eCVSP

SOUTH CAROLINA

Commercial Vehicle Safety Plan

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

Fiscal Years 2024 - 2026

Date of Approval: July 30, 2024

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

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

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

REMINDERS FOR FY 2024:

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

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

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

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2024 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

Instructions:

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

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

The South Carolina Department of Public Safety (SCDPS) / State Transport Police Division (STP) is the lead agency in South Carolina for the Motor Carrier Safety Assistance Program (MCSAP).

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.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

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

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

The South Carolina Department of Public Safety (SCDPS) / State Transport Police Division (STP) is the lead agency in South Carolina for the Motor Carrier Safety Assistance Program (MCSAP). STP is responsible for the administration, development, implementation, and management of the Commercial Vehicle Safety Plan (CVSP) in South Carolina. There are no sub-grantees in MCSAP in South Carolina.

STP takes a data drive approach to MCSAP. This style of management and monitoring allows STP to position manpower and technology in the most efficient manner for highway safety. A few of the data repositories used include; Analysis & Information Online (A&I), SafetyNet, SmartCOP Record Management System, SCDPS Office of Highway Safety (OHS), and the South Carolina Department of Transportation (SCDOT).

STP also partners with other stakeholders and industry partners in our mission of highway safety and fatal crash reduction. These partners include; the South Carolina Highway Patrol (SCHP), State Law Enforcement Division (SLED), South Carolina Office of Highway Safety and Justice Programs (OHSJP), South Carolina Department of Transportation (SCDOT), South Carolina Department of Motor Vehicles (SCDMV), South Carolina Trucking Association (SCTA), Motorcoach Association of South Carolina (MCASC), Clemson University, and the Commercial Vehicle Safety Alliance (CVSA). In addition to these partners, the South Carolina Strategic Highway Safety Plan has been adopted for

Personnel Structure funded with MCSAP Basic/Incentive Funding:

STP currently has 109 commissioned law enforcement officers, 107 of those participate in MCSAP eligible activities, there are six (6) Command level officers officers whose personnel costs are not grant funded.

There are 109 officers assigned to six (6) Field Enforcement Regions, Headquarters, the DRIVE Traffic Team, the Hazardous-Materials Unit, and Motor Carrier Compliance Unit. These officers perform various functions within and outside the scope of MCSAP Basic/Incentive funded programs.

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.

- 84 officers are assigned to Field Enforcement Regions
- Twelve (12) officers are assigned to Headquarters (Command Staff/Program Management/Community Relations)
- Five (5) officers are assigned to the DRIVE Traffic Team
- Two (2) officers are assigned to the Hazardous Materials Unit
- Two (2) officers and three (3) civilians are assigned to the Motor Carrier Compliance Unit and are responsible for conducting Compliance Investigations and New Entrant Safety Audits.
- Four (4) officers and seven (7) civilians are assigned to the Motor Carrier Compliance Unit and are responsible for conducting New Entrant Safety Audits.
- Ten (10) civilians are assigned to administrative duties at Headquarters (Grants Management, Accounting, SafetyNet Data Entry, IT Support, MCSAP Call Taker/Receptionist, Data Q's Processing, Inspection Report Processing, Payment of OOS Fines, etc.)

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.

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 Review 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.

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)

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** - STP 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** - STP will take a proactive approach to highlight the negative consequences of distracted and impaired driving behaviors, especially in and around commercial motor vehicles. The Community Relations Officer (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 continue to provide a comprehensive hands-on presentation 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** - STP 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 will also use the D.R.I.V.E. Traffic Team officers (5) throughout the state. The purpose of this team is 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 will focus on reducing work zone crashes involving CMVs.

Hazardous Material Unit:
STP currently has two (2) members assigned to the Hazardous Materials Unit who are dedicated to conducting hazardous materials inspections. These officers focus their efforts on our identified state high crash corridors as well as along major CMV truck routes across the state. These officers supplement the field enforcement ranks, as all STP field enforcement officers are certified general hazardous materials inspectors.

CVSP Initiative Questions:

- National Roadway Safety Strategy (NRSS) - SCDPS/STP adopted and created our "Target Zero" umbrella campaign and approach in 2014 when the South Carolina Strategic Highway Safety Plan (SHSP) was created. This means our resources are directed to one goal

- The elimination of highway fatalities involving large trucks and buses. This approach is also outlined and supported in the NRSS via the Safe System Approach principles and objectives; safer people, safer roads, safer vehicles, safer speeds, and post-crash care. STP will support safer people thru programs such as our DRIVE education & outreach events, safety talks from our CRO and Region Commanders, and social media efforts. Each of these efforts directly reaches the motoring public while appealing to both CMV and non-CMV drivers. SCDPS/STP works in conjunction with SCDOT to collaborate and strive for safer roads. SCDPS/STP provides valuable insight to our partners at SCDOT regarding work zone safety and work zone enforcement efforts. This collaboration will in turn result in safer roads in South Carolina. STP receives the best CMV inspection training in the nation. This training allows STP officers, New Entrant Auditors, and Compliance Review Investigators to remove thousands of unsafe vehicles from our roadways each year. STP will support the NRSS safer vehicles objective by continuing to strive to remove those unsafe vehicles from our state roadways. High visibility traffic enforcement is a key component to creating safer speeds on our roadways. SCDPS/STP aggressively enforces speeding violations as this is the number one causal factor in our states crash picture. Safer speeds are also promoted thru the use of social media initiatives and efforts by SCDPS/STP public affairs and community relations staff/officers.

- Rural Roads - SCDPS/STP has been involved with an initiative which is known as ACE Enforcement. This initiative supports the reduction of serious and fatal collisions on identified high crash and rural South Carolina roads. This initiative (ACE Enforcement) was created and incorporated in the South Carolina Strategic Highway Safety Plan. ACE Enforcement is a joint effort with troopers from SCHP and officers from STP. SCDPS/OHJSP identify stretches of roadways that have abnormally high crash rates within a county or counties. This crash data is then used to schedule ACE Enforcement initiatives on a monthly basis with SCHP troopers and STP officers assigned to conduct high visibility enforcement efforts.

- The State Transport Police is proactively working to reduce the impacts of human smuggling by training all uniformed enforcement personnel through the Truckers against Trafficking program. Enforcement officers will utilize their training to identify indicators of potential human trafficking during traffic stops. South Carolina will also provide a focused effort during all statewide and regional traffic enforcement specials. South Carolina will also work in conjunction with the State Law Enforcement Division (SLED) and the South Carolina Highway Patrol at least yearly. South Carolina will also provide education and outreach efforts to the public and industry through educational messages and materials aimed at identifying and 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.

- South Carolina provides opportunities to attend the Drug Interdiction Assistance Program (DIAP) and the National Interdiction Conference (NIC) to officers who conduct CMV drug interdiction activities to receive advanced training on the latest trends and tactics in this highly specialized area of enforcement. South Carolina's D.R.I.V.E. program also focus on drug interdiction due to their high visibility traffic and criminal enforcement efforts. This specialized unit is a resource to others within the state.

- South Carolina will continue to provide high visibility enforcement in construction zones, creating additional awareness of motorists which can help prevent some of the common issues which contribute to collisions within 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.

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

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

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

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

Lead Agency Information	
Agency Name:	SOUTH 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[*]	15
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 2024 - 2026 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

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

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

- *States can also use internal State data sources.*

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

Part 2 Section 2 - CMV Crash Reduction

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

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

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

Trend Analysis for 2018 - 2022

Instructions for all tables in this section*:*

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	127	0	127
01/01/2021	12/31/2021	165	0	165
01/01/2020	12/31/2020	146	0	146
01/01/2019	12/31/2019	135	0	135
01/01/2018	12/31/2018	133	0	133

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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			
01/01/2022	12/31/2022	3	0	3
01/01/2021	12/31/2021	5	0	5
01/01/2020	12/31/2020	2	0	2
01/01/2019	12/31/2019	2	0	2
01/01/2018	12/31/2018	2	0	2

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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			
01/01/2022	12/31/2022	3	0	3
01/01/2021	12/31/2021	1	0	1
01/01/2020	12/31/2020	2	0	2
01/01/2019	12/31/2019	7	0	7
01/01/2018	12/31/2018	9	0	9

Enter the data sources and capture dates of the data listed in each of the tables above.
SCDPS Office of Highway Safety Website (7/18/2023) FMCSA's A&I Website (7/18/2023)

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

Goal Measurement:

South Carolina used the large truck fatal crashes per 100M VMT method for goal setting during FY2018-2022. This goal measurement method is being changed for FY2024-2026 in order to align with current SCDPS crash reduction tracking. This method of tracking allows for clear lines of communication and comprehension between STP Headquarters Command Staff, STP Region Commanders, STP Field Officers, the trucking industry, CMV safety stakeholders, other state government agencies, local law enforcement agencies, and elected officials.

Problems Encountered & Obstacles Overcome:

In January 2020 we changed our records management system and data collection system. This change resulted in a reduction in edit rules which directly impacted data collection at roadside from troopers/officers. The area most impacted was the collision report as several hard stop edit rules were lost when the transition took place from one system to the other. Since 2020, SCDPS and STP have successfully implemented new edit rules to capture the most accurate data from roadside troopers/officers. This process will continue to evolve as SCDPS and STP work in partnership with our records management vendor.

South Carolina continues to embrace a Target Zero mindset when conducting enforcement operations and public education and outreach efforts.

Narrative Overview for FY 2024 - 2026

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.

South Carolina is committed to working with FMCSA and other stakeholders to reduce the number of CMV crashes and fatalities during FY2024-2026. Partnership is key to driving down these crashes and fatalities, STP will be working in conjunction with the South Carolina Highway Patrol, South Carolian Department of Transportation, and Clemson University to address this problem.

South Carolina has identified that during CY2018-2021 (CY2022 data is only preliminary and not included in averages) on average CMVs were involved in approximately 11% of total fatal collisions in our state. In the same time frame, CMVs were also determined to be the contributing vehicle on average approximately 17% of the time.

Collision data indicates that on average from CY2018-2021 approximately 76% of all CMV involved collisions occurred between the hours of 6am thru 6 pm. The chart below illustrates this information;
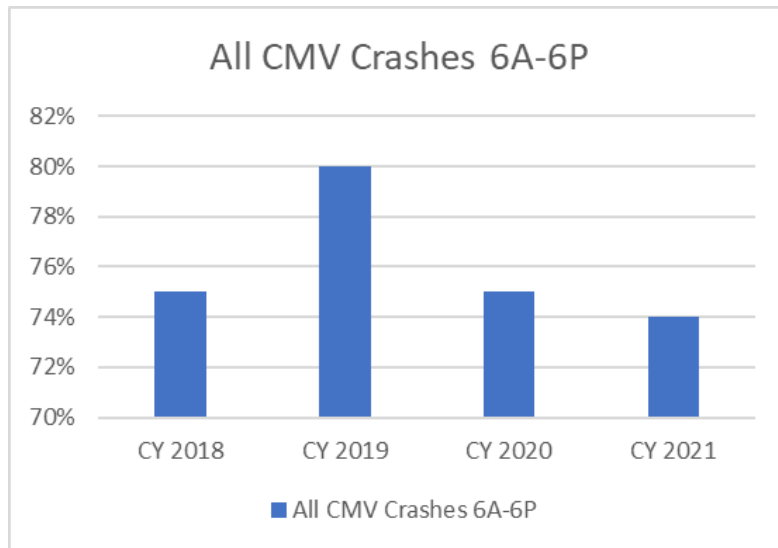
Although the data indicates 76% of all CMV collisions occur between 6am-6pm, whereas 63% of our total CMV fatalities occured in the same time frame. We will allocate a larger amount of our resources during the time-frame of 6am-6pm, which we have identified as having the greatest number of overall collisions and fatalities. We will also allocate personnel during the 6pm-6am hours monthly, and will make necessary adjustments based on the prevailing data and trends.

