcement Agencies shall implement the use of body-worn cameras pursuant to guidelines established by the Law Enforcement Training Council. Moving forward the STP plans to outfit our new vehicles with the AXON Camera Systems (in-car and body-worn) to comply with state law and as a law enforcement best practice.

Justification for Cradle Point

Cradlepoint's industry-leading wireless network solutions provide in-vehicle and on-scene connectivity for State Transport Police (STP). Part of Axon's police vehicle solution, the Cradlepoint provides secure and reliable cellular and Wi-Fi connectivity that works seamlessly with their connected solutions. The Axon system will benefit from Cradlepoint's NetCloud Service which provides cloud-based management, enterprise-grade networking, CJIS-compliant security and industry-leading LTE cellular technology with certified nationwide public safety network support which will allow STP to have complete wireless communication throughout most of the state.

The current estimates for supplies were derived by using contract costs. In the future, SCSTP will use Actual Costs to project estimates of future costs of supplies.

Uniforms Alterations/Patches and Related Estimated Costs:

Sew on Shoulder Patches \$2.50 ea

Sew on Badge Patches \$2.50 ea.

Hem Pants \$5.00 ea.

Name Tapes \$6.95 ea.

Estimated Costs

All Estimated Costs were derived for all items listed in the working chart by using contracts, current invoices, quotes and purchases from prior FY (include a 2%-3% increase, excluding contracts).

Part 4 Section 7 - Contractual and Subaward

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

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

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

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

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

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Axon Enterprises Inc	UEI	Contract	100.0000	\$1,080.00	\$1,026.00	\$54.00	\$0.00
Description of Services: Basic License							
Axon Enterprises Inc	UEI	Contract	60.0000	\$11,500.00	\$11,425.00	\$75.00	\$0.00
Description of Services: Pro License							
SmartCop Server	UEI	Contract	100.0000	\$47,806.92	\$45,416.57	\$2,390.35	\$0.00
Description of Services: Operations and Maintenance							
SafetyNet Server	UEI	Contract	100.0000	\$39,240.00	\$37,278.00	\$1,962.00	\$0.00
Description of Services: Operations and Maintenance							
Pro Licenses Axon (15)	UEI	Contract	100.0000	\$7,348.32	\$6,246.81	\$1,101.51	\$0.00
Description of Services: Basic Licenses and Unlimited Storage per user							
Axon Basic Users (45)	UEI	Contract	100.0000	\$13,646.88	\$11,601.21	\$2,045.67	\$0.00
Description of Services: Software/Storage							
Axon Enterprises Inc	UEI	Contract	60.0000	\$8,460.00	\$5,076.00	\$3,384.00	\$0.00
Description of Services: Body Worn Cameras Warranty Storage							
Axon Enterprises Inc	UEI	Contract	60.0000	\$21,930.00	\$20,833.50	\$1,096.50	\$0.00
Description of Services: In Car Camera Warranty/Storage							
Iteris	UEI	Contract	100.0000	\$33,920.00	\$33,920.00	\$0.00	\$0.00
Description of Services: O&M for Third Party Inspection Software							
Iteris	UEI	Contract	100.0000	\$59,700.00	\$59,700.00	\$0.00	\$0.00
Description of Services: Operations and Maintenance for CVISN Infrastructure, CVIEW							
International Road Dynamics	UEI	Contract	100.0000	\$53,654.54	\$50,971.81	\$2,682.73	\$0.00
Description of Services: Operations and Maintenance for recently deployed mobile and stationary ALPR and USDOT Number Reader							
Media (TBD)	UEI	Contract	100.0000	\$25,073.35	\$0.00	\$25,073.35	\$0.00
Description of Services: Media supplier for advertising/ campaign development							
SmartCOP	UEI	Contract	100.0000	\$12,300.00	\$11,685.00	\$615.00	\$0.00
Description of Services: Agency software for reporting citation information							
Selex ES, Inc	UEI	Contract	100.0000	\$8,955.00	\$8,955.00	\$0.00	\$0.00
Description of Services: Software support for ALPRs							
Selex ES, Inc	UEI	Contract	100.0000	\$32,060.00	\$32,060.00	\$0.00	\$0.00
Description of Services: Warranty on ALPR systems							
Hiller Systems	UEI	Contract	100.0000	\$3,200.00	\$3,040.00	\$160.00	\$0.00
Description of Services: Weigh Stations Alarm Monitoring Service Townville, Dorchester EBWB St. George							
Vizzion	UEI	Contract	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
Description of Services: Software Services for Message Board							
Evidence.com	UEI	Contract	100.0000	\$11,664.00	\$11,664.00	\$0.00	\$0.00
Description of Services: Every Officer access video							
Evidence.com	UEI	Contract	100.0000	\$18,662.40	\$18,662.40	\$0.00	\$0.00
Description of Services: Storage iCloud							
SmartCop	UEI	Contract	60.0000	\$111,900.00	\$106,305.00	\$5,595.00	\$0.00
Description of Services: Edit Rules for Data Quality							
TOTAL: Contractual				\$525,101.41	\$478,866.30	\$46,235.11	\$0.00

