

**SOUTH CAROLINA**

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

**Date of Approval: Dec 16, 2016**

**Final CVSP**

## Basic and Incentive Program Overview

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

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

#### Instructions:

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

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

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

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

STP is divided into the following operations units:

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

Our State is working diligently through the Department of Public Safety's State Transport Police in partnership with our federal partners to accomplish fatality reduction goals for South Carolinians and for the motoring public. If accomplished, this would serve to coincide with NHTSA, FHWA and FMCSA's goals to reduce overall roadway fatalities to 1.02 fatalities per 100 million vehicle-miles traveled (VMT) by CY 2016. FMCSA has set a 2015 Large Truck and Bus Fatality Rate Goal of 0.114 per 100 million Vehicle miles traveled (VMT). In previous years, South Carolina fatality reduction goals were expressed as the actual number of fatal crashes. Starting with CY 2014, South Carolina will convey the goals using the rate of fatalities per 100 million Vehicle Miles Traveled (VMT). In South Carolina, an analysis of the Large Truck and Bus fatal collisions using the Motor Carrier Management Information System (MCMIS) revealed the fatality rates listed below:

2011 – 0.199 (97 fatal crashes)  
 2012 – 0.196 (96 fatal crashes)  
 2013 – 0.141 (69 fatal crashes)  
 2014 – 0.132 (66 fatal crashes)  
 2015 -- 0.199 (103 fatal crashes)

This information was obtained using MCMIS (6/24/2016).

South Carolina is committed to working with FMCSA to reduce the national roadway fatality rate involving large trucks and buses to 0.114 per 100 million VMT during calendar year (CY) 2018. The State Transport Police will work to reduce South Carolina's large truck and bus fatality rate to 0.170 by the end of CY 2018.

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

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

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

## 2 - Basic and Incentive Program Structure

### Instructions:

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

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

The State Transport Police's (STP) personnel that provide support to the MCSAP Basic/Incentive program are broken down as follows:

- Seventy (70) officers are assigned to six (6) Enforcement Regions that encompass 46 counties; those officers perform various functions within and outside the scope of MCSAP Basic/Incentive funded programs. Efforts are currently underway to recruit and hire an additional fourteen (14) officers. *See below for a more in-depth explanation of this structure that breaks the specific activities into MCSAP Basic/Incentive funded and non-funded functions.*
- Nine (9) officers are assigned to Headquarters (Command Staff / Program Management)
- One (1) Community Resource Officer assigned to Headquarters
- Four (4) officers are assigned to a Hazardous Materials Unit
- One (1) officer and three (3) civilians are assigned to a Motor Carrier Compliance Unit
- One (1) officer assigned to Central Evidence
- Sixteen (16) civilian administrative personnel are assigned to headquarters
- Six (6) New Entrant employees

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

- **Motor Carrier Safety Assistance Program (MCSAP)** - STP participates in MCSAP, administered by the Federal Motor Carrier Safety Administration (FMCSA), for the improvement of motor carrier safety in South Carolina. This is a performance-based grant program with a continuing focus on the historical and essential elements of the national commercial vehicle safety program, driver/vehicle inspections, data collection and reporting, traffic enforcement, public education and compliance investigations. The STP Commercial Vehicle Safety Plan (CVSP) establishes programs and goals for motor carrier safety with performance objectives in support of MCSAP. STP supports this program with 86 commissioned law enforcement officers and three (3) civilians.
- **SafetyNet** - SafetyNet is a database management system that allows entry, access, analysis, and reporting of data from driver/vehicle inspections, crashes, compliance investigations, assignments, and complaints. It is operated by State safety agencies and Federal Divisions and interfaces with Aspen, SAFER, MCMIS and State systems. It is an Oracle based client-server application that runs on MS Windows server.
- **Compliance Investigation Program** - The STP Motor Carrier Compliance (MCC) Unit conducts inspections of records, vehicles, and equipment under the authority of CFR Title 49, Part 385. The CFR establishes procedures to determine the safety fitness of motor carriers, assign safety ratings, take remedial action when required, and prohibit motor carriers receiving an unsatisfactory safety rating from operating a commercial motor vehicle.
- **D.R.I.V.E (Distracted, Reckless, Impaired, Visibility Enforcement) Outreach, Education and Enforcement Program** - D.R.I.V.E. is a comprehensive program designed to address driver behavior in three areas: Outreach, Education, and Enforcement. The overall goal is to create a social climate that stigmatizes unsafe, distracted, and impaired driving behaviors as socially unacceptable. The Outreach and Education efforts are aimed at highlighting and addressing the unsafe driving behaviors before they occur, thereby generating voluntary compliance by drivers.
  1. **Outreach** - South Carolina plans to reach out to South Carolina Domiciled Carriers that are involved in fatal collisions and/or numerous collisions in an attempt to prevent future occurrences. These presentations will be generated in the Regions by each Regional Commander.
  2. **Education** - South Carolina plans to highlight the negative consequences of distracted and impaired driving behaviors, especially in and around commercial motor vehicles. The CRO and other officers will operate "Safety Breaks" during the D.R.I.V.E. Enforcement specials to discuss the materials displayed and be available for all media contact if necessary. These personnel will also field questions from the public and discuss our enforcement initiatives along the specific corridor as it pertains to each individual's trip along the corridor and the impact it has had on them. Additionally, South Carolina will adopt/develop a curriculum that will be aimed at providing comprehensive hands-on presentations on CMV Safety which will consist of multiple safety stations focusing on distracted driving, impaired driving, and unsafe driving behaviors in and around commercial motor vehicles. These presentations will be conducted at motor carriers, high schools, colleges, civic organizations, and other groups throughout the State. The overall intent being to change bad driving behavior.
  3. **Enforcement** - South Carolina will focus enforcement activity on high crash corridors as well as high CMV traffic areas.
    - On at least a quarterly basis, STP hosts coordinated Safe D.R.I.V.E. traffic enforcement events involving other state and local

law enforcement agencies along major Interstate corridors. South Carolina's partners for the Safe D.R.I.V.E. Program include North Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, Virginia, as well as the FMCSA.

- STP will conduct D.R.I.V.E. events on a bi-annual basis in certain corridors, and will conduct Monthly Regional Night Time Enforcement Blitzes focusing on the increase in fatalities into the evening hours.
- In addition to the Safe D.R.I.V.E. events, selected officers are assigned four (4) unmarked D.R.I.V.E. Enforcement sport utility vehicles on a quarterly basis. In addition to the previously established D.R.I.V.E. vehicles, STP plans to add three (3) new unmarked pickup trucks to our fleet which will be permanently assigned to officers throughout the state. The purpose of these vehicles will be to focus on reduction of the state's fatality numbers on our high crash corridors and other areas identified as areas of concern by way of concentrated traffic enforcement activities in and around CMVs.
- **New Entrant Safety Assurance Program** - The goal of this program is to conduct safety audits on all new interstate carriers entering the new entrant program. (See New Entrant Section of CVSP)
- **Innovative Technology Development (ITD) Program** - consisting of what was formerly known as Commercial Vehicle Information System (CVISN) and Performance and Registration Information Systems Management (PRISM) includes a nationwide information sharing and partnership effort supported by the FMCSA that enables government agencies, motor carriers, and other parties to exchange information and conduct business transactions electronically.

**Commercial Motor Vehicle Enforcement Programs NOT funded with MCSAP Basic/Incentive funding:**

- **Waste Isolation Pilot Plant Program (WIPP)** – Level VI certified officers conduct inspections on, and provide escorts for US Department of Energy generated shipments of transuranic waste from nuclear production facilities to fixed facilities.
- **Dyed Fuel Program** - Conduct inspections and remove samples of fuel from a vehicle, tank or another container to determine coloration of diesel fuel or to identify shipping paper violations.
- **Citation Processing Unit (CPU)** - The CPU is responsible for recording all citation data issued by STP officers; receiving, accounting for and processing payments toward the fines for commercial motor vehicle size, weight and safety violations.
- **Size and Weight Enforcement Program** - CFR Title 23, Part 657 prescribes requirements for administering a program of vehicle size and weight enforcement by utilizing enforcement Regions and the enforcement officers assigned within. Activities take place on Secondary, Primary and Interstate roadways throughout the state as well as at nine (9) fixed inspection/weight facilities.
- **Performance-Based Brake Tester Program (PBBT)** - A device which cumulatively evaluates and measures the braking performance of a single or combination vehicle.