Collision data indicates that on average from CY2018-2022 approximately 37% of CMV fatalities occurred between the hours of 6pm-6am. The chart below illustrates this information;

2018 - 2022 Summary by Time of Day						
Time of Day	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions	Persons Killed	Persons Injured
12:01am - 3:00am	45	322	396	763	47	461
3:01am - 6:00am	70	472	557	1,099	75	667
6:01am - 9:00am	95	1,470	1,553	3,118	105	2,272
9:01am - Noon	85	1,472	1,472	3,029	94	2,188
12:01pm - 3:00pm	79	1,684	1,677	3,440	97	2,565
3:01pm - 6:00pm	88	1,450	1,548	3,086	97	2,377
6:01pm - 9:00pm	51	643	695	1,389	60	1,032
9:01pm - Midnight	47	396	405	848	50	592
	560	7,909	8,303	16,772	625	12,154

The data indicates that over the five year (CY2018-2022) period South Carolina averages 37% of all CMV fatalities occur during off-peak hours. South Carolina is trending downward as outlined in the below chart;
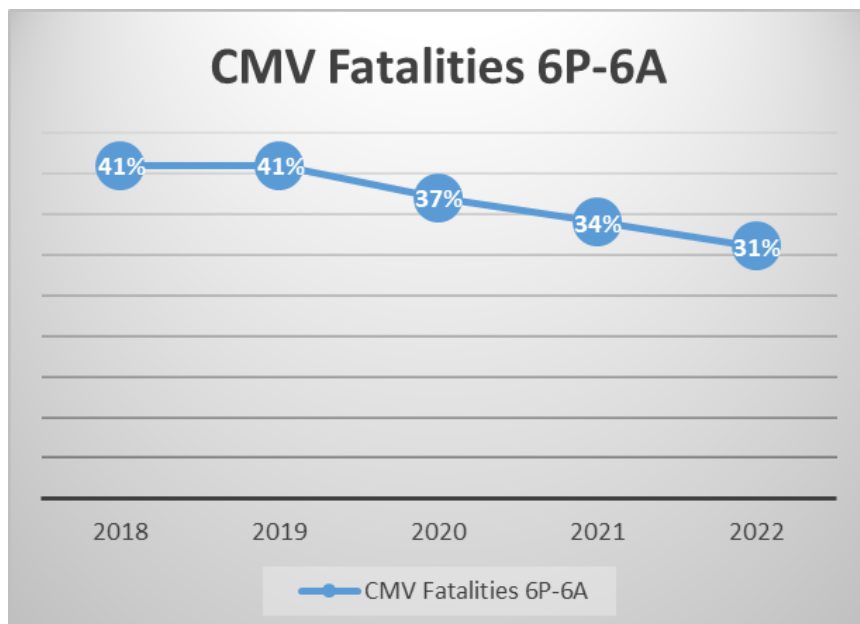
STPs enforcement efforts are data driven, and are based on identified collision and fatality trends. An analysis of fatality and collision data indicates a set of corridors that are of concern (listed below). Enforcement personnel will be assigned based on the current trends and analysis of the prevailing data on those corridors. The below charts identify the Top 10 CMV Crash Corridors (includes *all* large truck and bus crashes) and Top Fatal Crash Corridors.

Statewide Top 10 CMV Total Crash Corridors						
Crash Corridor	2018	2019	2020	2021	2022	Total
I-85	414	370	263	296	255	1,598
I-26	334	346	216	316	286	1,498
I-95	220	210	173	226	241	1,070
I-20	195	164	111	123	116	709
US-17	116	152	89	130	133	620
I-77	132	134	85	124	122	597
US-52	59	79	56	71	72	337
US-76	82	76	46	56	64	324
US-21	73	52	44	51	59	279
US-25	79	64	40	49	43	275

Statewide Top 10 CMV Fatal Crash Corridors						
Crash Corridor	2018	2019	2020	2021	2022	Total
I-26	9	9	8	12	7	45
I-95	6	11	5	14	9	45
US-17	2	2	6	10	7	27
I-77	4	3	6	7	5	25
I-20	5	6	6	5	2	24
I-85	7	6	3	4	2	22
US-176	4	2	2	4	1	13
US-25	6	3	2	0	2	13
US-52	2	3	4	0	2	11
SC-9	3	1	1	0	5	10

In previous years, STP 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 FY2024-FY2026, STP will continue its high visibility DRIVE enforcement initiatives and programs on our top 10 crash corridors, and will enhance those efforts with our DRIVE team. The DRIVE team was formed out of the Safe DRIVE initiative and will remain a permanent team, dedicated to high visibility enforcement efforts. By allocating funding for these efforts 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:
SCDPS Office of Highway Safety Website (7/18/2023) FMCSA's A&I Website (7/18/2023)

Projected Goal for FY 2024 - 2026:

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

Fiscal Year	Annual Crash Reduction Goals
2024	3
2025	3
2026	3

South Carolina has set the crash reduction goals based on reducing the number of fatalities. Crash reduction goal: Reduce overall fatalities per year by 3%, approximately 9% total by the end of CY2026.

Program Activities for FY 2024 - 2026: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

South 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 approximately 37% of all fatal collisions during CY2018-2021. At least one (1) full week per month, all Regions will assign 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 50% of all violations found during this time frame to be driver oriented. This percentage is based on a review of inspections conducted from FY2018-FY2022, which indicated that driver violations accounted for 46.47% of the overall violations discovered.

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 65% of all inspections to be conducted on these corridors.

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

a.   FY2024: At least 38,779 inspections

b.   FY2025: At least 41,216 inspections

c.   FY2026: At least 43,683 inspections

With this projected inspection activity on these corridors of concern, it is our aim to reduce fatal collisions 3% per year, for a total of 9% by the end of CY2026.

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 9% by the end of CY2026.

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. The below chart represents data from CY2017-2021 and outlines the number of serious and fatal crashes involving a CMV in South Carolina work zones.

CMV Collisions in Work Zones					
Year	Fatal Collision	Serious Injury Collision	Total Collisions	Persons Killed	Persons Seriously Injured
2017	3	10	198	4	11
2018	8	3	299	8	5
2019	3	6	283	3	6
2020	2	7	176	2	8
2021	5	11	199	9	12
	21	*37*	*1,155*	*26*	*42*
Includes CMV-Involved collisions in a work zone indication of '1-Yes'.					

South Carolina will work to reduce serious and fatal work zone collisions by 5% per fiscal year during FY2024-2026 for a total reduction of 15% by the end of FY2026. This goal will be approached by using the previous five years of work zone crash data to conduct targeted enforcement efforts in and around work zones. These efforts will involve the use of our variable message boards, marked, unmarked, and ghost marked vehicles for enforcement efforts.

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 motorists 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 plans to utilize variable message boards in work zones during targeted enforcement efforts. The message boards will be equipped with radar to display the speed of passing motorists and will be equipped with blue lights that will be activated at designated speeds to gain compliance. These message boards can also display a plethora of messages to motorist regarding traffic conditions, enforcement activities, 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.

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 during off-peak hours. 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 week a month South Carolina will assign 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 50% 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 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 65% 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 monthly/quarterly 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 maintain high visibility enforcement created during our Safe DRIVE initiatives South Carolina will continue supporting a high visibility DRIVE team. By allocating funding for these efforts 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 up to the event, during the event and the weeks following such events.

Headquarters enforcement and administrative staff will analyze the 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 have impacted driver behavior.

Performance Measurement #4:

South Carolina will take a data driven approach to reduce CMV crashes and fatalities in roadway work zones. Headquarters staff will designate personnel from the DRIVE team and regions of the state to conduct directed enforcement in identified roadway work zones. These assignments will be based on collision data from long term work zones as well as any new work zones that are implemented. Enforcement will be monitored by headquarters and administrative staff to analyze the effectiveness of both the directed enforcement activities and non-directed enforcement activities. This will ensure that manpower is being allocated to the identified areas of concern and have impacted driver behavior.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. 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 2018 - 2022

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	4465	4477	3312	4610	6702
Level 2: Walk-Around	10385	11691	6886	10898	15166
Level 3: Driver-Only	24385	30030	16405	18752	23538
Level 4: Special Inspections	22	63	20	17	22
Level 5: Vehicle-Only	234	192	172	136	111
Level 6: Radioactive Materials	2	8	11	7	15
Total	**39493**	**46461**	**26806**	**34420**	**45554**

Narrative Overview for FY 2024 - 2026

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.
South Carolina has 107 law enforcement officers who are certified to conduct inspections. 84 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, eleven (11) administrative officers and ten (10) civilian Motor Carrier Compliance (MCC) personnel 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 law enforcement officers.

South Carolina has provided officers with Advanced Roadside Impaired Driving Enforcement (ARIDE) training to assist in detection of alcohol/drug impaired driving. This training will continue during FY2024-2026 with a goal of certifying 100% of all field enforcement law enforcement officers.

As a result of the expansion of South Carolina's DRIVE Program, officers assigned to this team have been trained in ARIDE and Drug Recognition Expert (DRE) training. This team has also attended DIAP training and will be participating in additional criminal interdiction and human trafficking training classes as they arise. The DRIVE team is dedicated to high visibility traffic and criminal enforcement efforts. Although STP does not have a unit dedicated solely to criminal interdiction, the DRIVE team 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. This activity is also conducted by Region enforcement personnel who have attended specialized training in these areas.

South Carolina will continue 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 law enforcement.

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 out of service orders; operating authority; ill/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.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2024, 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: 107

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6162	1013	170	7345	12.31%
Level 2: Walk-Around	12749	4077	106	16932	28.38%
Level 3: Driver-Only	34215	482	84	34781	58.30%
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	50	0	50	0.08%
Sub-Total Lead Agency	**53310**	**5622**	**728**	**59660**	

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 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	**0**	**0**	**0**	**0**	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2024:	

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: SOUTH CAROLINA DEPARTMENT OF PUBLIC SAFETY - STATE TRANSPORT POLICE **# certified personnel: 107**					
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	6162	1013	170	7345	12.31%
Level 2: Walk-Around	12749	4077	106	16932	28.38%
Level 3: Driver-Only	34215	482	84	34781	58.30%
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	50	0	50	0.08%
Total MCSAP Lead Agency & Subrecipients	**53310**	**5622**	**728**	**59660**	

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 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	63410	0	0	63410
Enter total number of certified personnel	125	0	0	125
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	67205	0	0	67205
Enter total number of certified personnel	135	0	0	135

Part 2 Section 4 - Investigations

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

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

Trend Analysis for 2018 - 2022

Investigative Types - Interstate	2018	2019	2020	2021	2022
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	4	6	14	3
CSA On-Site Focused/Focused CR	2	14	6	8	19
CSA On-Site Comprehensive	23	22	8	5	11
Total Investigations	**25**	**40**	**20**	**27**	**33**
Total Security Contact Reviews	1	2	2	2	2
Total Terminal Investigations	0	6	6	2	1

Investigative Types - Intrastate	2018	2019	2020	2021	2022
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	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	**0**	**0**	**0**	**0**	**0**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2024 - 2026

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 2024 - 2026

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2024 - 2026.