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

NGA Final Funding Update 6/22/2023

SmartCop

Additional SmartCop Contract added to update existing forms within the SmartCop Record Management System. The SC Traffic Collision Report Form, Supplemental Bus & Truck Collision Report, and custom crash and activity dashboards will be updated to ensure better State Safety Data Quality (SSDQ) and data capture at roadside. These updates will include the following: creation of an edit rule that queries the VIN of the vehicle when populated at roadside which will result in automatic creation of the Supplemental Bus & Truck Collision Report if the GVWR associated exceeds 10,000lbs (currently this requires the trooper/officer to manually create the form which is often overlooked with smaller CMV's such as "hot shot" CMV's/light pickup trucks), creation of an edit rule that only allows a trooper/officer to populate the USDOT number field with numbers (will not allow all zero's, all nine's, the letters NONE, etc.) on the Supplemental Bus & Truck Collision Report, all of which will enhance crash VIN accuracy, crash accuracy, crash record completeness, fatal crash completeness, and crash consistency indicator. The aforementioned edit rules that need to be implemented will have a impact on accurate information being submitted at roadside by the trooper/officer. Currently these reports are manually screened and corrected after roadside creation, which has lead to SSDQ data quality issues. These edit rules and updated dashboards will have a direct impact on data quality and resource/manpower deployment.

TRB Response 10/05/2022 are in Red:

August 11, 2022

Vizzion Operations and Maintenance for the two (2) variable message boards.

South Carolina plans to utilize (2) variable message boards in high crash corridors, construction areas, and during targeted enforcement efforts. The message boards will be equipped with radar and capable of displaying the speed of passing motorist and be equipped with blue lights that will be activated at designated speeds to gain compliance. These message boards can also display a plethora on messages to motorist regarding traffic conditions, enforcement activities, evacuations, etc.

The South Carolina Department of Public Safety is the lead MCSAP agency in the state and encompasses the South Carolina State Transport Police and the South Carolina Highway Patrol Divisions. The State Transport Police and the Highway Patrol partner to conduct Area Coordinated Enforcement (ACE) specials which are intended to effectively direct the department's traffic enforcement efforts to areas of identified need through the systematic analysis of multiple sources of crash data and the assignment of specialized resources. The message boards will be deployed during these events as a force multiplier to these high visibility enforcement efforts to gain motorist compliance and reduce collisions and fatalities in these identified areas.

Construction Zones in South Carolina can also create unique collision problems which we commonly address through high visibility enforcement. High visibility enforcement creates additional awareness of motorist which can help prevent some of the common issues which contribute to collisions in construction zones such as inattention, speeding, and following too closely. South Carolina will work in partnership with the South Carolina Department of Transportation to identify construction zones that have collision issues and on the proper of placement of these message boards to have the greatest impact on motorist compliance. South Carolina will conduct high visibility enforcement in conjunction with the deployment of the message boards to accomplish the desired effect of reduce collisions and fatalities.V

TRP Reply to #20702 10/5/2021: SmartCop is a multi-purpose software system that is used for both MCSAP and Non-MCSAP functions. The system is used for commercial and non-commercial citations, daily activity logs, collision investigation reporting, incident reporting, and evidence processing and routing. STP officers primarily use the system for daily activity logs, issuing commercial citations and uniform traffic citations, logging in and processing evidence, and occasionally use it for generating collision investigation reports and incident reports. On a limited basis, the system is used for Non-MCSAP activities such as uniform traffic citations to non-CMV's (ordinarily on CMV traveled routes in close proximity to CMV's), and collision investigation in support of the Department of Public Safety's traffic safety responsibilities.