### 3 - Basic and Incentive Minimum Requirements - Driver Activities

#### Instructions:

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

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

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

**Enter explanation of activities:**

<b>4 - Basic &amp; Incentive Minimum Requirements - Federal Registration &amp; Financial Responsibility Activities</b>
--

**Instructions:**

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

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

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

**Enter explanation of activities:**

## Basic and Incentive Program Effectiveness Summary - Past Performance

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

### 1 - State Fatality Reduction Trend Analysis: 2011 - 2015

#### Instructions:

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

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

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	121	0.1450	0.1990
01/01/2014	12/31/2014	75		0.1320
01/01/2013	12/31/2013	74		0.14
01/01/2012	12/31/2012	101		0.1960
01/01/2011	12/31/2011	113		0.1999

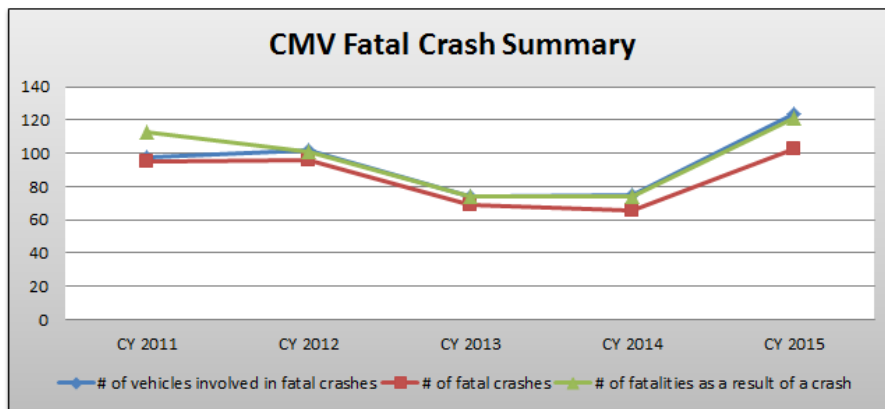
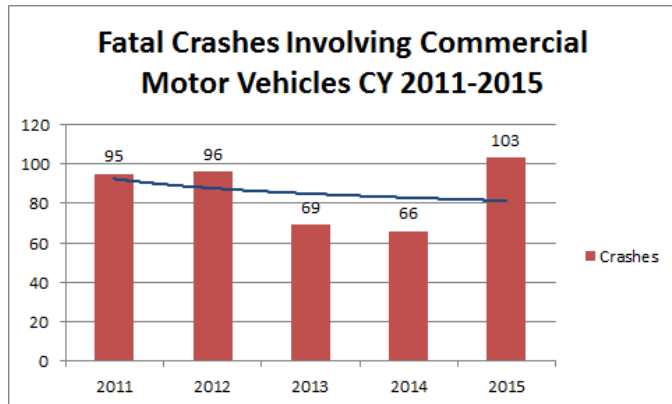
**Enter the source and capture date of the data listed in the table above:**

Federal Motor Carrier Safety Administration's A&I Website captured date 6/16/2016. South Carolina did not have a goal expressed in VMT in CVSPs prior to 2016. Goals were previously expressed as actual # of fatal crashes (see below). Previous Goal from 2016 CVSP: CY2014 - Goal 74 fatal crashes / Outcome 67 fatal crashes CY2013 - Goal 75 fatal crashes / Outcome 69 fatal crashes CY2012 - Goal 76 fatal crashes / Outcome 96 fatal crashes CY2011 - Goal 77 fatal crashes / Outcome 97 fatal crashes CY2010 - Goal 78 fatal crashes / Outcome 69 fatal crashes



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

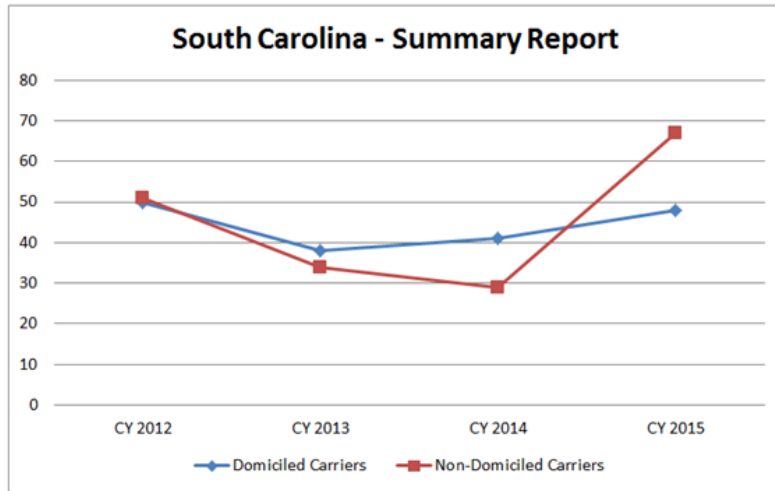
South Carolina averaged 85.8 fatal crashes involving commercial motor vehicles during the period of CY 2011 - 2015. South Carolina experienced a 61% increase in the number of fatal CMV collisions during CY2015 when compared to CY2014. The VMT increased 4.08% during the same period. STP continues to focus on delivering a comprehensive effort including strong enforcement and education components to reduce, and eventually eliminate, fatal CMV crashes from South Carolina's roadways. A look at this trend revealed an increase in the number of intrastate carriers and South Carolina domiciled carriers involved in fatal collisions. STP's focus is to conduct outreach, enforcement and compliance or focused investigations on South Carolina domiciled carriers and intrastate carriers involved in collisions with fatalities and/or multiple collisions. South Carolina will identify all intrastate carriers involved in multiple collisions or collisions with fatalities through the use of CSA, SAS, SMS and SafetyNet databases. Quarterly reports through the identified databases will monitor fatal crash reduction and the intrastate crash data will be evaluated annually.



South Carolina: Summary Report					
Summary	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015
Number of vehicles involved in fatal crashes	98	102	74	75	124
Number of fatal crashes	95	96	69	66	103
Number of fatalities as a result of a crash	113	101	74	74	121

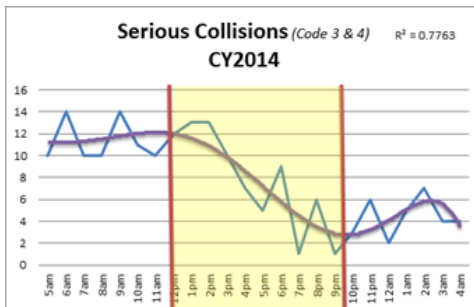
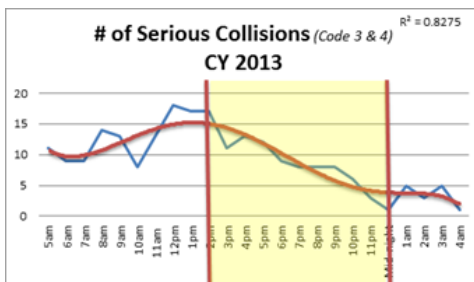
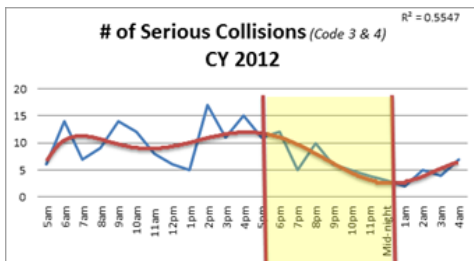
In CY2015 there were fifty (50) fatal CMV collisions that involved intrastate carriers. In CY 2014, there were eighteen (18) fatal CMV collisions that involved intrastate carriers. In CY 2013, there were seven (7) fatal CMV collisions that involved intrastate carriers. There was an increase of thirty-two (32) fatal CMV crashes involving intrastate carriers.

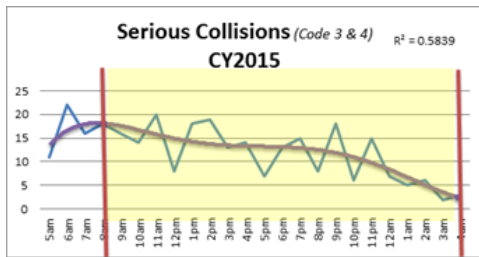
In CY2015 there were forty eight (48) fatal collisions involving South Carolina domiciled carriers. In CY 2014 there were forty one (41) fatal collisions that involved South Carolina domiciled carriers. In CY2013 there were thirty-eight (38) fatal collisions that involved South Carolina domiciled carriers. In CY 2012 there were fifty (50) fatal collisions that involved South Carolina domiciled carriers.