Projected Goals for FY 2024 - 2026 - Investigations						
	FY 2024		FY 2025		FY 2026	
Investigation Type	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)	9	0	9	0	9	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	20	0	21	0	22	0
CSA On-Site Comprehensive	20	0	21	0	22	0
Total Investigations	**49**	**0**	**51**	**0**	**53**	**0**
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.
South Carolina compliance investigators will conduct thorough compliance reviews as assigned. The type of review (comprehensive or focused on-site/off-site) is assigned through the Federal Motor Safety Administration's South Carolina Office. Carrier investigation estimates for FY2024-2026 are data driven, consistent with other sections of the CVSP. The projected goals are based upon the estimated number of compliance reviews necessary to maintain certification. The certification tracking method was changed by FMCSA (MC-SE-2022-002), which is why the FY2024-2026 projected goals are estimations. In addition, South Carolina has a need for the compliance investigators to complete safety audits. The compliance investigators will only complete the number of carrier investigations to maintain certification.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.
South Carolina has five (5) investigators assigned to the Motor Carrier Compliance Unit; three (3) are civilian employees and two (2) are law enforcement officers. All five (5) of the FTE's are assigned at 100% to the program activities. The civilian compliance investigators are cross-trained to conduct New Entrant Safety Audits and have historically been used only as a last resort to ensure safety audits are conducted within regulatory time requirements. The two law enforcement officers are attending a New Entrant Workshop in December 2023 to become certified to conduct safety audits.

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 enhanced investigative techniques during all investigations and collaborate with FMCSA Investigators when needed. Compliance Investigators will continue to work with FMCSA on passenger carrier compliance investigations and household goods 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.

South Carolina's investigators will continue to participate in public outreach and education. This will be approached in a multifaceted approach, the first technique involves providing needed insight into the Federal Motor Carrier Safety Regulations (FMCSR), Hazardous Material Regulations (HMR), Drug and Alcohol Clearinghouse (DACH), and other safety related programs. South Carolina's compliance investigators will provide insight into the aforementioned areas when contacted by the general public, former motor carriers who have been subject to a safety audit or compliance review, our trucking industry safety partners (SC Trucking Association, Motorcoach Association of SC, SCDMC, etc.), and any government agency or public official/lawmaker. The second technique will be accomplished via scheduled safety seminars for new entrant motor carriers and other South Carolina domiciled motor carriers. This program was implemented in 2019 for company officials of newly registered motor carriers that are in the new entrant program to gain valuable safety information. This program provides important information regarding the FMCSRs to ensure the companies are educated and compliant with the FMCSRs, HMRs, etc. These events will be offered in both an in-person and virtual platform, depending on scheduling and availability. South Carolina compliance investigators will participate in these events, as needed, 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.

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.

<u>**Performance Measurement #1:**</u>

South Carolina will monitor the number of carrier investigations completed on a monthly basis.

<u>**Performance Measurement #2:**</u>

South Carolina's Motor Carrier Compliance Unit supervisor will monitor reports monthly to ensure performance measures are being met. Quarterly meetings will be conducted to evaluate investigations conducted and needs. Investigators will be required to turn in monthly activity reports detailing how their time was distributed and the total number of reviews completed per month.

<u>**Performance Measurement #3:**</u>

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

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2018 - 2022

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		
10/01/2021	09/30/2022	11398	8553
10/01/2020	09/30/2021	10103	5580
10/01/2019	09/30/2020	9012	2876
10/01/2018	09/30/2019	7943	2577
10/01/2017	09/30/2018	5940	2545

☑ **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		
10/01/2021	09/30/2022	4487	4487
10/01/2020	09/30/2021	2858	2858
10/01/2019	09/30/2020	1543	1543
10/01/2018	09/30/2019	1387	1387
10/01/2017	09/30/2018	1831	1831

Enter the source and capture date of the data listed in the tables above.
Inspection retrieved from SafetyNet on 07/19/2023. Citation data retrieved from SmartCOP RMS & SQL Server Reporting Services on 07/19/2023. Non-CMV Traffic Enforcement Contacts retrieved from SmartCOP & ReportBeam on 07/19/2023. Columns added together due to no mechanism in place to separate enforcement stops from citations/warnings issued.

Narrative Overview for FY 2024 - 2026

Instructions:

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

South Carolina has 107 full time law enforcement officers who are certified to conduct inspections. 85 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 107 total full time officers/inspectors who are certified to conduct inspections. 85 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 such as speed and occupant restraint enforcement, identifying impaired, fatigued and distracted (cell phone usage and texting) drivers. They are instructed and expected to remain vigilant regarding the unsafe operation of CMVs, as well as non-CMVs operating around CMVs. Traffic enforcement is not only a key part of South Carolina's crash reduction goals, but is also a component of our overall driver/vehicle enforcement/ inspection activities at all hours of the day.

South Carolina has seen great success in the deployment of our DRIVE team enforcement program. The program has been a success since its inception in the third Quarter of 2022. Looking at the last four (4) quarters of activity, STP conducted 51,927 inspections statewide between July 1, 2022 and June 30, 2023. The DRIVE team accounted for 6,056 (11.66%) of those inspections. Of those 6,056 inspections conducted, they achieved a 12% Driver OOS rate, compared to the Statewide average of 9%; and achieved a 9% Vehicle OOS rate, compared to the Statewide average of 11%.

South Carolina utilizes five (5) unmarked D.R.I.V.E. special purpose vehicles for traffic enforcement on a daily basis around the state. These officers are assigned to assist problem areas within our Regions with historically high crash corridors, and place an additional focus on CMV traffic enforcement (distracted, reckless, impaired, speeding) in and around work zones. The DRIVE team officers are assigned unmarked special purpose vehicles 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. South Carolina also does not conduct coordinated non-CMV traffic enforcement with MCSAP forumla grant funds. STP officers only conduct non-CMV traffic enforcement during the course of their enforcement duties when the non-CMV is operating unsafely in the vicinity of a CMV. This is supported by the data, outlined below, from non-CMVs contributing to 78% of all collisions involving CMVs from CY2018-2021.

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 off peak hours (6pm-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 with identified high crash trents. 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 D.R.I.V.E. team supplements the routine traffic enforcement activities/initiatives carried out on a monthly basis by individual STP enforcement personnel. South Carolina also partners with the State Highway Patrol (SCHP) to conduct monthly Area Coordinated Enforcement (ACE) specials based on data driven high crash corridors.

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 65% of all inspections to be conducted on these corridors.

South Carolina will continue to provide high visibility enforcement in construction zones, creating additional awareness of motorists which can help prevent some of the common issues which contribute to collisions within 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.

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. The tables below outline the data supporting the high visibility approach taken by South Carolina.

2018 CMV TRAFFIC COLLISIONS WITH OTHER MOTOR VEHICLES									
Contributed to Collision**	Fatal Collision	% of Fatal	Serious Injury Collision	% of Serious Injury	Other Injury Collision	% of Other Injury	PDO* Collision	% of PDO*	Total Collisions	% of Total
CMV	13	15.7%	33	27.7%	558	42.6%	608	37.3%	1,212	38.6%
Non-CMV	67	80.7%	85	71.4%	679	51.9%	932	57.2%	1,763	56.1%
Both	2	2.4%	0	0.0%	23	1.8%	34	2.1%	59	1.9%
Neither	1	1.2%	1	0.8%	49	3.7%	55	3.4%	106	3.4%
Totals	83	100.0%	119	100.0%	1,309	100.0%	1,629	100.0%	3,140	100.0%

*Property Damage Only
**Table only counts multi-vehicle collisions between a CMV and a Non-CMV

2019 CMV TRAFFIC COLLISIONS WITH OTHER MOTOR VEHICLES									
Contributed to Collision**	Fatal Collision	% of Fatal	Serious Injury Collision	% of Serious Injury	Other Injury Collision	% of Other Injury	PDO* Collision	% of PDO*	Total Collisions	% of Total
CMV	18	22.0%	40	29.9%	575	42.1%	625	39.2%	1,258	39.6%
Non-CMV	60	73.2%	86	64.2%	721	52.8%	885	55.5%	1,752	55.1%
Both	3	3.7%	3	2.2%	23	1.7%	30	1.9%	59	1.9%
Neither	1	1.2%	5	3.7%	47	3.4%	55	3.4%	108	3.4%
Totals	82	100.0%	134	100.0%	1,366	100.0%	1,595	100.0%	3,177	100.0%

*Property Damage Only
**Table only counts multi-vehicle collisions between a CMV and a Non-CMV

2020 CMV TRAFFIC COLLISIONS WITH OTHER MOTOR VEHICLES									
Contributed to Collision**	Fatal Collision	% of Fatal	Serious Injury Collision	% of Serious Injury	Other Injury Collision	% of Other Injury	PDO* Collision	% of PDO*	Total Collisions	% of Total
CMV	9	12.2%	29	31.9%	416	40.8%	354	39.0%	808	38.6%
Non-CMV	64	86.5%	59	64.8%	537	52.6%	495	54.6%	1,155	55.2%
Both	0	0.0%	2	2.2%	28	2.7%	20	2.2%	50	2.4%
Neither	1	1.4%	1	1.1%	39	3.8%	38	4.2%	79	3.8%
Totals	74	100.0%	91	100.0%	1,020	100.0%	907	100.0%	2,092	100.0%

*Property Damage Only
**Table only counts multi-vehicle collisions between a CMV and a Non-CMV

2021 CMV TRAFFIC COLLISIONS WITH OTHER MOTOR VEHICLES									
Contributed to Collision**	Fatal Collision	% of Fatal	Serious Injury Collision	% of Serious Injury	Other Injury Collision	% of Other Injury	PDO* Collision	% of PDO*	Total Collisions	% of Total
CMV	22	19.3%	36	33.3%	503	41.1%	474	38.9%	1,035	38.8%
Non-CMV	85	74.6%	68	63.0%	658	53.8%	688	56.4%	1,499	56.2%
Both	4	3.5%	3	2.8%	26	2.1%	15	1.2%	48	1.8%
Neither	3	2.6%	1	0.9%	36	2.9%	43	3.5%	83	3.1%
Totals	114	100.0%	108	100.0%	1,223	100.0%	1,220	100.0%	2,665	100.0%

*Property Damage Only
**Table only counts multi-vehicle collisions between a CMV and a Non-CMV

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, 43% 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."