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.

Media (TBD): It is STP's desire to continue a statewide initiative to reduce the number of traffic collisions and fatalities in and around 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.

SmartCOP: SmartCOP is an agency-mandated software system used for electronic citation entry. Each user needs to have a license to access the system, and there is a yearly maintenance fee. These funds will be used to purchase any necessary licenses for STP personnel, as well as pay for the warranty and maintenance fees.

Selex ES, Inc: Warranty and software upgrades for ALPR equipment.

International Road Dynamics: Hosting and maintenance fees for mobile and trailer mounted ALPRs.

Iteris \$33,920: SVC AGREEMENT-INSPECT SOFTWARE, Includes: Maintenance & Hosting; standard Inspect services, configuration & deployment and customizations.

Iteris \$57,000: CVIEW-Plus Maintenance & Hosting as part of the State ITD infrastructure.

International Road Dynamics \$53,654.54: 12 month service and maintenance agreement for two fixed LPRs and two fixed USDOT readers at the St. George (I-95 N) and Townville (I-85 N) weigh stations.

AXON Camera Systems: The South Carolina Department of Public Safety Highway Patrol Division has previously decided to transition to AXON Camera Systems to replace video recording equipment that has exceeded its serviceability life. In order to maintain installation, maintenance and system uniformity across the divisions, the State Transport Police has elected to transition from our current WatchGuard System to the AXON Camera Systems. The current systems are outdated to the point that repairs are too costly, and replacement parts and units are no longer available. AXON Camera Systems provide innovative solutions for law enforcement recording to include cloud storage and real time review capabilities by supervisors. Section 23-1-240 of the South Carolina Code of Laws advises that Law Enforcement Agencies shall implement the use of body-worn cameras pursuant to guidelines established by the Law Enforcement Training Council. While STP currently has a limited number of body-worn cameras out in the field, an additional benefit of this transition is to improve officer safety and reduce liability while providing more officers with the latest equipment. Moving forward the STP plans to equip new vehicles with AXON Camera Systems (in-car and body-worn) to comply with state law and as a law enforcement best practice. This transition to the new system will be phased in over the next several years as current equipment reaches the end of its serviceable life.

TRP Reply to #20701 10/20/2021: The AXON camera system will be used for both MCSAP and Non-MCSAP functions in the same manner the previous WatchGuard In-car Camera System was utilized. The system is used for recording/documenting events officers encounter for both commercial and non-commercial daily activities. These activities include, but are not limited to traffic enforcement, roadside and fixed facility CMV Inspections, collision investigations (significant Crash as well as infrequent collision investigation), and any activities encountered relating to general law enforcement incidents, in compliance with SCDPS Policies and Procedures. On a limited basis, the system is used for Non-MCSAP activities such as uniform traffic citations to non-CMV (ordinarily on CMV traveled routes in close proximity to CMVs), and collision investigation in support of the Department of Public Safety's traffic safety responsibilities.

FY2022 BIL Funding

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([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)	10.64	\$5,502,758.05	\$585,493.45	\$556,218.78	\$29,274.67
TOTAL: Indirect Costs			\$585,493.45	\$556,218.78	\$29,274.67

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/MCC)	8 per vehicle	\$320.00	100.0000	\$2,560.00	\$2,560.00	\$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/MCC)	12 monthly	\$391.00	100.0000	\$4,692.00	\$4,692.00	\$0.00	\$0.00
Officer Vehicle Fuel/Repair Costs	6 monthly	\$7,061.00	100.0000	\$42,366.00	\$40,247.70	\$2,118.30	\$0.00
Maintenance/Repair of Vehicles not under contract	12 monthly	\$625.00	100.0000	\$7,500.00	\$7,500.00	\$0.00	\$0.00
Printing (CMV Safety Brochures, Community Outreach, signs, posters, etc.)	2000 carton	\$0.75	100.0000	\$1,500.00	\$1,500.00	\$0.00	\$0.00
Tort Liability Insurance (New Entrant Unit/MCC)	9 per employee	\$83.00	100.0000	\$747.00	\$747.00	\$0.00	\$0.00
Training Materials (3 Regulation Manuals - FMCSR, HazMat, CVSA OOS	120 set of 3	\$116.67	100.0000	\$14,000.40	\$14,000.40	\$0.00	\$0.00
Operations expenses	1	\$500.00	100.0000	\$500.00	\$500.00	\$0.00	\$0.00
Utilities	12 monthly	\$3,139.25	100.0000	\$37,671.00	\$35,787.45	\$1,883.55	\$0.00
CVSA Annual Membership	1 annually	\$12,900.00	100.0000	\$12,900.00	\$12,255.00	\$645.00	\$0.00
Officers Tort Insurance	1 yearly	\$140,662.00	60.0000	\$84,397.20	\$80,177.34	\$4,219.86	\$0.00
TOTAL: Other Costs				\$211,413.60	\$202,546.89	\$8,866.71	\$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 10.64% for the State FY 2023 (July 1, 2022– June 30, 2023), 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 eight (8) vehicles assigned to the New Entrant/MCC Units.