South Carolina: Summary Report				
Summary	CY 2012	CY 2013	CY 2014	CY 2015
Domiciled Carriers	50	38	41	48
Non-Domiciled Carriers	51	34	29	67

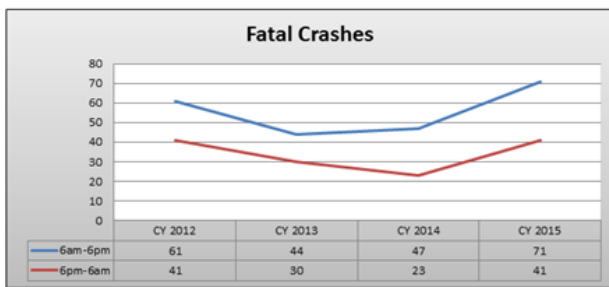
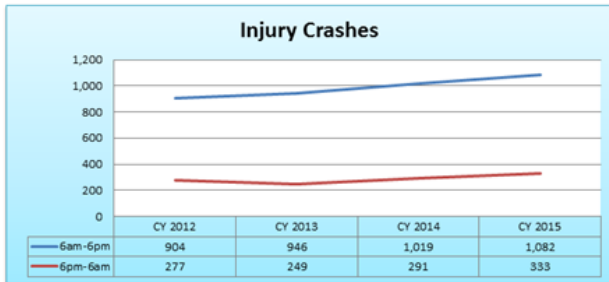
An analysis of serious collisions (incapacitating and/or fatal) revealed an emerging trend of those collisions occurring more into the early evening hours of the 6:00 P.M. to 6:00 A.M. range. The four following graphs track serious collisions from CY2012 through CY2015 and indicate this evolving trend. (See charts below)





### Serious Collisions by Time of Day

A review of crash data from CY2012 through CY2015 indicated that an average of 988 vehicles are involved in injury crashes and an average of 56 vehicles are involved in fatal collisions between the hours of 6:00 A.M. and 6:00 P.M. each year. This equates to an average of 76.5% of the vehicles involved in collisions occurring between 6:00 P.M. and 6:00 A.M. and an average of 23.5% of the vehicles involved in collisions occurring between 6:00 P.M. and 6:00 A.M. (see charts below)



The percentage of vehicles involved in fatal collisions between 6 P.M. and 6 A.M. was at its lowest in CY2013 at 21.99%. It rose in CY2014 to 22.75% and then again in CY2015 to 24.49%. Despite this slow rise in the overall percentage of vehicles involved, the total number of vehicles involved in fatal crashes between the hours of 6:00 P.M. and 6:00 A.M. rose 78% from CY2014 to CY2015. As demonstrated in the "Serious Collisions" charts above, the most significant increase was between the hours of 6:00 P.M. to Midnight which increased from three (3) between 6:00 P.M. and 9:00 P.M. in CY2014 to fifteen (15) in CY2015 (a 400% increase) and between 9:00 P.M. and Midnight from five (5) in CY2014 to thirteen (13) in CY2015 (a 160% increase). This was after an overall drop of 44% from CY2012 to CY2014. (See chart below)

INJURY					FATAL				
Time of Day	CY 2012	CY 2013	CY 2014	CY 2015	Time of Day	CY 2012	CY 2013	CY 2014	CY 2015
	# of Vehicles Involved	# of Vehicles Involved	# of Vehicles Involved	# of Vehicles Involved		# of Vehicles Involved	# of Vehicles Involved	# of Vehicles Involved	# of Vehicles Involved
06:00 AM - 06:59 AM	208	213	233	283	06:00 AM - 06:59 AM	11	6	13	19
09:00 AM - 11:59 AM	229	217	225	260	09:00 AM - 11:59 AM	16	11	18	18
12:00 PM - 02:59 PM	231	248	297	281	12:00 PM - 02:59 PM	13	15	8	19
03:00 PM - 05:59 PM	236	268	264	258	03:00 PM - 05:59 PM	21	12	8	15
06:00 PM - 06:59 PM	105	96	116	115	06:00 PM - 06:59 PM	18	9	3	15
09:00 PM - 11:59 PM	65	54	51	72	09:00 PM - 11:59 PM	7	8	5	13
12:00 AM - 02:59 AM	31	38	52	48	12:00 AM - 02:59 AM	9	4	4	5
03:00 AM - 05:59 AM	76	61	72	98	03:00 AM - 05:59 AM	7	9	11	8

In researching the level of impact a collision has when occurring in each time grouping (6:00 A.M. - 6:00 P.M. or 6 P.M. and 6 A.M.) a clear pattern evolves.

CY2012 – 74.76% (1,849) of all collisions occurred between the hours of 6:00 A.M. - 6:00 P.M. 65.15% (129) of all serious collisions occurred during this time period. Although the vast majority of all collisions occurred during this period, the likelihood of being seriously injured or killed, when involved in a collision with a CMV, more than doubles between the hours of 6:00 P.M. - 6:00 A.M.. According to the data, motorists involved in a collision with a CMV had a 6.52% chance of being seriously injured or killed during the hours of 6:00 A.M. - 6:00 P.M. and a 15.9% chance of being seriously injured or killed during the hours of 6:00 P.M. - 6:00 A.M. Although 3 times more crashes occur between the hours of 6:00 A.M. - 6:00 P.M., the risk of being killed or seriously injured if involved in a collision with a CMV during the hours of 6:00 P.M.- 6:00 A.M. more than doubles (143.86%).

CY2013 – 75.26% (1,999) CMV's occurred between the hour 6:00 P.M. - 6:00 A.M. According to the data, when involved in a collision with a CMV, motorists had an 8.01% chance of being seriously injured or killed during the hours of 6:00 A.M. - 6:00 P.M. and an 11.81% chance of being seriously injured or killed during the hours of 6:00 P.M. - 6:00 A.M. Although 4 times more crashes occur between the hours of 6:00 A.M. - 6:00 P.M., the risk of being killed or seriously injured if involved in a collision with a CMV during the hours of 6:00 P.M. - 6:00 A.M. increased by 47.41%.

CY2014 – 77.48% (2,237) of all collisions involving CMV's occurred between the hours of 6:00 A.M. - 6:00 P.M.. 68.98% (129) of all serious collisions occurred during this time period. Although the vast majority of all collisions occurred during this period, the likelihood of being seriously injured or killed when involved in a crash with a CMV increased between the hours of 6:00 P.M. - 6:00 A.M.. According to the data, motorists had a 5.45% chance of being seriously injured or killed when involved in a collision with a CMV during the hours of 6:00 A.M. - 6:00 P.M. and an 8.19% chance of being seriously injured or killed when involved in a collision with a CMV during the hours of 6:00 P.M. - 6:00 A.M. Although 3 times more crashes occur between the hours of 6:00 A.M. - 6:00 P.M., the chance of being killed or seriously injured if involved in a collision with a CMV during the hours of 6:00 P.M. - 6:00 A.M. increased by 50.25%.

CY2015 - 76.18% (2,641 crashes) of all occurred between the hours of 6:00 A.M. - 6:00 P.M. (185) of all serious collisions occurred during this time period (**a 6.05% decrease when compared to CY2014 average of 68.98%**). Although the vast majority of all collisions occurred during this time period, a person's likelihood of being seriously injured or killed when involved in a collision with a CMV increase between the hours of 6:00 P.M. - 6:00 A.M. According to the data, there was a 7.00% chance of being seriously injured or killed during the hours of 6:00 A.M. - 6:00 P.M. when involved in a collision with a CMV. during the hours of 6:00 P.M. - 6:00 A.M., there was a 13.20% chance of being seriously injured or killed when involved in a collision with a CMV.

Although 3 times more CMV crashes occurred between the hours of 6:00 A.M. - 6:00 P.M., the chance of being killed or seriously injured if involved in a collision with a CMV during the hours of 6:00 P.M. - 6:00 A.M. increased by 88.57%.

*Data captured from State Maintained ReportBeam Server, captured 7/20/2016.  
Injury and Fatal Crash Statistics from M.C.M.I.S., captured 8/2/2016.*

South Carolina is committed to working with FMCSA and our Southeastern Regional counterparts to reduce the national roadway fatality rate involving large trucks and buses to 0.114 per 100 million VMT in calendar year (CY) 2016. The State Transport Police will work to reduce South Carolina's large truck and bus fatality rate to 0.145 by the end of CY 2016.