South Carolina finalized FARS data indicates from CY2017-CY2021 approximately 71% of all CMV related fatalities occured in areas categorized as rural. FARS defines rural routes as areas having a population of less than 50,000 and urban routes as areas having a population of 50,000 or more. South Carolina 2020 US Census data indicates that approximately 52% or 24 of the 46 counties are urban areas, as outlined below.

Population Density in South Carolina Counties: 2020

People per square mile

500.0 or more	100.0 to 199.9	10.0 to 24.9
200.0 to 499.9	25.0 to 99.9	
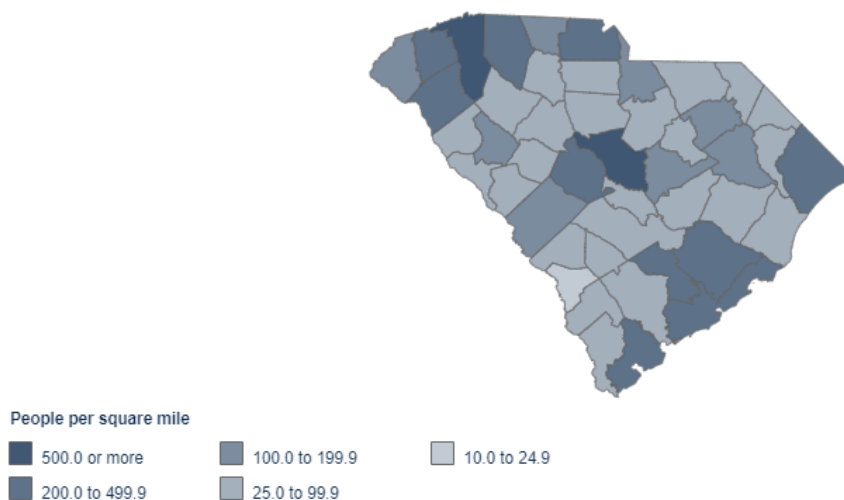
South Carolina will take a proactive approach to reducing these rural roadway fatal crashes. Our efforts will include; consistent scheduling of officers to conducts high visibility enforcement in rural counties, the SCDPS Area Coordinated Enforcement (ACE) specials with the South Carolina Highway Patrol, and encouraging local law enforcement agencies to conduct proactive traffic enforcement efforts.

Special Emphasis Area - Migrant Worker Transportation in Rural Areas:

South Carolina takes a data driver 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.

Projected Goals for FY 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. 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.

Yes	No	Traffic Enforcement Activities	Enter Projected Goals (Number of Stops only)		
			FY 2024	FY 2025	FY 2026
●	○	CMV with Inspection	12000	12500	13000
○	●	CMV without Inspection	0	0	0
●	○	Non-CMV	3000	3000	3000
●	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	8400	8750	9100

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 CVSP from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2024 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2024 Activities	Average 2014/15 Activities
59660	49	1901	61610	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 DRIVE team. All purpose vehicles, semi-marked and un-marked will be used on a weekly basis to ensure resources are allocated to the areas of greatest concern.

Performance Measurement #2:
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 #3:
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 off peak hours.

Performance Measurement #4:
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 #5:
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 FY2024-FY2026 of 3% per year on our rural routes. The overall goal at the end of FY2026 to achieve a reduction of 9%.

Performance Measurement #6:

South Carolina HQ staff will monitor the use of the message boards and enforcement activity in identified work zone locations. HQ Staff will also keep track of the number of collisions and fatalities at the locations used to gauge the results.

Part 2 Section 6 - Safety Technology

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

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

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

Innovative Technology Deployment (ITD)

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

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

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

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

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

Performance and Registration Information Systems Management (PRISM)

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

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

Safety Technology Compliance Status

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

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

Avaliable data sources:

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

Enter the agency name responsible for ITD in the State: South 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 2024 - 2026

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

Program Activities for FY 2024 - 2026: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.
South Carolina obtained Enhanced PRISM compliance in 2023.

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

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs 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 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	55	41	56	41	51
CMV Safety Belt Education and Outreach	55	41	56	69	99
State Trucking Association Meetings	2	2	2	2	3
State-Sponsored Outreach Events	4	3	3	4	6
Local Educational Safety Events	8	5	2	10	29
Teen Safety Events	6	60	62	70	91

Narrative Overview for FY 2024 - 2026

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

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

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.

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 2023, more than 10,000 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 one officer that delivers the program around 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.

Projected Goals for FY 2024 - 2026

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.

Yes	No	Activity Type	Performance Goals		
			FY 2024	FY 2025	FY 2026
◉	○	Carrier Safety Talks	65	65	65
◉	○	CMV Safety Belt Education and Outreach	10	10	10
◉	○	State Trucking Association Meetings	5	5	5
◉	○	State-Sponsored Outreach Events	3	3	3
◉	○	Local Educational Safety Events	5	5	5
◉	○	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.

Performance Measurement #5:

STP Headquarters staff will monitor and track fatal crashes involvoing South Carolina domiciled carriers. Region commanders will attempt to schedule a safety talk with the indentified carrier upon post-crash investigation completion.

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

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

SSDQ Compliance Status

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

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

Available data sources:

- FMCSA SSDQ website
- FMCSA DataQs website

Enter the agency name responsible for Data Quality: 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: SCDPS - Office of Highway Safety and Justice Programs

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 2024 - 2026.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.
Data obtained on July 21, 2023.

Narrative Overview for FY 2024 - 2026

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.).
South Carolina takes a data driven approach to all aspects of of the MCSAP forumla grant and places a high value on accurate and informative data. All SSDQ measures are in the "green" or good status and there are no issues currently known.

Program Activities FY 2024 - 2026: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also,

describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

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 and Justice Programs (OHSJP). 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 plans to hire a CMV safety data analyst during FY2024. This analyst will work closely with the SCDPS-OHSJP analyst to evaluate all CMV crashes with a special emphasis on fatal crashes. The CMV safety data analyst will be trained in post-crash analysis techniques and statistical trend analysis.

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 request 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, MCMIS, SAFER, CVIEW, VIN Decoder, and Query Central for daily, weekly and monthly monitoring of both the Inspection and Crash tabs. The SCDPS-Office of Highway Safety and Justice Programs 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 FARS 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 OHSJP and the OHSJP Analyst to address or reconcile the non-match reports, crash measures, and MCMIS data, as needed.

Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

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

Trend Analysis for 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	443	569	645	651	1015
Intrastate					
Total Audits	**443**	**569**	**645**	**651**	**1015**

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 2024 - 2026

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: SCDPS-State Transport Police Division

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: **New Entrant website (NEWS)**	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/24/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	3141
Current Number of Past Dues	1555

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 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
	FY 2024		**FY 2025**		**FY 2026**	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	285	0	300	0	315	0
# of Safety Audits (Offsite)	1615	0	1645	0	1675	0
# Group Audits	1	0	2	0	2	0
TOTAL Safety Audits	**1901**	**0**	**1947**	**0**	**1992**	**0**
# of Non-Audit Resolutions	1500	0	1500	0	1500	0

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

South Carolina's Motor Carrier Compliance Unit, formerly known as the New Entrant Safety Assurance unit, has been expanded due to the large number of motor carriers entering the industry in South Carolina. During the final stages of FY2023 and early FY2024 we have expanded the number of safety auditors in the Unit and currently have seven (6) full time safety auditors, (1) safety auditor/ new entrant admin assistant, and (3) three full time law enforcement safety auditors. During FY2024 the program will be expanded to address the number of overdue safety audits. This expansion will result in our existing five (5) compliance review investigators (3 civilian and 2 law enforcement officers) being assigned to safety audit duties along with one (1) field enforcement officer who is safety audit certified. These staff will assist in both completing safety audits as well as vetting carriers for removal from the program.

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 Safety 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.

In order to reduce the number of past due safety audits South Carolina will focus on vetting new carriers prior to making an assignment to an auditor/investigator. This process has been effective in reducing the number of carriers that do not qualify for a safety audit but appear in our inventory. We will reclassify, inactivate, or revoke the USDOT number of those carriers not meeting the criteria to operate in interstate commerce. These carriers will be reflected in the total number of non-audit resolutions completed.

South Carolina will conduct safety audits (off-site or on-site) and conduct Level I and hazardous materials inspections in order to maintain certification in FY2024, FY2025 and FY2026. The projected goals are based on the number of new carriers entering the new entrant program, an annual work load of 190 completed safety audits per full time auditor, carriers removed from the program via a non-audit resolution, and safety audit activity from other certified new entrant auditors (compliance review investigators and law enforcement). In addition to completed safety audits, all carrier vetted and removed from the program will be counted as contributing toward reducing the number of overdue safety audits in South Carolina.

The safety auditors will continue to work at scale/inspection facilities with STP officers on a monthly basis in their respective geographical area concentrating on two objectives; removing unsafe vehicles and drivers from our nation's highways, and to obtain the minimum required number of Level I and hazardous materials inspections required for certification. This process has proven to be successful and will continue to be utilized.

Activity Plan for FY 2024 - 2026: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

South Carolina recognizes the significant increase in new entrant audits over the last 24 months. During the period from July, 2021 through June, 2023, South Carolina experienced an 84.96% increase in new entrant inventory. During this same time period both the primary and secondary new entrant safety audit managers retired. This increase in inventory along with challenges in hiring, training, and a loss of institutional knowledge have led to a high number of overdue safety audits.

During FY2024 through FY2026 South Carolina safety auditors will be assigned a specific annual goal of 190 completed audits per full time auditor. South Carolina's new entrant program and all auditors will be evaluated on a monthly basis to ensure all safety audits are being completed in a timely manner.

This monthly evaluation will take into account; 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 the focus for the assigned safety auditor, 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 completed as assigned. Compliance Investigators and law enforcement staff will be used as needed to ensure safety audits are conducted within regulatory time requirements (12 months for motor carriers, and 120 days for motor carriers of passengers).

South Carolina will continue to evaluate the need to schedule group audits. 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 and/or scheduling new entrant seminars. 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.

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 safety audits, on-site safety audits, and non-audit resolutions conducted on a monthly basis, along with the total activity (completed safety audits, non-audit resolutions, and inspections) completed by each 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 inspections performed by the New Entrant Unit for the month.

Performance Measurement #3:

South Carolina's New Entrant Manager will track the number of New Entrant Safety seminars/group audits scheduled/completed quarterly, and the number of attendees.

Part 3 - National Emphasis Areas and State Specific Objectives

Part 3 Section 1 - Overview

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

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

Specific goals and activities must be projected for the three fiscal year period (FYs 2024 - 2026).

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

Instructions:

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

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

> ***Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%***
>
> *Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023*

Check this box if:

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

Part 3 Section 3 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

Part 3 Section 4 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2023 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 2023 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2023 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2023 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Part 3 Section 5 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2024 - 2026. 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 justify how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](), [2 CFR part 1201](), [49 CFR part 350]() and the [MCSAP Comprehensive Policy]().