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 nine (9) personnel who are assigned to the New Entrant and MCC Units and for eight (8) mobile data devices for the eight (8) 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 vehicles used by New Entrant.

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 2,000 CMV safety brochures, for distribution at safety presentations, has been included in this proposal. Includes pamphlets/ brochures for Community Outreach.

Tort Liability Insurance premium for nine (9) employees assigned to the New Entrant/MCC Units.

Training materials include regulatory manuals which are required for 120 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.

CVSA Annual Membership: The Commercial Vehicle Safety Alliance is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety. As a member, SCDPS gains access to all the benefits the alliance has to offer.

Utilities 50% MCSAP Total is \$37,671.18

Electricity for Regions 1,2, 3, 4, 6 Approximately \$74,338/yr.

Water for Regions 1,3 Approximately \$1004.37/yr.

Estimated Costs

All Estimated Costs were derived for all items listed in the working chart by using contracts, current invoices, quotes and purchases from prior FY (include a 2%-3% increase, excluding contracts).

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,980,447.00	\$420,024.00	\$8,400,471.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,260,071.00
MOE Baseline:	\$4,103,641.07

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Step/Promotion Increases	\$75,222.19	\$3,959.06	\$79,181.25	\$0.00
Compliance Investigators	\$234,224.30	\$12,327.60	\$246,551.90	\$0.00
Statistical Research Analyst MCSAP	\$31,559.22	\$1,661.01	\$33,220.23	\$0.00
New Entrant Auditors	\$240,766.01	\$12,671.89	\$253,437.90	\$0.00
Uniformed Enforcement Staff	\$2,964,382.49	\$156,020.13	\$3,120,402.62	\$0.00
NE Supervisor/Manager	\$58,413.54	\$3,074.40	\$61,487.94	\$0.00
NE Administrative Coordinator	\$40,241.87	\$2,117.99	\$42,359.86	\$0.00
MOE HQ Command Staff	\$0.00	\$0.00	\$0.00	\$528,349.69
Program Coordinator	\$47,508.75	\$0.00	\$47,508.75	\$0.00
MOE Civilian Staff	\$0.00	\$0.00	\$0.00	\$18,404.07
Statistician III	\$3,042.25	\$0.00	\$3,042.25	\$0.00
MOE Uniformed Enforcement Staff	\$0.00	\$0.00	\$0.00	\$2,217,608.48
Salary Subtotal	\$3,695,360.62	\$191,832.08	\$3,887,192.70	\$2,764,362.24
Uniformed Enforcement OT	\$125,314.76	\$6,595.51	\$131,910.27	\$0.00
SCDPS Highway Patrol	\$33,826.25	\$1,780.33	\$35,606.58	\$0.00
Overtime subtotal	\$159,141.01	\$8,375.84	\$167,516.85	\$0.00
Personnel total	\$3,854,501.63	\$200,207.92	\$4,054,709.55	\$2,764,362.24

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Statistical Research Analyst	\$12,118.73	\$637.83	\$12,756.56	\$0.00
NE Supervisor/Manager	\$22,430.79	\$1,180.57	\$23,611.36	\$0.00
New Entrant Auditors	\$92,454.14	\$4,866.01	\$97,320.15	\$0.00
Statistician III	\$1,109.81	\$58.41	\$1,168.22	\$0.00
Program Coordinator	\$17,331.19	\$912.17	\$18,243.36	\$0.00
MOE Civilian Staff	\$0.00	\$0.00	\$0.00	\$18,593.94
MOE Uniform Enforcement Staff	\$0.00	\$0.00	\$0.00	\$1,320,684.89
Uniformed Enforcement	\$1,393,259.77	\$73,329.46	\$1,466,589.23	\$0.00
Step/Promotion Increases	\$22,145.41	\$1,165.55	\$23,310.96	\$0.00
Compliance Investigators	\$71,953.71	\$3,787.03	\$75,740.74	\$0.00
NE Administrative Coordinator	\$15,452.87	\$813.31	\$16,266.18	\$0.00
Fringe Benefits total	\$1,648,256.42	\$86,750.34	\$1,735,006.76	\$1,339,278.83