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

### Instructions:

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

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

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	5	0.0180	0.01
01/01/2014	12/31/2014	1	0	0.0020
01/01/2013	12/31/2013	8	0	0.0163
01/01/2012	12/31/2012	7	0	0.0140
01/01/2011	12/31/2011	1	0	0.0020

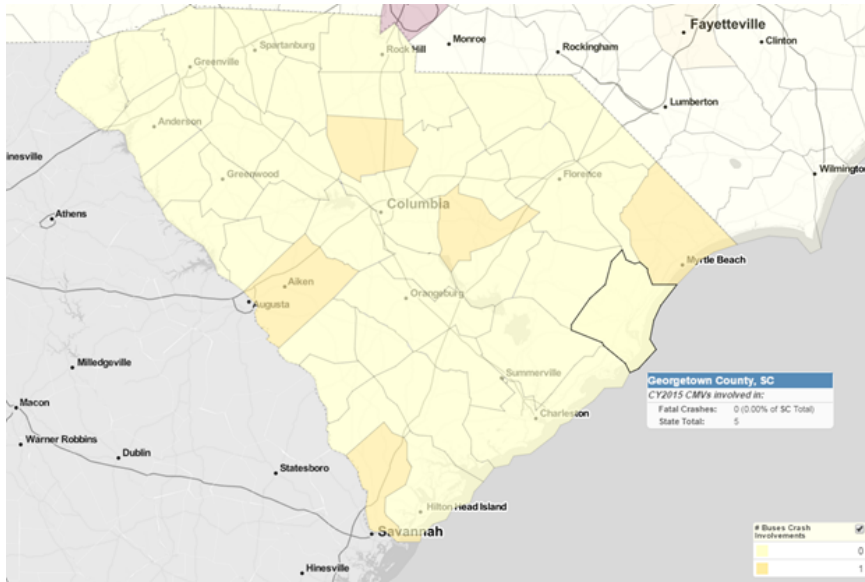
**Enter the source and capture date of the data listed in the table above:**

Actual Outcome is calculated by per 100 million VMT. Federal Motor Carrier Safety Administration's A&I Website captured date 7/22/2016. Year VMT LIVES VMT RATE 2015 51,723,000,000 5 0.010 2014 49,950,000,000 1 0.0020 2013 48,986,000,000 8 0.0163 2012 49,063,000,000 7 0.0140 2011 48,730,000,000 1 0.0020

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

South Carolina's statistical and research analyst and statistician will monitor passenger activities through monthly activity reports. South Carolina has conducted 571 passenger vehicle inspections for FY 2016 according to FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/22/2016, including current year-to-date information for 2016.

From CY 2012 through 7/22/2016, of CY 2016, preliminary reports indicate there have been 24 passenger carrier vehicles involved in fatal collisions according to FMCSA's A&I Website MCMIS Downloaded State Records. Of the 24 passenger carrier vehicles involved in fatal collisions 19 (79%) of these vehicles were government owned and operated vehicles that are exempt from most federal regulations. South Carolina's goal as established in the 2016 CVSP is to reduce the fatality collision rate involving passenger carrier vehicles during CY 2016. During CY 2015 South Carolina had five (5) fatalities related to collisions involving passenger carrier vehicles resulting in a collision rate of .0097 per 100 million VMT (see map below). According to the FMCSA A&I website's downloaded Motor Carrier Management Information System (MCMIS) crash records there have been three (3) fatalities resulting from collisions involving passenger carrier vehicles in South Carolina through 7/22/2016 of CY 2016.

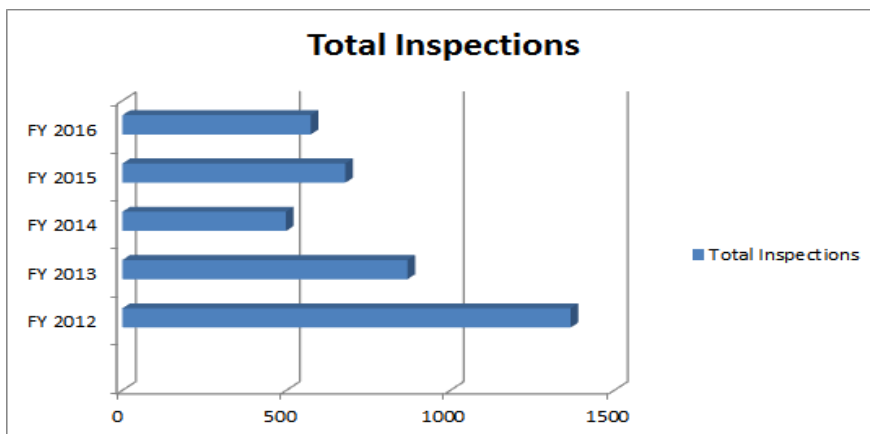


South Carolina uses the following formula in calculating the rate per 100 million VMT: Vehicle miles traveled divided by the number of fatalities times 100 million.

South Carolina officers have worked closely with FMCSA Investigators during compliance investigations on passenger carrier companies this year by providing assistance conducting the passenger carrier vehicle inspections. This has been a beneficial partnership in a number of ways; it has allowed State Transport Police field enforcement officers to develop working relationships with FMCSA investigators they may otherwise have very little interaction with and by achieving the ultimate goal of ensuring passenger carrier operations and vehicles are being operated according to the Federal Motor Carrier Safety Regulations to ensure the safety of their passengers and the motoring public. Passenger Carrier Certified Officers also provided assistance to our New Entrant Safety Auditors by conducting vehicle inspections during seven (7) new entrant safety audits conducted on passenger carrier companies through July 8 of FY 2016.

From FY 2012 through FY 2015 passenger carrier inspections decreased 50.26% from 1,367 in FY 2012 to 680 in FY 2015 (see figure 1 below). There are a couple of major factors that have contributed to the reduction of passenger carrier vehicle inspections being conducted in South Carolina. South Carolina has passed legislation exempting intrastate passenger carrier vehicles under 16 passengers from roadside inspection. Also, due to a recent policy change at FMCSA, there has been a significant reduction in the number of terminal inspections conducted which was traditionally a core component of our passenger vehicle inspection program.

South Carolina has conducted 571 passenger vehicle inspections for FY 2016 according to FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/22/2016, including current year-to-date information for 2016 which has exceeded the goal of 500 passenger carrier inspections for FY 2016 by (14%). South Carolina conducted 680 passenger carrier inspections in FY 2015 which exceeded the projected goal of 500 passenger carrier inspections by (36%).



Federal Fiscal Year	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Total Inspections	1367	869	499	680	571

\*Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/22/2016, including current year-to-date information for 2016.

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

#### Instructions:

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

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

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	3	0	0.0058
01/01/2014	12/31/2014	3	0	0.0060
01/01/2013	12/31/2013	2	0	0.0040
01/01/2012	12/31/2012	1	0	0.0020
01/01/2011	12/31/2011	4	0	0.0082

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

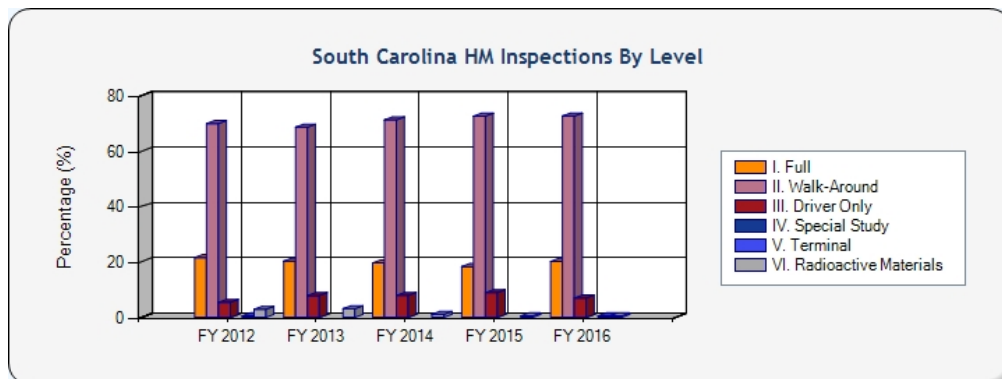
Actual Outcome is calculated by per 100 million VMT. Federal Motor Carrier Safety Administration's A&I Website captured date 7/22/2016. Year VMT LIVES VMT RATE 2015 51,723,000,000 3 0.058 2014 49,950,000,000 3 0.060 2013 48,986,000,000 2 0.004 2012 49,063,000,000 1 0.002 2011 48,730,000,000 4 0.082

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

During FY 2015, South Carolina conducted a total of 45,414 inspections, 4,829 or (10.63%) of these were hazardous material inspections. South Carolina's projected goal for hazardous material inspections in FY 2015 was 4,800 which was (10%) of the projected goal of total inspections. South Carolina conducted 4,829 hazardous material inspections in FY 2015 exceeding the goal of 4,800 inspections by (.60%).