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

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

Instructions

The Spending Plan should include costs for FY 2024 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	$8,158,990.00	$429,421.00	$8,588,411.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,288,262.00
MOE Baseline:	$4,103,641.07

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,288,262.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Compliance Investigators	3	100.0000	$60,033.21	$180,099.63	$180,099.63	$0.00	$0.00
Statistical Research Analyst	1	100.0000	$39,655.00	$39,655.00	$39,655.00	$0.00	$0.00
New Entrant Auditors	9	100.0000	$38,559.60	$347,036.40	$347,036.40	$0.00	$0.00
NE Supervisor/Manager	1	100.0000	$63,640.61	$63,640.61	$63,640.61	$0.00	$0.00
NE Administrative Coordinator	1	100.0000	$42,745.00	$42,745.00	$42,745.00	$0.00	$0.00
MOE HQ Command Staff	7	0.0000	$112,872.60	$0.00	$0.00	$0.00	$607,499.00
MOE Civilian Staff	14	0.0000	$42,883.66	$0.00	$0.00	$0.00	$512,119.96
Statistician III	1	100.0000	$3,530.80	$3,530.80	$3,530.80	$0.00	$0.00
Step/Promotion Increases MCC Unit	8	100.0000	$3,762.53	$30,100.24	$28,595.23	$1,505.01	$0.00
Uniformed Enforcement Increases	33	0.0000	$1,650.00	$0.00	$0.00	$0.00	$54,450.00
CMV Data Analyst	1	100.0000	$52,000.00	$52,000.00	$52,000.00	$0.00	$0.00
Grants Administrator	1	58.0000	$65,000.00	$37,700.00	$35,815.00	$1,885.00	$0.00
Uniform Enforcement Staff	114	49.0000	$57,158.50	$3,192,873.81	$3,033,230.12	$159,643.69	$1,216,654.07
Subtotal: Salary				**$3,989,381.49**	**$3,826,347.79**	**$163,033.70**	**$2,390,723.03**
Overtime Project Costs							
Subtotal: Overtime				**$0.00**	**$0.00**	**$0.00**	**$0.00**
TOTAL: Personnel				**$3,989,381.49**	**$3,826,347.79**	**$163,033.70**	**$2,390,723.03**
Accounting Method:	**Modified Accrual**						

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

All costs are necessary, reasonable, and allocable.

Maintenance of Effort (MOE)
The Maintenance of Effort (MOE) for FY 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 $416,076 for this proposal.

Personnel Costs
The personnel costs include funding to fill 10 vacant officer positions in or prior to FY2025.The salaries of approximately 114 Law Enforcement Officer Positions, 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 FY2024 and FY2025. The 3% Uniformed

Enforcement Increase, which is on a separat eline is an estimate of the Annual State Mandated Salary Increase. 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 nine (9) civilians and three (3) Officers. New Entrant Unit Members spend 100% of their work time on MCSAP Eligible Activities, while the three officers will spend 80% of their 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.

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	$39,655.00	$15,227.52	$14,466.14	$761.38	$0.00
NE Supervisor/Manager	38.4000	100.0000	$63,640.61	$24,437.99	$23,216.09	$1,221.90	$0.00
Statistician III	38.4000	100.0000	$3,530.80	$1,355.82	$1,288.04	$67.78	$0.00
Uniformed Enforcement	47.0000	80.0000	$5,212,855.20	$1,960,033.55	$1,862,031.87	$98,001.68	$0.00
Step/Promotion Increases	29.4400	100.0000	$30,100.24	$8,861.51	$8,418.43	$443.08	$0.00
Compliance Investigators	38.4000	100.0000	$180,099.63	$69,158.25	$65,700.34	$3,457.91	$0.00
NE Administrative Coordinator	38.4000	100.0000	$42,745.00	$16,414.08	$15,593.38	$820.70	$0.00
CMV DATA ANALYST	38.4000	100.0000	$52,000.00	$19,968.00	$18,969.60	$998.40	$0.00
GRANTS ADMINISTRATOR	38.4000	100.0000	$65,000.00	$24,960.00	$24,960.00	$0.00	$0.00
New Entrant Auditors	38.4000	100.0000	$38,559.60	$14,806.88	$14,066.54	$740.34	$0.00
MOE Civilian Staff	38.4000	0.0000	$42,883.66	$0.00	$0.00	$0.00	$16,467.32
MOE HQ Command Staff	47.0000	0.0000	$112,872.57	$0.00	$0.00	$0.00	$53,050.10
TOTAL: Fringe Benefits				**$2,155,223.60**	**$2,048,710.43**	**$106,513.17**	**$69,517.42**

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 FY2024 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 FY2024; 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). The Clemson Grant Position will be paid as a vendor and is not included in Fringe Benefits.

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%**

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
ARIDE	2	3	0.0000	$0.00	$0.00	$0.00	$1,300.00
DRE	6	14	0.0000	$0.00	$0.00	$0.00	$9,450.00
DRIVE Team Specials	6	16	0.0000	$0.00	$0.00	$0.00	$5,472.00
FMCSA/CVSA Data Quality	8	5	0.0000	$0.00	$0.00	$0.00	$12,800.00
Misc. MCSAP Travel Non Planned MCSAP Meetings	4	5	0.0000	$0.00	$0.00	$0.00	$6,000.00
COHMED Conference	4	6	0.0000	$0.00	$0.00	$0.00	$13,020.00
CVSA Annual Conference and Exhibition	6	6	0.0000	$0.00	$0.00	$0.00	$14,130.00
CVSA Annual Workshop	6	6	0.0000	$0.00	$0.00	$0.00	$14,130.00
Drug Interdiction Assistance Program (DIAP) Conference	4	6	0.0000	$0.00	$0.00	$0.00	$5,120.00
Instructor Development Part A	4	5	0.0000	$0.00	$0.00	$0.00	$9,000.00
Instructor Development Part B	4	5	0.0000	$0.00	$0.00	$0.00	$9,000.00
MCSAP Planning Meeting and Grants Management Meeting	4	6	0.0000	$0.00	$0.00	$0.00	$9,920.00
North American Inspectors Championship (NAIC)	2	6	0.0000	$0.00	$0.00	$0.00	$5,040.00
MCC Unit Routine Travel	3	10	0.0000	$0.00	$0.00	$0.00	$4,050.00
Routine Travel - Regional Enforcement Initiatives (DRIVE)	8	12	0.0000	$0.00	$0.00	$0.00	$10,560.00
Routine Travel - Regional Enforcement Initiative Planning	3	6	0.0000	$0.00	$0.00	$0.00	$4,770.00
Training - Cargo Tank Inspection	15	5	0.0000	$0.00	$0.00	$0.00	$6,375.00
Training - Drug Interdiction Assistance Program (OOS)	4	4	0.0000	$0.00	$0.00	$0.00	$9.91
Training - General Hazardous Materials	15	5	0.0000	$0.00	$0.00	$0.00	$6,375.00
Training - Inspection Procedures Hands-on	20	5	0.0000	$0.00	$0.00	$0.00	$8,500.00
Training - North American Standard (NAS) Part A	15	5	0.0000	$0.00	$0.00	$0.00	$22,920.00
Training - North American Standard (NAS) Part B	15	5	0.0000	$0.00	$0.00	$0.00	$22,920.00
Training - Other Bulk Packaging	15	3	0.0000	$0.00	$0.00	$0.00	$3,825.00
Training - Passenger Vehicle Inspection (PVI)	15	3	0.0000	$0.00	$0.00	$0.00	$3,825.00
Safe Drive Enforcement Task Force	5	8	0.0000	$0.00	$0.00	$0.00	$5,400.00
MCC/New Entrant Training	6	4	0.0000	$0.00	$0.00	$0.00	$3,240.00
New Recruit Training	20	40	0.0000	$0.00	$0.00	$0.00	$12,000.00
Instructor Development - Cargo Tank Course	1	5	0.0000	$0.00	$0.00	$0.00	$725.00
Non-Planned MCSAP Meetings and Training	3	3	0.0000	$0.00	$0.00	$0.00	$2,160.00
TOTAL: Travel				**$0.00**	**$0.00**	**$0.00**	**$232,036.91**

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:
ARIDE

Advanced Training for STP Officers to identify impaired drivers roadside. This is an advanced training to their current SFST Training and is a reqirement to move forward to DRE Training.

DRE
Enables officers to identify drivers the influence of prescribed and illicit drugs. This will be for the DRIVE Team.

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 Instructor In-Service Training: 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. This conference run in conjuntion with the CVSA Instructor In-Service training for all CVSA/NTC Instructors. There will be eight (8) STP instuctors and staff that attend this conference and 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 six (6) 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 six (6) 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 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.

TRAVEL COSTS

Purpose	Number of Staff	Number of Days	Transportat	Per Diem (daily)	(total per person)	Accommodations (daily)	Accomm (total per
COHMED Conference	4	6	1,100.00	50.00	300.00	180.00	
CVSA Annual Conference and Exhibition	6	6	1,100.00	50.00	300.00	30.00	
CVSA Annual Workshop	6	6	1,100.00	50.00	300.00	30.00	
Drug Interdiction Assistance Program (DIAP) Motor Vehicle Criminal Interdiction Conference	4	6	300.00	50.00	300.00	30.00	
Instructor Development Part A	4	5	1,100.00	50.00	250.00	180.00	
Instructor Development Part B	4	5	1,100.00	50.00	250.00	180.00	
MCSAP Planning Meeting and Grants Management Training	4	6	1,100.00	50.00	300.00	180.00	
Misc MCSAP Travel	4	5	1,100.00	50.00	250.00	30.00	
North American Inspectors Championship (NAIC)	2	6	1,100.00	50.00	300.00	180.00	
Routine Travel for Compliance Investigations (MCC Unit)	3	10	-	35.00	350.00	100.00	
Routine Travel - Regional Enforcement Initiatives (DRIVE)	8	12	300.00	35.00	420.00	50.00	
Routine Travel - Regional Enforcement Initiative Planning	3	6	300.00	35.00	210.00	180.00	
Training - Cargo Tank Inspection	15	5	-	35.00	175.00	50.00	
Training - Drug Interdiction Assistance Program	4	4	-	0.62	2.48	-	
Training - General Hazardous Materials	15	5	-	35.00	175.00	50.00	
Training - Inspection Procedures Hands-on	20	5	-	35.00	175.00	50.00	
Training - North American Standard (NAS) Part A	15	5	1,028.00	50.00	250.00	50.00	
Training - North American Standard (NAS) Part B	15	5	1,028.00	50.00	250.00	50.00	
Training - Other Bulk Packaging	15	3	-	35.00	105.00	50.00	
Training - Passenger Vehicle Inspection (PVI)	15	3	-	35.00	105.00	50.00	
Safe Drive Enforcement Task Force	5	8	-	35.00	280.00	100.00	
Training MCC/New Entrant	6	4	-	35.00	140.00	100.00	
New Recruit Training	20	40	-	5.00	200.00	-	
DRIVE Team Specials	6	16	300.00	35.00	162.00	100.00	
FMCSA/CVSA Data Quality	8	5	500.00	50.00	250.00	30.00	
ARIDE Training	2	3	200.00	50.00	150.00	100.00	
DRE Training	6	14	385.00	35.00	490.00	50.00	
Instructor Development - Cargo Tank Course	1	5	300.00	35.00	175.00	50.00	
Non-Planned Meetings and Training	3	3	300.00	50.00	150.00	90.00	
TOTAL							

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Law Enforcement Vehicle Equipment/Accessories/Outfitter1	15	$10,000.00	80	$120,000.00	$114,000.00	$6,000.00	$0.00
Portable Computer System (Officers & Investigators)	53	$3,500.00	80	$148,400.00	$140,980.00	$7,420.00	$0.00
Two-way Radio APX8000 (Handheld)	24	$8,887.92	80	$170,648.06	$162,115.66	$8,532.40	$0.00
Laptops	25	$2,100.60	80	$42,012.00	$39,911.40	$2,100.60	$0.00
Law Enforcement Vehicles	15	$42,422.56	80	$509,070.72	$483,617.18	$25,453.54	$0.00
Two-way Radio APX8000 (Handheld)	24	$8,419.38	80	$161,652.09	$153,569.49	$8,082.60	$0.00
Vehicle Equipment Storage Vaults	15	$2,100.60	80	$25,207.20	$23,946.84	$1,260.36	$0.00
TOTAL: Equipment				**$1,176,990.07**	**$1,118,140.57**	**$58,849.50**	**$0.00**
Equipment threshold is $2,500							

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

Equipment Vehicle Storage Vaults

STP will deploy 15 law enforcement vehicles into the fleet. As a result, 15 vehicle 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 of vehicles 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.