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
DRIVE Team Specials	\$5,472.00	\$0.00	\$5,472.00	\$0.00
FMCSA/CVSA Data Quality	\$8,000.00	\$0.00	\$8,000.00	\$0.00
Misc. MCSAP Travel Non Planned MCSAP Meetings	\$13,750.00	\$0.00	\$13,750.00	\$0.00
COHMED Conference	\$5,460.00	\$0.00	\$5,460.00	\$0.00
CVSA Annual Conference and Exhibition	\$7,728.06	\$0.00	\$7,728.06	\$0.00
CVSA Annual Workshop	\$7,728.06	\$0.00	\$7,728.06	\$0.00
Drug Interdiction Assistance Program (DIAP) Conference	\$9,750.00	\$0.00	\$9,750.00	\$0.00
Instructor Development Part A	\$7,800.00	\$0.00	\$7,800.00	\$0.00
Instructor Development Part B	\$7,800.00	\$0.00	\$7,800.00	\$0.00
MCSAP Planning Meeting and Grants Management Meeting	\$12,975.00	\$0.00	\$12,975.00	\$0.00
North American Inspectors Championship (NAIC)	\$4,360.00	\$0.00	\$4,360.00	\$0.00
MCC Routine Travel - Compliance Investigations (MCC Unit)	\$9,000.00	\$0.00	\$9,000.00	\$0.00
NE Routine Travel - Onsite Safety Audits (New Entrant)	\$3,375.00	\$0.00	\$3,375.00	\$0.00
Routine Travel - Regional Enforcement Initiatives (DRIVE)	\$8,160.00	\$0.00	\$8,160.00	\$0.00
Routine Travel - Regional Enforcement Initiative Planning	\$4,140.00	\$0.00	\$4,140.00	\$0.00
Training - Cargo Tank Inspection	\$21,250.00	\$0.00	\$21,250.00	\$0.00
Training - Drug Interdiction Assistance Program (OOS)	\$101.88	\$0.00	\$101.88	\$0.00
Training - Electronic Logging Devices	\$1,485.00	\$0.00	\$1,485.00	\$0.00
Training - General Hazardous Materials	\$30,000.00	\$0.00	\$30,000.00	\$0.00
Training - Inspection Procedures Hands-on	\$12,325.00	\$0.00	\$12,325.00	\$0.00
Training - North American Standard (NAS) Part A	\$10,025.00	\$0.00	\$10,025.00	\$0.00
Training - North American Standard (NAS) Part B	\$10,025.00	\$0.00	\$10,025.00	\$0.00
Training - Other Bulk Packaging	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Training - Passenger Vehicle Inspection (PVI)	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Training - CSA National Safety Interventions Rollout	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Safe Drive Enforcement Task Force	\$6,728.00	\$0.00	\$6,728.00	\$0.00
MCC/New Entrant Training	\$11,647.11	\$0.00	\$11,647.11	\$0.00
New Recruit Training	\$13,866.11	\$729.80	\$14,595.91	\$0.00
Instructor Development - Cargo Tank Course	\$1,950.00	\$0.00	\$1,950.00	\$0.00
ARIDE	\$4,266.00	\$0.00	\$4,266.00	\$0.00
DRE	\$7,772.00	\$0.00	\$7,772.00	\$0.00
Travel total	\$268,939.22	\$729.80	\$269,669.02	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
DRIVE to Zero Equipment/ Parts/ Repairs	\$5,231.56	\$4,768.44	\$10,000.00	\$0.00
Law Enforcement Vehicles	\$439,758.76	\$23,145.20	\$462,903.96	\$0.00
Law Enforcement Vehicle Equipment/Accessories/Outfitter1	\$98,644.20	\$5,191.80	\$103,836.00	\$0.00
Portable Computer System (Officers & Investigators)	\$38,142.00	\$0.00	\$38,142.00	\$0.00
Two-way Radio APX8000 (Handheld)	\$42,808.02	\$0.00	\$42,808.02	\$0.00
Two-way Radio APX8500 (Vehicle- Mounted Mobile)	\$46,156.92	\$0.00	\$46,156.92	\$0.00
Portable Air Brake Trailer	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Portable Air Brake Training System	\$33,500.00	\$0.00	\$33,500.00	\$0.00
Two Variable Message Boards	\$38,000.00	\$2,000.00	\$40,000.00	\$0.00
Truck Vault	\$57,934.80	\$3,049.20	\$60,984.00	\$0.00
Equipment total	\$806,176.26	\$38,154.64	\$844,330.90	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Binders New Officer Training Supplies	\$263.34	\$13.86	\$277.20	\$0.00