During FY 2016, according to FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/22/2016, South Carolina has conducted 32,238 total inspections, 3,437 or (10.66%) of these were hazardous material inspections. During FY 2015 in the same time period (October 1, 2014 through July 22, 2015) according to SafetyNet Reports South Carolina conducted 36,954 total inspections with 3,926 or (10.62%) being hazardous material inspections. Although slightly fewer inspections and hazardous material inspections were conducted in FY 2016 when compared to the same period in FY 2015, greater than (10%) of the total inspections conducted continue to be hazardous material inspections. South Carolina indicated in the 2016 CVSP a goal of 4,500 hazardous material inspections which was (10%) of the overall inspection goal of 45,000 inspections. South Carolina will strive to reach these projected goals by the conclusion of FY 2016.





South Carolina HM Inspections By Level

Inspection Level	FY 2012			FY 2013			FY 2014			FY 2015			FY 2016		
	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total
I. Full	50	1,228	1,278	49	1,131	1,180	24	1,073	1,097	16	878	894	27	676	703
With OOS Viol (Level I)	6	233	239	8	212	220	5	251	256	2	183	185	5	137	142
II. Walk-Around	0	4,132	4,132	0	3,990	3,990	0	3,977	3,977	25	3,514	3,539	15	2,515	2,530
With OOS Viol (Level II)	0	301	301	0	313	313	0	425	425	2	341	343	5	241	246
III. Driver Only	1	319	320	0	459	459	4	437	441	1	434	435	0	244	244
With OOS Viol (Level III)	0	4	4	0	10	10	0	18	18	0	21	21	0	6	6
IV. Special Study	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
With OOS Viol (Level IV)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
V. Terminal	2	0	2	0	0	0	0	0	0	0	0	0	1	1	2
With OOS Viol (Level V)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VI. Radioactive Materials	0	173	173	0	182	182	0	63	63	0	3	3	0	1	1
With OOS Viol (Level VI)	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>53</b>	<b>5,852</b>	<b>5,905</b>	<b>49</b>	<b>5,762</b>	<b>5,811</b>	<b>28</b>	<b>5,550</b>	<b>5,578</b>	<b>42</b>	<b>4,829</b>	<b>4,871</b>	<b>43</b>	<b>3,437</b>	<b>3,480</b>

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/22/2016, including current year-to-date information for FY 2016. The data presented above are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.

South Carolina's goal as established in the 2015 CVSP is to reduce the fatality collision rate involving vehicles hauling a placarded amount of hazardous materials to .003 per 100 million VMT in calendar year CY 2015, South Carolina's collision rate for CY 2015 was .0058 per 100 million VMT. There were five (5) fatalities in CY 2015 resulting from three collisions involving vehicles that were required to be placarded. Three (3) of the fatalities resulted from one (1) collision involving a cargo tank. This collision involved three (3) other vehicles and resulted in very serious injuries to another individual. This was one (1) of two (2) serious and high profile collisions that occurred in South Carolina during CY 2015 involving a cargo tank hauling a placarded amount of hazardous materials and multiple vehicles. The other collision involved nine (9) vehicles and resulted in seven (7) injuries. In both instances, the vehicles ignited resulting in increased risk to the motoring public and the closure of interstate highways for an extended period time. Additionally, in both cases, the collision reports indicated the drivers of the cargo tanks had a contributing role in the collisions. South Carolina also experience another very serious collision involving a cargo tank vehicle that was not hauling hazardous materials involving four (4) other vehicles that resulted in five (5) fatalities. The collision report, in this case, indicated the driver of the cargo tank did not have a contributing role in the collision.

Over the past five years (CY 2011 – CY 2015) there have been 356 collisions involving vehicles that required hazardous material placarding, of these 268 or (75%) were cargo tank vehicles.

CY 2011 - 60 total collisions involving vehicles that required hazardous material placarding with 46 or (76%) being cargo tank vehicles.

CY 2012 - 63 total collisions involving vehicles that required hazardous material placarding with 43 or (68%) being cargo tank vehicles.

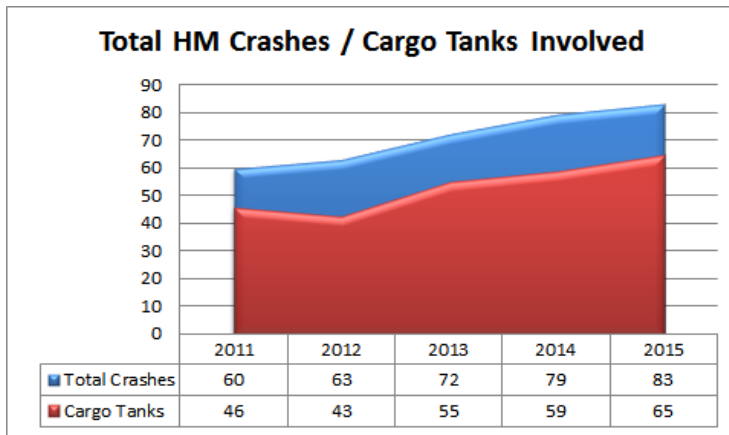
CY 2013 - 72 total collision involving vehicles that required hazardous material placarding with 55 or (76%) being cargo tank vehicles.

CY 2014 - 79 total collision involving vehicles that required hazardous material placarding with 59 or (75%) being cargo tank vehicles.

CY 2015 - 83 total collision involving vehicles that required hazardous material placarding with 65 or (78%) being cargo tank vehicles

(See Chart Below).





According to the FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 07/22/2016, including crash records through 03/31/2016, preliminary reports indicate there have not been any fatalities in South Carolina involving vehicles that are required to be placarded. The data presented is subject to update as new or additional information may be reported to MCMIS following the snapshot date.

[http://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/FMCSA\\_StrategicPlan\\_2012-2016.pdf](http://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/FMCSA_StrategicPlan_2012-2016.pdf)

The July 2016 release of crash records includes State-reported crashes based on the July 22, 2016, MCMIS data source covering calendar years 2011 – 2016.

<https://ai.fmcsa.dot.gov/CrashStatistics/StateCrashRecord.aspx>

South Carolina's Hazardous Material Enforcement Unit has conducted 804 hazardous material inspections and cited 131 hazardous material violations in the course of special activities and roadside enforcement through 7/11/2016 of FY 2016. During FY 2016 two (2) members of the Hazardous Material Enforcement Unit attended the Cooperative Hazardous Material Enforcement Development Program (COHMED) Conference that was held in San Antonio, TX. All HazMat Trucking Enforcer software packages were updated and used to check transporter's compliance during FY 2016.

Data Source: SafetyNet database captured date 7/12/2016.

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

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

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

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015	6633	6320
10/01/2013	09/30/2014	6691	3338
10/01/2012	09/30/2013	8620	4044
10/01/2011	09/30/2012	9268	3787
10/01/2010	09/30/2011	9281	4048



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



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

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015		3734
10/01/2013	09/30/2014		2168
10/01/2012	09/30/2013		3364
10/01/2011	09/30/2012		2991
10/01/2010	09/30/2011		3268

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

FY 2011 through FY 2015 CMV Traffic Enforcement Stops were captured through A&I, capture date ended 6/22/2016. All citation data is captured by the SCDPS's Public Contact Reporting Manager system. While this system does provide the total number of traffic enforcement stops, it does not distinguish between CMV and Non-CMV stops. STP is currently working with our Information Technology Office to develop the capability to capture and report the Non-CMV numbers as requested.

## 5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP

### Instructions:

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

#### Activity #1

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

South Carolina will provide qualified speakers to social events such as city and county festivals, Law Enforcement Expo's, church activities, school career fairs and trucking association conferences as well as insurance, forestry and farmer conferences. STP will expend approximately two (2) personnel hours per event/request. STP will continue to host annual CMV Safety Fairs. STP is utilizing social media to deliver safety messages. A Twitter account has been setup and we are using it to communicate to the general public of any news, incidents, etc. STP will also monitor and update its website as needed to include links to our federal and state partners.

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

STP will monitor the total number of speaking engagements and compare to the previous year. STP conducted 52 of the 75 predicted, which equates to 69.33% completed. STP's Community Relations Officer (CRO) will track and report all social, educational, industry or media events. These presentations to state and local entities, the trucking industry, county and municipal schools, colleges and universities are intended to promote commercial vehicle and highway safety.

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

STP officers, including the CRO have conducted a total of 45 Safety Talks thus far in FY 2016. STP held three (3) Safety-Breaks in rest areas on highly traveled holidays (Labor Day, Thanksgiving, and Independence Day) to discuss safe driving operations around CMVs and demonstrated the No-Zone areas around commercial vehicles. Fact sheets are distributed yearly to all STP Regions aiding officers in speaking engagements.