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. MCSAP grant funds will be used to fund 80% of the cost to purchase and equip these vehicles and STP earmarked funds will cover 20%. STP officers assigned these vehicles expend, on average, over 80% of their work time performing MCSAP eligible activities. The 80% MCSAP / 20% 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 Shark Fin Antennas are required to transmit information to the new SmartCop System. The information that is transmitted is used to upload Federal Inspections. All vehicles with Axon Services will need to have Shark Fin Antennas.

Officer Vehicle Cost
Cost per vehicle for officers are approx. $42,422.56 ea.
$42,422.56*15=$636,338.40*80%=509,070.72
$509,070.72*95%=$483,617.18
$509,070.72*5%=$25,453.54

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 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 80% and other STP funds will cover 20% of the cost of these devices.

Two-way Radios (Hand Held & Mounted)
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 (80%) of the purchase price and forty percent (20%) will be funded by other funds.

APX8000 - Model 3.5 Single Band (Actual Cost $8,887.92 each)
Includes:
APX™ 8000-$8052.88
(24) APX 8000 ALL BAND
PORTABLE MODEL 3.5 ($5,382.00)
(24) ENH: MULTIKEY ($261.36)
(24) ADD: ASTRO DIGITAL CAI
OPERATION ($408.24)
(24) ADD: P25 9600 BAUD
TRUNKING ($237.60)
(24) ADD: 3Y ESSENTIAL SERVICE
($184.00)
(24) ADD: TDMA OPERATION
($356.40)
(24) ADD: AES/DES-XL/DES-OFB
ENCRYPTION AND ADP ($632.88)
(10) DEL: DELETE UHF BAND
(-$576.00)
(24) DEL: DELETE VHF BAND
(-$576.00)
(24) ADD: GROUP SERVICES
($118.80)
(24) ADD: WIFI CAPABILITY
($237.60)
(24) ADD: SMARTZONE

Plus Accessories-$835.04
Batteries
Earpiece
Charger
Audio Adapter
Wireless RSM

APX travel Charger
Wireless Charger

APX8500 - 10 Dual Band 7001800NHF (Actual Cost $8419.38 each)
Includes:
(24) APX8500 ALL BAND MP
MOBILE ($4,080.24)
(24) ADD: GROUP SERVICES
($118.80)
(24) ADD: AES/DES-XL/DES-OFB
ENCRYP APX AND ADP ($632.88)
(24) ENH: OVER THE AIR
PROVISIONING ($79.20)
(24) ADD: REMOTE MOUNT 07 MP
($235.44)
(10) ADD: TDMA OPERATION
($324.00)
(24) ENH:SMARTZONE ($1,188.00)
(24) ENH: 3 YEAR ESSENTIAL SVC
($288.00)
(24) DEL: DELETE UHF BAND
(-$576.00)
(24) ADD: WI-FI CAPABILITY
($237.60)
(24) ADD: APX O7 CONTROL HEAD
(STANDARD KEYPAD) ($500.40)
(24) ADD: NO RF ANTENNA
NEEDED (N/C)
(24) ADD: APX CONTROL HEAD
SOFTWARE (N/C)
(24) ADD: ENHANCED DATA APX
($118.80)
(24) DEL: NO J600 ADAPTER
CABLE NEEDED (N/C)
(10) ENH: ASTRO DIGITAL CAI OP
APX ($408.24)
(24) ADD: MULTIKEY OPERATION
($261.36)
(24) ENH: P25 TRUNKING
SOFTWARE APX ($237.60)
(24) ADD: AUXILIARY SPKR 7.5
WATT APX ($47.52)
(24) ADD: OUT OF THE BOX WIFI
PROVISIONING (N/C)
(24) ADD: COVERT WIFI
GLASSMOUNT 2.4/5 GHZ ($55.44)
(24) ADD: NO GPS ANTENNA
NEEDED APX (N/C)
(24) ADD:GATEWAY RSM ($99.36)
RADIO MANAGEMENT LICENSES
ONLINE
Release Order for contract:
4400021163 / 0000000001
Delivery Date:03/01/2023 24 @ $82.50 =$1,980

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 6 - Supplies

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

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

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

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

				Supplies Project Costs			
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Axon Body Worn Cameras	15 annual	$452.95	80.0000	$5,435.40	$5,163.63	$271.77	$0.00
Docks for Body Worn Cameras	15 annual	$129.60	80.0000	$1,555.20	$1,477.44	$77.76	$0.00
In Car Cameras	15 annual	$1,163.16	80.0000	$13,957.92	$13,260.02	$697.90	$0.00
Cradle Point	15 annual	$848.23	80.0000	$10,178.76	$9,669.82	$508.94	$0.00
Boots	114 annual	$197.28	80.0000	$17,991.93	$17,092.33	$899.60	$0.00
CVSA Decals	1100 annually	$5.00	100.0000	$5,500.00	$5,500.00	$0.00	$0.00
LE Officer Printers	15 annual	$400.66	80.0000	$4,807.92	$4,567.52	$240.40	$0.00
MCC Unit General Office Supplies	1 annual	$15,169.48	100.0000	$15,169.48	$15,169.48	$0.00	$0.00
MCC Misc Supplies	9 Annually	$431.27	100.0000	$3,881.43	$3,881.43	$0.00	$0.00
General Office Supplies	1 Annually	$15,003.85	80.0000	$12,003.08	$11,402.93	$600.15	$0.00
TOTAL: Supplies				**$90,481.12**	**$87,184.60**	**$3,296.52**	**$0.00**

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

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All costs are necessary, reasonable, and allocable.

General Office Supplies include paper, paper clips, binders, pens, toner, etc. for enforcement personnel (80%).

Thirty-three (33) 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 (80%).

Officer 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. (80%).

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, name tapes, patches, hem pants, rank, Ballistic Vests Sets, External/Internal Carriers to be used by enforcement personnel (80%). Sew on Shoulder Patches

MCC Unit General Office Supplies

General Office Supplies (MCC Unit)- include paper, paper clips, binders, pens, toner, etc. for the personnel assigned to the MCC Unit. Other Supplies (MCC Unit) include standard items that are used during the inspection of commercial motor vehicles such as gloves, wipes, creeper, chock blocks, etc. Uniforms and other related items such as shirts with department logo, pants and shoes to be used by personnel who conduct onsite safety audits and compliance reviews.

MCC Misc Supplies

These supplies are items such as the Power Inverters plus supplies, that are not included in the General Office Supplies Category.

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.

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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 for details.

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

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

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

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

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

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

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

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

				Contractual and Subaward Project Costs			
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Iteris		Contract	100.0000	$121,188.00	$115,128.60	$6,059.40	$0.00
Description of Services: O&M for Third Party Inspection Software							
Iteris		Contract	100.0000	$121,188.00	$115,128.60	$6,059.40	$0.00
Description of Services: Operations and Maintenance for CVISN Infrastructure, CVIEW							
International Road Dynamics		Contract	100.0000	$12,725.59	$12,089.31	$636.28	$41,534.93
Description of Services: Operations and Maintenance for recently deployed mobile and stationary ALPR and USDOT Number Reader							
SmartCOP		Contract	0.0000	$0.00	$0.00	$0.00	$12,300.00
Description of Services: Agency software for reporting citation information							
Selex ES, Inc		Contract	0.0000	$0.00	$0.00	$0.00	$8,955.00
Description of Services: Software support for ALPRs							
Selex ES, Inc		Contract	0.0000	$0.00	$0.00	$0.00	$32,060.00
Description of Services: Warranty on ALPR systems							
Hiller Systems		Contract	0.0000	$0.00	$0.00	$0.00	$3,200.00
Description of Services: Weigh Stations Alarm Monitoring Service Townville, Dorchester EBWB St. George							
evidence.com	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$11,664.00
Description of Services: Entry Officer Access Video							
EVIDENCE.COM	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$18,662.40
Description of Services: STORAGE ICLOUD							
SMARTCOP	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$33,184.61
Description of Services: EDIT RULES DATA QUALITY							
AXON ENTERPRISE	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$1,080.00
Description of Services: BASIC LICENSE							
AXON ENTERPRISE	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$1,500.00
Description of Services: PRO LICENSE							
SMARTCOP	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$47,806.92
Description of Services: SERVER-OPERATIONS AND MAINTENANCE							
SAFETYNET	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$39,240.00
Description of Services: SERVER-OPERATIONS AND MAINTENANCE							
AXON PRO LICENSES (4)	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$7,348.32
Description of Services: BASIC LICENSES AND UNLIMITED STORAGE PER USER							
AXON BASIC USERS (33)	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$13,646.88
Description of Services: SOFTWARE AND STORAGE							
AXON ENTERPRISES INC	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$8,460.00
Description of Services: BODY WORN CAMERAS STORAGE							
AXON ENTERPRISES INC	C8Y9XDBLDGF5	Contract	0.0000	$0.00	$0.00	$0.00	$21,930.00
Description of Services: IN CAR CAMERA WARRANTY/STORAGE							
Clemson Grant	C8Y9XDBLDGF5	Contract	100.0000	$138,988.00	$138,988.00	$0.00	$0.00

Description of Services: Grant Writing							
MEDIA	C8Y9XDBLDG	Contract	100.0000	$48,973.34	$0.00	$48,973.34	$105,739.61
Description of Services:							
TOTAL: Contractual and Subaward				**$443,062.93**	**$381,334.51**	**$61,728.42**	**$408,312.67**

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

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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 Collison 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

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-CMVs (ordinarily on CMV traveled routes in close proximity to CMVs), and collision investigation in support of the Department of Pubic 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: SVC AGREEMENT-INSPECT SOFTWARE, Includes: Maintenance & Hosting; standard Inspect services, configuration & deployment and customizations.

Iteris: CVIEW-Plus Maintenance & Hosting as part of the State ITD infrastructure.

International Road Dynamics: 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-CMVs (ordinarily on CMV traveled routes in close proximity to CMVs), and collision investigation in support of the Department of Pubic Safety's traffic safety responsibilities.