New Officer Paper -Blue	\$99.56	\$5.24	\$104.80	\$0.00
Axon Body Worn Cameras	\$8,606.05	\$452.95	\$9,059.00	\$0.00
Docks for Body Worn Cameras	\$2,462.40	\$129.60	\$2,592.00	\$0.00
In Car Cameras	\$22,100.04	\$1,163.16	\$23,263.20	\$0.00
Cradle Point	\$16,116.37	\$848.23	\$16,964.60	\$0.00
Jackets/Coats	\$5,446.62	\$286.66	\$5,733.28	\$0.00
Boots	\$20,990.59	\$1,104.77	\$22,095.36	\$0.00
CVSA Decals	\$656.98	\$34.58	\$691.56	\$0.00
Office Supplies	\$24,362.57	\$1,282.24	\$25,644.81	\$0.00
LE Officer Printers	\$9,515.68	\$500.82	\$10,016.50	\$0.00
Other Supplies	\$8,208.00	\$432.00	\$8,640.00	\$0.00
Uniforms-Alterations/Patches and Related	\$17,935.81	\$943.99	\$18,879.80	\$0.00
Mobile Air Compressor for the Brake Board	\$475.00	\$25.00	\$500.00	\$0.00
Mobile Air Compressor for the Brake Board	\$500.00	\$0.00	\$500.00	\$0.00
Radar Systems	\$27,202.49	\$2,581.71	\$29,784.20	\$0.00
Supplies total	\$164,941.50	\$9,804.81	\$174,746.31	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Axon Enterprises Inc	\$1,026.00	\$54.00	\$1,080.00	\$0.00
Axon Enterprises Inc	\$11,425.00	\$75.00	\$11,500.00	\$0.00
SmartCop Server	\$45,416.57	\$2,390.35	\$47,806.92	\$0.00
SafetyNet Server	\$37,278.00	\$1,962.00	\$39,240.00	\$0.00
Pro Licenses Axon (15)	\$6,246.81	\$1,101.51	\$7,348.32	\$0.00
Axon Basic Users (45)	\$11,601.21	\$2,045.67	\$13,646.88	\$0.00
Axon Enterprises Inc	\$5,076.00	\$3,384.00	\$8,460.00	\$0.00
Axon Enterprises Inc	\$20,833.50	\$1,096.50	\$21,930.00	\$0.00
Iteris	\$33,920.00	\$0.00	\$33,920.00	\$0.00
Iteris	\$59,700.00	\$0.00	\$59,700.00	\$0.00
International Road Dynamics	\$50,971.81	\$2,682.73	\$53,654.54	\$0.00
Media (TBD)	\$0.00	\$25,073.35	\$25,073.35	\$0.00
SmartCOP	\$11,685.00	\$615.00	\$12,300.00	\$0.00
Selex ES, Inc	\$8,955.00	\$0.00	\$8,955.00	\$0.00
Selex ES, Inc	\$32,060.00	\$0.00	\$32,060.00	\$0.00
Hiller Systems	\$3,040.00	\$160.00	\$3,200.00	\$0.00
Vizzion	\$3,000.00	\$0.00	\$3,000.00	\$0.00
Evidence.com	\$11,664.00	\$0.00	\$11,664.00	\$0.00
Evidence.com	\$18,662.40	\$0.00	\$18,662.40	\$0.00
SmartCop	\$106,305.00	\$5,595.00	\$111,900.00	\$0.00
Contractual and Subaward total	\$478,866.30	\$46,235.11	\$525,101.41	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Automobile Insurance (New Entrant Vehicles/MCC)	\$2,560.00	\$0.00	\$2,560.00	\$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/MCC)	\$4,692.00	\$0.00	\$4,692.00	\$0.00
Officer Vehicle Fuel/Repair Costs	\$40,247.70	\$2,118.30	\$42,366.00	\$0.00
Maintenance/Repair of Vehicles not under contract	\$7,500.00	\$0.00	\$7,500.00	\$0.00
Printing (CMV Safety Brochures, Community Outreach, signs, posters, etc.)	\$1,500.00	\$0.00	\$1,500.00	\$0.00
Tort Liability Insurance (New Entrant Unit/MCC)	\$747.00	\$0.00	\$747.00	\$0.00
Training Materials (3 Regulation Manuals - FMCSR, HazMat, CVSA OOS	\$14,000.40	\$0.00	\$14,000.40	\$0.00
Operations expenses	\$500.00	\$0.00	\$500.00	\$0.00
Utilities	\$35,787.45	\$1,883.55	\$37,671.00	\$0.00
CVSA Annual Membership	\$12,255.00	\$645.00	\$12,900.00	\$0.00
Officers Tort Insurance	\$80,177.34	\$4,219.86	\$84,397.20	\$0.00
Other Costs total	\$202,546.89	\$8,866.71	\$211,413.60	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,424,228.22	\$390,749.33	\$7,814,977.55	\$4,103,641.07
Indirect Costs	\$556,218.78	\$29,274.67	\$585,493.45	NA
Total Costs Budgeted	\$7,980,447.00	\$420,024.00	\$8,400,471.00	\$4,103,641.07