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

We discovered a need to more frequently update STP's website information for the industry and public. STP's website was updated to include a new form that allows companies and organizations to request safety talks and specify the subject areas they would like covered. We also found that there was very little social media presence for STP. A Twitter account was established to relay our safety messages, dates, times and locations of events, training for industry and the public. It also includes general information on getting started in the trucking industry, including vehicle and driver licensing and hazardous material guidelines. We created new outreach literature to assist the industry, law enforcement, and the general public in ways to contact us by traditional means as well as through social media.

#### Activity #2

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

STP in conjunction with other law enforcement agencies and the SC Department of Public Safety Office of Highway Safety utilizes safety displays to target the public at major events. STP continues to hand out Air Brake Adjustment, Safe Driver, No Zone, Intrastate brochures, Passenger carrier brochures, Operation Roadcheck pamphlets and other safety brochures as inventory allows. STP held three (3) Safety Breaks on highly traveled holidays (Labor Day, Thanksgiving, and Independence Day) to discuss safe driving operations around CMVs and demonstrated the No-Zone areas around commercial vehicles.

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

STP's CRO will insure that media is made aware of STP events including, but not limited to Operation Roadcheck, Operation Air Brake specials, Passenger Carrier Strikeforce and other safety initiatives participated in by STP and our Federal partners. The number of events supported and number of man hours will be tracked and reported. STP will monitor outreach and participation by conducting surveys after each event presentation. STP's CRO will provide monthly progress reports to STP HQ law enforcement personnel. STP will evaluate this information to ensure presentations are effective.

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

STP conducted a total of four (4) events that involved media outreach to the general public as well as the commercial industry. Through these events our aim as always is to reach the public and the commercial industry for educational issues and awareness of safe operating practices as vehicles interact while sharing the roadway. A list of events conducted by STP's CRO or other designated staff are as follows: • Operation Roadcheck outreach/media component – 24 total man hours • Holiday Safety Breaks (located at various rest areas throughout the state during high travel holidays) - 72 total man hours • Operation Airbrake outreach/media component – four (4) total man hours • Motor Coach Strikeforce outreach/media component – six (6) total man hours.

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

STP will continue to seek public outreach events while participating in activities such as Operation Roadcheck, Operation Airbrake and Operation Safe Drive. STP also plans to continue the Safety Break initiatives during our most heavily traveled holidays and conduct three separate events during FY 2016. In order to better track public and industry educational events, we have developed a better form to track these activities as it pertains to person hours, number of personnel assigned, number of attendees and topics discussed along with any special interest topics addressed.

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

### Instructions:

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

#### Activity #1

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

STP will place focused emphasis on training and enforcement on Operating Authority. This focus will be an effort to ensure officers are able to more accurately and regularly identify carriers operating either without or beyond the scope of their Operating Authority. It will further assist officers in providing education in addition to enforcement when faced with carriers that are found not in compliance with Federal Regulations.

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

STP's first goal is to have all officer/inspectors receive advanced training in Operating Authority. Once that goal is achieved, the second goal is to achieve a 100% check rate for all carriers that receive an inspection. STP will deploy Aspen 3.0 to all officers by November 1, 2015 providing training on the new Automated Out-of-Service (O.O.S.) and Operating Authority status check feature. Included in the audit procedures will be the requirement for supervisory personnel to ensure that appropriate enforcement action is taken when a carrier is found to be operating with no or improper Operating Authority.

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

All STP officers and investigators attended In-Service Training that included instruction and discussion on Operating Authority. The training covered general requirements and exemptions regarding Federal Regulations as well as Department specific policies, goals and objectives when conducting inspections and when encountering carriers without any/proper Operating Authority. STP's deployment of ASPEN 3.0 to all officer/investigators was completed by the end of CY 2015. From 01/01/2016 to 6/30/2016, officers/inspectors have achieved a 98.15% check rate for Operating Authority. In addition to In-Service Training, Operating Authority was added as a block of instruction for STP's Field Training Program for our new Field Training Officers. This will ensure that new officers receive training on Operating Authority and are able to take appropriate enforcement action.

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

Both Headquarters and Regional Supervisors will continue to audit inspections to ensure that appropriate enforcement action is taken when a carrier is found to be operating with no or improper Operating Authority.

## Basic & Incentive CMV Safety Objectives

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

### 1 - Crash Reduction Goal

#### Instructions:

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

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

South Carolina is committed to working with FMCSA and other stakeholders to reduce the large truck and bus fatal crash rate to 0.170 per 100 million vehicle miles traveled (VMT) by the end of CY 2018. For the calendar years 2011 through 2015 the average rate of large truck and bus involved fatal collisions is 0.0176 per 100 millions VMT in South Carolina.

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

In order to reach South Carolina's ultimate goal of "Target Zero" traffic fatalities, we realize that we must utilize a multi-faceted approach to accomplish our mission. In years past we chose to target our high crash corridors and monitor all enforcement efforts and crashes that occurred on these roadways without regard to the severity of the collisions. By zeroing in on severe collisions, incapacitating and fatal, we aim to make a bigger impact toward the success of our mission of no fatal collisions.

While exploring best practices for the elimination of all fatal crashes, we have taken a two pronged approach.

1. We examined corridors that experience severe collisions or collisions that involve incapacitating and/or fatal injuries.
2. In analyzing collision data, a pattern emerged indicating serious collisions were on the rise into the early evening hours between 6 P.M. and 6 A.M..

In response to the increase in the number of overall collisions and fatalities in CY2015, South Carolina will continue to monitor these numbers and make adjustments in enforcement efforts and manpower allocation should the trend continue into CY2016 or beyond.

#### **1. Corridors of Concern**

In the review of all **serious** crash data for CY2015, the following was observed. Although we are not focusing **all** of our enforcement efforts on any designated set of roadways, the crash data indicates a set of corridors that are of concern. These highways are listed below. These corridors will be staffed according to the findings presented by crash data along with other areas of concern.

- Interstate 26
- Interstate 85
- Interstate 95
- Interstate 20
- Interstate 77
- US 17
- US 25
- US 76
- US 21
- US 52

On these routes, 52 (53.06%) of all serious collisions occurred between 6:00 A.M. - 6:00 P.M. and 46 (46.94%) occurred between 6:00 P.M. - 6:00 A.M. which equates to 6 fewer (6.12%) serious collisions between the time periods. Due to this negligible difference, both time periods are of equal concern.

#### **2. Time Frames of Concern**

The data identified previously indicates a pattern concerning crash severity during the hours of 6:00 P.M. - 6:00 A.M. and the facts

presented in the research indicate that crashes during these hours have a significant increase in severity, which presents a unique problem that will be addressed through a combination of enforcement and outreach efforts. Personnel assignments are based upon crash data and CMV traffic patterns. Although the majority of all crashes occur during the hours of 6:00 A.M. - 6:00 P.M., careful consideration will be given when staffing areas of responsibility during the hours of 6:00 P.M. - 6:00 A.M. due to the facts gleaned from recent research. In light of the increase in injury crashes and fatalities into the 6:00 P.M. to 6:00 A.M hours, on at least a monthly basis each Region will conduct a Nighttime Enforcement Blitz in order to address the trend of increased fatalities during those hours.

***Enter Data Source Capture Date:***

07/21/2016

***Enter Data Source:***

Top 10 Corridors captured from SAS. 7/21/2016. Injury and Fatal Crash Statistics from M.C.M.I.S., captured 8/2/2016.

***Enter Crash Reduction Goal***

1. South Carolina will implement strategies to address concerns on our corridors that experience the majority of serious collisions, with increased concentration during the hours of 6:00 P.M.-6:00 A.M. During CY2015, between the hours of 6:00 P.M. through 6:00 A.M., 46 crashes occurring on the indicated corridors of concern were categorized as serious in nature. During CY2014, between the hours of 6:00 P.M. through 6:00 A.M., 37 crashes occurring on the indicated corridors of concern were categorized as serious in nature, a 4.32% increase or 9 more serious collisions when compared to CY2015. 2. South Carolina will implement strategies to influence a substantial reduction in serious (fatal and incapacitating injury) collisions, with special emphasis between the hours of 6:00 P.M. through 6:00 A.M., the time of day that our data indicates there to be a considerable increase in serious crashes. During CY2015, between the hours of 6pm through 6am, 109 crashes were categorized as serious in nature. During CY2014, between the hours of 6:00 P.M. through 6:00 A.M., 76 crashes were categorized as serious in nature, a 43.42% increase or 33 more serious collisions when compared to CY2015. South Carolina's ultimate goal, "Target Zero", is to eliminate highway traffic fatalities. In our journey to find this goal as complete, we must methodically address the major issues in our crash picture in hopes of eliminating them. To address this spike during the hours of 6:00 P.M. through 6:00 A.M., South Carolina's goal is to reduce all serious crashes by half. We aim to see a 50% reduction, 55 less serious crashes, throughout this term during the hours indicated. This reduction is inclusive of all corridors across South Carolina.