<u>Clemson Grants</u>

Data Analysis Capabilities for SC State Transport Police to Support Development of Innovative Enforcement Strategies for CMV Crash Reduction

The SC State Transport Police (STP) has identified a need to expand its data analytics capabilities to support the development of new and innovative enforcement, education, and technology strategies for CMV crash reduction on the state's roadways, including highway work zones, and to develop statewide programming in support of national safety goals for the National Roadway Safety Strategy (NRSS). SC STP is searching for creative ways to implement expanded, data-driven, and evidence-based strategies including High Visibility Enforcement (HVE) efforts, safety audits, and inspections and investigations, and other innovative programs aimed at crash reduction. To meet this need, SC STP will enter into a contractual agreement with Clemson University's Institute for Global Road Safety and Security (CU-IGRSS) to begin building this capability. CU-IGRSS' staff has extensive experience in the development, implementation, management, and evaluation of road safety programs, including CMV-related programs. For the first year of the agreement, a special focus will be placed on examining at-fault, fatal crash data and inspection data for carriers that are domiciled within South Carolina. Particular attention will be given to identifying causal factors in these CMV-related fatal crashes, including searching for trends and identifying patterns in these crashes. CU-IGRSS will be provided the necessary training to develop a greater understanding of the various databases maintained by SC STP, data definitions for the various fields included in these databases, and the types of reports currently generated from these databases. This information will then be utilized to conduct extensive trend analysis of the data of both all and fatal crash data contained in SC STP's CMV crash and inspection databases and prepare periodic management-level reports for SC STP command staff at the state and regional levels. CU-IGRSS will work in partnership with SC STP to conduct crash reduction planning for enforcement operations, based on evaluating the crash data. The CU-IGRSS Director and Assistant Director will serve as the Principal Investigator (PI) and Assistant PI, respectively. CU-IGRSS will coordinate the overall initiative, oversee the development of any recommendations based on data analysis findings, and create and/or review and edit all management reports prior to submittal to SC STP. CU-IGRSS (Director/PI and Assistant Director/PI) will interview GRA/GA candidates, hire and supervise the GRA/GA for this initiative, coordinate training for the GRA/GA, and CU-IGRSS as needed, and guide the work of the GRA/GA. CU-IGRSS and GRA/GA will also attend various in-state meetings with SC STP leadership to develop greater familiarity with current programs that will then aid in the development of future recommendations for innovations in enforcement and education activities, including the use of new technologies.

Below is a partial list of areas in which the GRA/GA will work with CU-IGRSS:

Provide initial consult for study development

Translate general research questions into testable hypotheses

Study planning/study design

Assistance with data collection issues

Data analysis (Descriptive Statistics and Statistical Inference)

Write-up of the statistical methods for abstracts, presentations, and manuscripts

The estimated cost for this first year is $138,988.00.

CU-IGRSS highly recommends this initiative start on August 1, 2023.

The estimated annual cost for this initiative is $138,988.00.

PI and Assistant PI: $73,788

($52,000 {416 hours x $125.00 per hour} + 21,788 (fringe 41.9%)

Tier 3 Standard GRA/GSA: $33,200

($25,812 + $2,220 (fringe 8.6%) + $5,168 (GAD - Graduate Assistantship Differential)

The standard number of work hours for a GRAGRA is 20 hours per week during the academic year (Fall and Spring semester) and 10 hours per week during the Summer semester. GRA hours can be increased with special permission and the funding to support additional work hours per week.

Travel (in-state & out-of-state) for faculty and GRA/GSA: $19,000

To attend the annual CVSA Conference to expand knowledge on current trends and latest developments in the CMV field to support the development of creative recommendations for enhanced and cutting-edge enforcement strategies and the use of innovative technologies that will support the SC STP mission and goals. Also, to attend meetings at headquarters and regional offices and observe on-going operations.

Travelers will follow the GSA per diem rates for meals and incidentals. Per diem rates, mileage rates, lodging (if needed), etc. will follow all Policies and Procedures in compliance with the¿State of South Carolina Appropriations Act, Section 117 General Provisions.

Supplies/materials: $13,000

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	9.79	$5,875,058.22	$575,168.19	$546,409.78	$28,758.41
TOTAL: Indirect Costs			**$575,168.19**	**$546,409.78**	**$28,758.41**

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
Maintenance/Repair of Vehicles not under contract	12 monthly	$625.00	0.0000	$0.00	$0.00	$0.00	$7,500.00
Printing (CMV Safety Brochures, Community Outreach, signs, posters, etc.)	2000 carton	$0.75	0.0000	$0.00	$0.00	$0.00	$1,500.00
MCC-Tort Liability Insurance	9 per employee	$42.00	100.0000	$378.00	$378.00	$0.00	$0.00
Utilities	12 monthly	$3,139.25	0.0000	$0.00	$0.00	$0.00	$37,671.00
Officers-Tort Insurance Vehicles	137 annually	$371.00	0.0000	$0.00	$0.00	$0.00	$40,661.60
Officer Vehicle Repairs	137 Annually	$2,865.19	0.0000	$0.00	$0.00	$0.00	$18,586.80
Officer Vehicle Fuel	137 annually	$4,684.27	0.0000	$0.00	$0.00	$0.00	$283,303.70
Communications	53 annually	$901.56	0.0000	$0.00	$0.00	$0.00	$47,778.00
CVSA Annual Membership Fees	1 Annually	$12,900.00	100.0000	$12,900.00	$12,900.00	$0.00	$0.00
Officer Insurance Premium	114 Annually	$1,588.00	80.0000	$144,825.60	$137,584.32	$7,241.28	$13,408.91
Phone-Cellular, Mobile, Data	1 Annually	$552,241.03	0.0000	$0.00	$0.00	$0.00	$552,241.03
Registration Fees	1 Annually	$400.00	0.0000	$0.00	$0.00	$0.00	$400.00
TOTAL: Other Costs				$158,103.60	$150,862.32	$7,241.28	$1,003,051.04

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 9.79% for the State FY 2024 (July 1, 2023– June 30, 2024), 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.

MCC Automobile Insurance premiums for the nine (9) vehicles assigned to the New Entrant/MCC Units.

Officers Automobile Insurance Premiums: for 137 vehicles assigned to teh SC State Transport Police Division

Communications:

Monthly service charges for mobile phones and data devices for Officers.

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. Increase in CVSA Decals beginning Calendar Year 2024, from $3.84 per sheet to $5.00 per sheet.

CVSA Annual Membership Fee- Currently $12,900

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.

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.

Utilities 80% 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.

Phone Services-to include Data Charges for all MCSAP Eligible Officers at 80% and the MCC Unit at 100%

Registration Fees- For various MCSAP Eligble Travel

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	$8,158,990.00	$429,421.00	$8,588,411.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,288,262.00
MOE Baseline:	$4,103,641.07

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Compliance Investigators	$180,099.63	$0.00	$180,099.63	$0.00
Statistical Research Analyst	$39,655.00	$0.00	$39,655.00	$0.00
New Entrant Auditors	$347,036.40	$0.00	$347,036.40	$0.00
NE Supervisor/Manager	$63,640.61	$0.00	$63,640.61	$0.00
NE Administrative Coordinator	$42,745.00	$0.00	$42,745.00	$0.00
MOE HQ Command Staff	$0.00	$0.00	$0.00	$607,499.00
MOE Civilian Staff	$0.00	$0.00	$0.00	$512,119.96
Statistician III	$3,530.80	$0.00	$3,530.80	$0.00
Step/Promotion Increases MCC Unit	$28,595.23	$1,505.01	$30,100.24	$0.00
Uniformed Enforcement Increases	$0.00	$0.00	$0.00	$54,450.00
CMV Data Analyst	$52,000.00	$0.00	$52,000.00	$0.00
Grants Administrator	$35,815.00	$1,885.00	$37,700.00	$0.00
Uniform Enforcement Staff	$3,033,230.12	$159,643.69	$3,192,873.81	$1,216,654.07
Salary Subtotal	**$3,826,347.79**	**$163,033.70**	**$3,989,381.49**	**$2,390,723.03**
Overtime subtotal	**$0.00**	**$0.00**	**$0.00**	**$0.00**
Personnel total	**$3,826,347.79**	**$163,033.70**	**$3,989,381.49**	**$2,390,723.03**

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Statistical Research Analyst	$14,466.14	$761.38	$15,227.52	$0.00
NE Supervisor/Manager	$23,216.09	$1,221.90	$24,437.99	$0.00
Statistician III	$1,288.04	$67.78	$1,355.82	$0.00
Uniformed Enforcement	$1,862,031.87	$98,001.68	$1,960,033.55	$0.00
Step/Promotion Increases	$8,418.43	$443.08	$8,861.51	$0.00
Compliance Investigators	$65,700.34	$3,457.91	$69,158.25	$0.00
NE Administrative Coordinator	$15,593.38	$820.70	$16,414.08	$0.00
CMV DATA ANALYST	$18,969.60	$998.40	$19,968.00	$0.00
GRANTS ADMINISTRATOR	$24,960.00	$0.00	$24,960.00	$0.00
New Entrant Auditors	$14,066.54	$740.34	$14,806.88	$0.00
MOE Civilian Staff	$0.00	$0.00	$0.00	$16,467.32
MOE HQ Command Staff	$0.00	$0.00	$0.00	$53,050.10
Fringe Benefits total	**$2,048,710.43**	**$106,513.17**	**$2,155,223.60**	**$69,517.42**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
ARIDE	$0.00	$0.00	$0.00	$1,300.00
DRE	$0.00	$0.00	$0.00	$9,450.00
DRIVE Team Specials	$0.00	$0.00	$0.00	$5,472.00
FMCSA/CVSA Data Quality	$0.00	$0.00	$0.00	$12,800.00
Misc. MCSAP Travel Non Planned MCSAP Meetings	$0.00	$0.00	$0.00	$6,000.00
COHMED Conference	$0.00	$0.00	$0.00	$13,020.00
CVSA Annual Conference and Exhibition	$0.00	$0.00	$0.00	$14,130.00
CVSA Annual Workshop	$0.00	$0.00	$0.00	$14,130.00
Drug Interdiction Assistance Program (DIAP) Conference	$0.00	$0.00	$0.00	$5,120.00
Instructor Development Part A	$0.00	$0.00	$0.00	$9,000.00
Instructor Development Part B	$0.00	$0.00	$0.00	$9,000.00
MCSAP Planning Meeting and Grants Management Meeting	$0.00	$0.00	$0.00	$9,920.00
North American Inspectors Championship (NAIC)	$0.00	$0.00	$0.00	$5,040.00
MCC Unit Routine Travel	$0.00	$0.00	$0.00	$4,050.00
Routine Travel - Regional Enforcement Initiatives (DRIVE)	$0.00	$0.00	$0.00	$10,560.00
Routine Travel - Regional Enforcement Initiative Planning	$0.00	$0.00	$0.00	$4,770.00
Training - Cargo Tank Inspection	$0.00	$0.00	$0.00	$6,375.00
Training - Drug Interdiction Assistance Program (OOS)	$0.00	$0.00	$0.00	$9.91
Training - General Hazardous Materials	$0.00	$0.00	$0.00	$6,375.00
Training - Inspection Procedures Hands-on	$0.00	$0.00	$0.00	$8,500.00
Training - North American Standard (NAS) Part A	$0.00	$0.00	$0.00	$22,920.00
Training - North American Standard (NAS) Part B	$0.00	$0.00	$0.00	$22,920.00
Training - Other Bulk Packaging	$0.00	$0.00	$0.00	$3,825.00
Training - Passenger Vehicle Inspection (PVI)	$0.00	$0.00	$0.00	$3,825.00
Safe Drive Enforcement Task Force	$0.00	$0.00	$0.00	$5,400.00
MCC/New Entrant Training	$0.00	$0.00	$0.00	$3,240.00
New Recruit Training	$0.00	$0.00	$0.00	$12,000.00
Instructor Development - Cargo Tank Course	$0.00	$0.00	$0.00	$725.00
Non-Planned MCSAP Meetings and Training	$0.00	$0.00	$0.00	$2,160.00
Travel total	**$0.00**	**$0.00**	**$0.00**	**$232,036.91**