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,980,447.00	\$420,024.00	\$8,400,471.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,260,071.00
MOE Baseline:	\$4,103,641.07

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$3,695,360.62	\$191,832.08	\$3,887,192.70	\$2,764,362.24
Overtime Subtotal	\$159,141.01	\$8,375.84	\$167,516.85	\$0.00
Personnel Total	\$3,854,501.63	\$200,207.92	\$4,054,709.55	\$2,764,362.24
Fringe Benefits Total	\$1,648,256.42	\$86,750.34	\$1,735,006.76	\$1,339,278.83
Travel Total	\$268,939.22	\$729.80	\$269,669.02	\$0.00
Equipment Total	\$806,176.26	\$38,154.64	\$844,330.90	\$0.00
Supplies Total	\$164,941.50	\$9,804.81	\$174,746.31	\$0.00
Contractual and Subaward Total	\$478,866.30	\$46,235.11	\$525,101.41	\$0.00
Other Costs Total	\$202,546.89	\$8,866.71	\$211,413.60	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,424,228.22	\$390,749.33	\$7,814,977.55	\$4,103,641.07
Indirect Costs	\$556,218.78	\$29,274.67	\$585,493.45	NA
Total Costs Budgeted	\$7,980,447.00	\$420,024.00	\$8,400,471.00	\$4,103,641.07

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? Robert G Woods IV
2. What is this person's title? Director
3. Who is your Governor's highway safety representative? Robert G Woods IV
4. What is this person's title? Director

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

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

State Certification declaration:

I, Robert G Woods IV, Director, 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.

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? Robert G Woods IV
2. What is the title of your certifying State official? Director
3. What are the phone # and email address of your State official? 803-8196-5500 Robertwoods@scdps.gov

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

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

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

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

Part 5 Section 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

FY 2023 Certification of MCSAP Conformance (State Certification)

I, Robert G Woods IV, Director, 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 designated South Carolina Department of Public Safety as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and South Carolina Department of Public Safety, State Transport Police to perform defined functions under the CVSP.
2. The State has assumed responsibility for and 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.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 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.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have 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.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. 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.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.
25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 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.
26. 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.
27. The State will fully participate 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.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a 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.
30. In the case that a 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 C.F.R. subpart D.

Date

8/8/22

Signature



Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Robert G Woods IV, Director**, on behalf of the State of **State of South Carolina** have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), 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, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

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

The Department of Public Safety, State Transport Police Division is currently working to address findings pertaining to compatibility listed below by June 2023:

- A. SC/FI1- 49 CFR 350.21(a) – Compatibility Adoption and Enforcement
 - a) 49 CFR 390-397 – Unmanufactured Forest Products Trucking Regulations

Signature of Certifying Official: 

Title of Certifying Official: Director

Date of Certification: 8/8/22