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

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

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

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

1. Although CMV-related crashes do occur on all corridors across the state, ten corridors have proven to be alarming for the potential for serious crashes, especially during the hours of 6:00 P.M. through 6:00 A.M. In our efforts at targeting the areas of concern, South Carolina has identified the top counties that encompass the corridors. Highly visible traffic enforcement initiatives will be conducted on these indicated corridors during the times of day that have indicated areas of concern in relation to serious collisions. In addition to these enforcement activities conducted, HQ staff will select one month each quarter to conduct our aforementioned Safe DRIVE program that will encompass some of these corridors. In addition, when practical, officers will be allowed to work overtime hours focusing their enforcement actions on eliminating unsafe driving behavior in these indicated areas. During these activities, all available personnel will conduct highly visible enforcement efforts on indicating unsafe driving practices utilized by all vehicles as they interact while sharing the roadway.

2. Of all the serious crashes occurring across the state, South Carolina has indicated the top crash counties in each region that present the greatest concern during the hours of 6:00 P.M. through 6:00 A.M. Highly visible traffic enforcement initiatives will be conducted in these indicated counties, placing enhanced attention on the times of day that have indicated areas of concern in relation to serious collisions. In addition to these enforcement activities conducted, HQ staff will select one month each quarter to conduct our aforementioned Safe D.R.I.V.E. Program. During these activities, all available personnel will conduct highly visible enforcement efforts on indicating unsafe driving practices utilized by all vehicles as they interact while sharing the roadway. In addition, when practical, officers will be allowed to work overtime hours focusing their enforcement actions on eliminating unsafe driving behavior in these indicated areas.

Due to driver error being the overwhelming factor in all collisions, South Carolina focuses its enforcement efforts on driver-related violations known to be contributing factors in CMV crashes. Although traffic enforcement is profoundly important to eliminating highway traffic fatalities, it is not the only focus. Over the last few years, South Carolina has bolstered its education and detection of hours of service violations. During all of our enforcement efforts, all personnel utilize 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.

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

#### **Performance Measure 1**

South Carolina has indicated what geographical areas of the state are most affected by serious crashes and will direct enforcement efforts in areas of concern during identified time periods including additional emphasis between the hours of 6:00 P.M. and 6:00 A.M. South Carolina will monitor and record all activities conducted during these times to ensure proper management of the time utilized such as:

- Number of inspections and the violations associated with these inspections



- Number of citations and warnings issued
- Personnel (FTEs) assigned during these hours
- Crashes occurring during the indicated times

Enforcement activity will be monitored on a weekly basis and as crash data becomes available. This data will be used to strategically adjust our enforcement efforts to meet any fluctuating trends that develop.

**Performance Measure 2**

South Carolina has indicated what corridors that are most affected by serious crashes and will direct additional enforcement resources to these specific roadways with particular importance placed on time between the hours of 6:00 P.M. and 6:00 A.M. South Carolina will monitor and record all activities conducted during these times to ensure proper management of the time utilized such as:

- Number of inspections and the violations associated with these inspections
- Number of citations and warnings issued
- Personnel (FTE) hours dedicated to targeted enforcement during identified time periods
- Crashes occurring during the indicated times

Enforcement activity will be monitored on a weekly basis and as crash data becomes available. This data will be used to strategically adjust our enforcement efforts to meet any fluctuating trends that develop.

## 2 - State Safety Data Quality and Information Systems Objective

### Instructions:

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

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

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

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

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

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

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

Federal Motor Carrier Safety Administration's A&I Website captured date 8/3/2016, Data current as of July 22, 2016.

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

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 7	Yes
SSDQ	Good	Yes

Data Sources:

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

Data retrieved from provided FMCSA provided sources (ITD, PRISM, and SSDQ) 6/21/2016.

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

In a five-year span, the total Request for Data Review (RDR) for South Carolina has increased 30.74% from 631 (CY 2011) to 825 (CY 2015). Crash RDRs decreased 7.14% from 56 (CY 2011) to 52 (CY 2015) and inspection RDRs increased 34.43% from 575 (CY 2011) to 773 (CY 2015). As anticipated there was a significant increase in RDRs for the violation adjudication changes since August 2014 (see Figure below).

South Carolina failed to maintain an overall good rating in part due to a vacancy in the MCSAP Analyst position with the Office of Highway Safety. The MSCAP analyst position was vacant for eight months from September 2015 to mid-June 2016. Without staff dedicated to monitoring and correcting mismatches the data quality for crash accuracy steadily declined since January 2016. A new analyst has been hired and she will work diligently to improve data quality and maintain a "Good" rating in all data quality areas for Crash data in South Carolina.

Request for Data Review (RDR)						
Request Type	CY 2015 RDRs	CY 2014 RDRs	CY 2013 RDRs	CY 2012 RDRs	CY 2011 RDRs	Percentage differences
<b>Crash Event</b>	<b>52</b>	<b>81</b>	<b>87</b>	<b>118</b>	<b>56</b>	<b>-7.14%</b>
Crash - Assigned to Wrong Carrier	25	42	37	45	25	0.00%
Crash - Assigned to Wrong Driver	1	1	1	3	1	0.00%
Crash - Not Reportable	15	20	19	17	19	-21.05%
Crash - Duplicate Record	6	7	12	33	3	100.00%
Crash - Missing Record	0	1	1	0	1	-100.00%
Crash - Incorrect Information	5	10	17	20	7	-28.57%
<b>Inspection Event</b>	<b>773</b>	<b>800</b>	<b>677</b>	<b>721</b>	<b>575</b>	<b>34.43%</b>
Inspection - Report Request	302	302	184	288	128	135.94%
Inspection - Incorrect Violation	212	223	230	178	172	23.26%
Inspection - Assigned to Wrong Carrier	130	164	167	187	203	-35.96%
Inspection - Assigned to Wrong Driver	11	9	6	16	25	-56.00%
Inspection - Missing Record	5	9	6	2	19	-73.68%
Inspection - Duplicate Record	0	3	3	0	4	+100.00%
Inspection - Incorrect Information	67	85	81	50	24	179.17%
Inspection - Citation with Associated Violation	46	5	0	0	0	
<b>Total</b>	<b>825</b>	<b>881</b>	<b>764</b>	<b>839</b>	<b>631</b>	<b>30.74%</b>

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

The new MSCAP crash analyst was hired on June 17, 2016, and received two days of intensive one-on-one training with David Hetzel, FMCSA Project Manager with the National Institute for Safety Research, a USDOT/FMCSA contractor. With Mr. Hertzell's guidance and instruction the MSCAP analyst has built several queries to identify and correct data accuracy problems (driver, vehicle, and carrier) before they are uploaded. These queries will be utilized on a weekly basis prior to uploading the data as part of the standard data quality process. The analyst has employed the Non-matched Records Report and has updated approximately 175 non-matched

records. The analyst has also made extensive use of tools provided by FMCSA such as SAFER, VIN Decoder, and Query Central. The rating will continue to improve as the analyst continues to employ all the tools and reports available to her.

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

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

### 3 - Passenger Carrier Enforcement

#### Instructions:

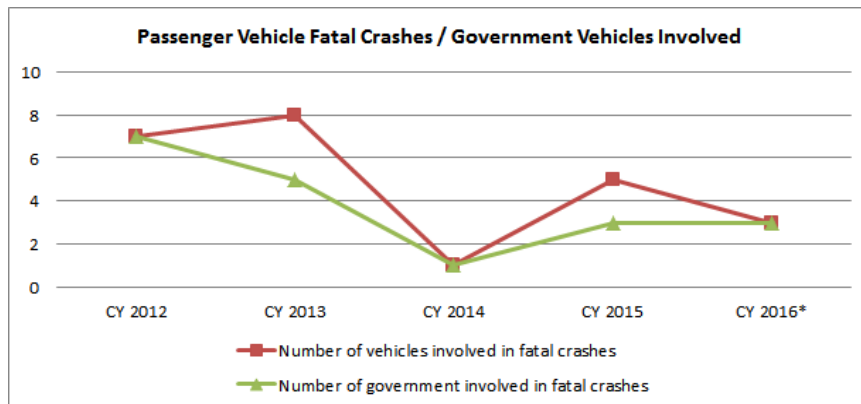
We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with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

#### Check this box if:

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

#### Problem Statement Narrative: Describe problem identified by performance data.

Passenger carriers present a unique concern due to the magnified potential for injuries and fatalities when a crash or mechanical condition occurs. According to the Federal Motor Carrier Safety Administration's A&I Website, approximately 12,818 interstate passenger carrier companies operate in the United States. South Carolina has 336 private and for hire carriers with a DOT Number. From CY 2012 through 7/22/2016, of CY 2016, preliminary reports indicate there have been 24 passenger carrier vehicles involved in fatal collisions according to FMCSA's A&I Website MCMIS Downloaded State Records. Of the 24 passenger carrier vehicles involved in fatal collisions 19 (79%) of these vehicles were government owned and operated vehicles that are exempt from most federal regulations.