Equipment

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Law Enforcement Vehicle Equipment/Accessories/Outfitter1	$114,000.00	$6,000.00	$120,000.00	$0.00
Portable Computer System (Officers & Investigators)	$140,980.00	$7,420.00	$148,400.00	$0.00
Two-way Radio APX8000 (Handheld)	$162,115.66	$8,532.40	$170,648.06	$0.00
Laptops	$39,911.40	$2,100.60	$42,012.00	$0.00
Law Enforcement Vehicles	$483,617.18	$25,453.54	$509,070.72	$0.00
Two-way Radio APX8000 (Handheld)	$153,569.49	$8,082.60	$161,652.09	$0.00
Vehicle Equipment Storage Vaults	$23,946.84	$1,260.36	$25,207.20	$0.00
Equipment total	**$1,118,140.57**	**$58,849.50**	**$1,176,990.07**	**$0.00**

Supplies

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Axon Body Worn Cameras	$5,163.63	$271.77	$5,435.40	$0.00
Docks for Body Worn Cameras	$1,477.44	$77.76	$1,555.20	$0.00
In Car Cameras	$13,260.02	$697.90	$13,957.92	$0.00
Cradle Point	$9,669.82	$508.94	$10,178.76	$0.00
Boots	$17,092.33	$899.60	$17,991.93	$0.00
CVSA Decals	$5,500.00	$0.00	$5,500.00	$0.00
LE Officer Printers	$4,567.52	$240.40	$4,807.92	$0.00
MCC Unit General Office Supplies	$15,169.48	$0.00	$15,169.48	$0.00
MCC Misc Supplies	$3,881.43	$0.00	$3,881.43	$0.00
General Office Supplies	$11,402.93	$600.15	$12,003.08	$0.00
Supplies total	**$87,184.60**	**$3,296.52**	**$90,481.12**	**$0.00**

Contractual and Subaward

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Iteris	$115,128.60	$6,059.40	$121,188.00	$0.00
Iteris	$115,128.60	$6,059.40	$121,188.00	$0.00
International Road Dynamics	$12,089.31	$636.28	$12,725.59	$41,534.93
SmartCOP	$0.00	$0.00	$0.00	$12,300.00
Selex ES, Inc	$0.00	$0.00	$0.00	$8,955.00
Selex ES, Inc	$0.00	$0.00	$0.00	$32,060.00
Hiller Systems	$0.00	$0.00	$0.00	$3,200.00
evidence.com	$0.00	$0.00	$0.00	$11,664.00
EVIDENCE.COM	$0.00	$0.00	$0.00	$18,662.40
SMARTCOP	$0.00	$0.00	$0.00	$33,184.61
AXON ENTERPRISE	$0.00	$0.00	$0.00	$1,080.00
AXON ENTERPRISE	$0.00	$0.00	$0.00	$1,500.00
SMARTCOP	$0.00	$0.00	$0.00	$47,806.92
SAFETYNET	$0.00	$0.00	$0.00	$39,240.00
AXON PRO LICENSES (4)	$0.00	$0.00	$0.00	$7,348.32
AXON BASIC USERS (33)	$0.00	$0.00	$0.00	$13,646.88
AXON ENTERPRISES INC	$0.00	$0.00	$0.00	$8,460.00
AXON ENTERPRISES INC	$0.00	$0.00	$0.00	$21,930.00
Clemson Grant	$138,988.00	$0.00	$138,988.00	$0.00
MEDIA	$0.00	$48,973.34	$48,973.34	$105,739.61
Contractual and Subaward total	**$381,334.51**	**$61,728.42**	**$443,062.93**	**$408,312.67**

Other Costs

Other Costs	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Maintenance/Repair of Vehicles not under contract	$0.00	$0.00	$0.00	$7,500.00
Printing (CMV Safety Brochures, Community Outreach, signs, posters, etc.)	$0.00	$0.00	$0.00	$1,500.00
MCC-Tort Liability Insurance	$378.00	$0.00	$378.00	$0.00
Utilities	$0.00	$0.00	$0.00	$37,671.00
Officers-Tort Insurance Vehicles	$0.00	$0.00	$0.00	$40,661.60
Officer Vehicle Repairs	$0.00	$0.00	$0.00	$18,586.80
Officer Vehicle Fuel	$0.00	$0.00	$0.00	$283,303.70
Communications	$0.00	$0.00	$0.00	$47,778.00
CVSA Annual Membership Fees	$12,900.00	$0.00	$12,900.00	$0.00
Officer Insurance Premium	$137,584.32	$7,241.28	$144,825.60	$13,408.91
Phone-Cellular, Mobile, Data	$0.00	$0.00	$0.00	$552,241.03
Registration Fees	$0.00	$0.00	$0.00	$400.00
Other Costs total	**$150,862.32**	**$7,241.28**	**$158,103.60**	**$1,003,051.04**

Total Costs

Total Costs	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$7,612,580.22**	**$400,662.59**	**$8,013,242.81**	**$4,103,641.07**
Indirect Costs	$546,409.78	$28,758.41	$575,168.19	NA
Total Costs Budgeted	**$8,158,990.00**	**$429,421.00**	**$8,588,411.00**	**$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	$8,158,990.00	$429,421.00	$8,588,411.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,288,262.00
MOE Baseline:	$4,103,641.07

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	$3,826,347.79	$163,033.70	$3,989,381.49	$2,390,723.03
;;;Overtime Subtotal	$0.00	$0.00	$0.00	$0.00
Personnel Total	$3,826,347.79	$163,033.70	$3,989,381.49	$2,390,723.03
Fringe Benefits Total	$2,048,710.43	$106,513.17	$2,155,223.60	$69,517.42
Travel Total	$0.00	$0.00	$0.00	$232,036.91
Equipment Total	$1,118,140.57	$58,849.50	$1,176,990.07	$0.00
Supplies Total	$87,184.60	$3,296.52	$90,481.12	$0.00
Contractual and Subaward Total	$381,334.51	$61,728.42	$443,062.93	$408,312.67
Other Costs Total	$150,862.32	$7,241.28	$158,103.60	$1,003,051.04
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$7,612,580.22	$400,662.59	$8,013,242.81	$4,103,641.07
Indirect Costs	$546,409.78	$28,758.41	$575,168.19	NA
Total Costs Budgeted	**$8,158,990.00**	**$429,421.00**	**$8,588,411.00**	**$4,103,641.07**

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

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

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

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

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? 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 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? 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? RGWoods@scdps.gov 803-896-7979

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 4 - 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

U.S. Department of Justice

Office of Justice Programs

Office of the Chief Financial Officer

Washington, D.C. 20531

June 1, 2023

Mr. Nathaniel Lloyd, Jr.
SC Department of Public Safety
1205 Pendleton Street, Suite 529
Columbia, SC 29201

Dear Mr. Lloyd:

Enclosed is your fully executed Negotiated Agreement for the **South Carolina Department of Public Safety**, approving the following fixed with carry forward rates for the stated fiscal year:

FY 2024: **9.79%**

If you have any questions, I can be reached via e-mail me Desma.Robinson@usdoj.gov

Sincerely,

Desma E. Robinson, Staff Accountant
Grant Financial Management Division
Office of the Chief Financial Officer

Enclosure

NEGOTIATED AGREEMENT
STATE AND LOCAL UNITS OF GOVERNMENT

INSTITUTION: **DATE: May 30, 2023**

South Carolina Department of Public Safety
1205 Pendleton Street, Suite 529
Columbia, SC   29201

File Ref: This replaces the negotiated agreement dated May 31, 2022.

SUBJECT: The indirect cost rate(s) contained herein is for use in grants and contracts with the U.S. Department of Justice and other Federal agencies to which 2 CFR 200 Subpart E applies, subject to the limitations contained in Section II of this agreement.

SECTION I: RATES

OVERHEAD

| | **Effective Period** | | | | **Applicable** |
Type	**From**	**To**	***Rate**	**Locations**	**To**
Fixed (FCF)	07/01/2019	06/30/2020	12.30%	All	All Programs
Fixed (FCF)	07/01/2020	06/30/2021	9.67%	All	All Programs
Fixed (FCF)	07/01/2021	06/30/2022	8.77%	All	All Programs
Fixed (FCF)	07/01/2022	06/30/2023	10.64%	All	All Programs
Fixed (FCF)	07/01/2023	06/30/2024	9.79%	All	All Programs

Base: Total Direct Salaries and Wages, including applicable fringe benefits.

Treatment of Fringe Benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

SECTION II: GENERAL

A. LIMITATIONS: Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated on the conditions:
(1) that no costs other than those incurred by the grantee/contractor via an approved Central Service Allocation Plan were included in its indirect cost pool as finally accepted and that such incurred costs are legal obligations of the grantee/contractor and allowable under the governing cost principles (2) that the same costs that have been treated as indirect costs are not claimed as direct costs; (3) that similar types of costs have been accorded consistent accounting treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially inaccurate.

B. AUDIT: Adjustments to amounts resulting from audit of the cost allocation plan upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation,

C. ACCOUNTING CHANGES: The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost dis-allowances.

D. FIXED RATE(S): The fixed rate(s) contained in this agreement is based upon an estimate of the costs which will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between that cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.

E. NOTIFICATION TO FEDERAL AGENCIES: Copies of this document may be provided to other Federal offices as a means of notifying them of the agreement contained herein.

F. SPECIAL REMARKS: Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

U.S. DEPARTMENT OF JUSTICE
Office of Justice Programs

Signature: Desma E. Robinson
　　　　　Grants Financial Management Division
　　　　　Office of the Chief Financial Officer

Staff Accountant
Title

June 1, 2023

Date

SC DEPARTMENT OF PUBLIC SAFETY

Signature

Karl Boston
Name

CFO
Title

05/31/23
Date

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State Transport Police
A DIVISION OF SCDPS

10311 WILSON BLVD.
BLYTHEWOOD, SC 29016

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 2024:

    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: _08/02/2023_____

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FY 2024 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.

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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.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.

13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).

14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.

15. The State will ensure that information is exchanged with other States in a timely manner.

16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.

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

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

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

20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.

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21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.

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

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

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

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.

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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 _____ 08/02/2023 _____

Signature _____