Summary	CY 2012	CY 2013	CY 2014	CY 2015	CY 2016*
Number of vehicles involved in fatal crashes	7	8	1	5	3
Number of government vehicles involved in fatal crashes	7	5	1	3	3

(Information provided by the Federal Motor Carrier Safety Administration's A&I Website South Carolina – State Data Summary Report); Data snapshot 7/22/2016, including crash records through 03/31/2016.

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

Special activities will be conducted and be driven by the statistical information derived from collision data observable trends. South Carolina has 41 passenger carrier certified inspectors and will strive to get the required number of inspections to maintain their certification through origin or destination inspections, special events and assisting FMCSA or STP's Motor Carrier Compliance Investigators / New Entrant Safety Auditors by conducting terminal inspections in conjunction with compliance investigations and/or safety audits. Conducting passenger carrier vehicle Level I or Level V inspections presents unique challenges because of the necessity of ramps to inspect the undercarriage components, as such completing 328 Level I or Level V inspections can be challenging and difficult during the previously mentioned activities. As a last resort South Carolina will conduct passenger carrier terminal inspections during the last two (2) months of our certification year (calendar year) in order to maintain the passenger carrier certifications of our officers.

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

South Carolina will continue to ensure the physical integrity of passenger carrier vehicles and the fitness of the drivers operating them through compliance reviews, driver/vehicle inspections and education. South Carolina will continue our partnership with our state FMCSA Investigators by providing assistance with passenger carrier vehicle inspections during compliance investigations upon request. South Carolina will encourage enhanced vigilance concerning traffic enforcement on passenger carrier operators during traffic specials and daily enforcement activities. South Carolina's Motor Carrier Compliance Unit will promptly address interventions pertaining to passenger carrier operations. The State of South Carolina will conduct 538 passenger carrier inspections through roadside enforcement, strike force and special activities in FY 2017. South Carolina will conduct passenger carrier safety initiatives, targeting unsafe driver behaviors such as speeding, following too closely, operating in violation of an out-of-service order and hours of service violations. During enforcement activities officers will verify the active federal passenger carrier operating authority of for-hire interstate passenger carriers. South Carolina's goal is to reduce the fatality collision rate involving passenger carrier vehicles to .0087 per 100 million VMT in calendar year CY 2017.

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

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

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

***Program Activities: Additional information regarding how these activities will be implemented.***

South Carolina's goal is to reduce the number of fatal passenger vehicle collisions in CY 2017 through planned and roadside passenger carrier inspections. STP has the following passenger carrier specials planned during FY 2017 with all Regions participating:

- October – State Fair
- March – Camden Cup
- April – Columbia Area
- June – Charleston Area
- September - Rock Hill / Carowinds

Additional special activities will be conducted and be driven by the statistical information derived from collision data and observable trends. South Carolina will continue our partnership with FMCSA's Investigators by providing passenger carrier certified officers to conduct vehicle inspections during compliance investigations on passenger carrier companies. STP's Motor Carrier Compliance Unit will conduct and/or assist FMCSA Investigators with enhanced compliance investigations on passenger carrier operations as assigned or requested. More information concerning compliance investigations of passenger carrier operations will be detailed in section 4.4 of this document.

South Carolina will conduct passenger carrier outreach sessions quarterly during FY 2017. This program will be deployed in different regions throughout the state to accommodate all South Carolina passenger carrier companies that would like to attend. This outreach program will be multifaceted by providing educational sessions and the opportunity for companies to bring their vehicles to be inspected by passenger carrier certified officers. The vehicle inspections will allow companies to ensure their vehicles are in compliance with the Federal Motor Carrier Safety Regulations and safe before transporting passengers. Prior to performing the inspections, the STP Passenger Carrier Inspection Program Manager will confer with FMCSA Division Staff to prevent interference with any planned investigation or other action pending against the carriers requesting vehicle inspections.

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

**Performance Measurement 1**

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

**Performance Measurement 2**

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

**Performance Measurement 3**

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

**Performance Measurement 4**

- Number of passenger carrier outreach sessions
- Nnumber of passenger carrier vehicle inspections conducted at each event
- Number of attendees at each event



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

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

**Check this box if:**☐

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

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

64

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

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

**Performance Objective: Enter performance objective(s).**

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

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

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

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

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

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

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

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

The STP 'State' tab portion of ASPEN includes mandatory checkbox fields for officers/inspectors to indicate they have checked each motor carrier roadside for any outstanding Federal OOS orders. STP deployed Aspen 3.0 to all officers in the last quarter of 2015 and provided training on the new mandatory Out-of-Service (OOS) and Operating Authority status check features.

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

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

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

## 5 - Hazardous Materials Transportation Safety

### Instructions:

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

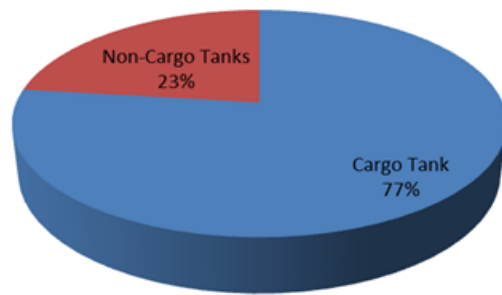
### Check this box if:

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

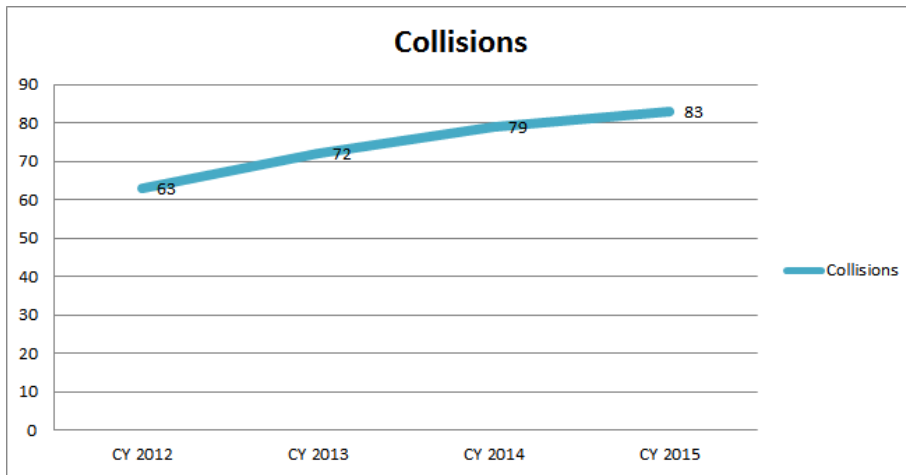
### Problem Statement Narrative: Describe problem identified by performance data.

Over the past five years (CY 2011 – CY 2015), 357 CMVs that require HM placarding were involved in collisions with 13 or (3.64%) involved in fatal collisions. Of the 13 vehicles requiring hazardous material placards in fatal collisions (10) or (76.92%) of them were cargo tank vehicles. There was a total of 17 fatalities resulting from the 13 collisions with 14 of the fatalities resulting from collisions involving cargo tank vehicles. Drivers of the cargo tank vehicles involved in the (10) fatal collisions were identified as contributing to the collision in four (4) or (40%) of these collisions. Additionally, of the 357 CMV collisions involving vehicles that were required to be placarded 268 or (75%) were cargo tank vehicles. During the past four years (CY 2012 – CY 2015) collisions involving all vehicles that were required to be placarded have risen (35.48%) from 63 collisions in CY 2012 to 83 in CY 2015. (See Charts Below)

**HM Fatal Collisions CY 2011 - CY 2015**



Total HM Fatal Collisions	13
Cargo Tank	10
Non-Cargo Tanks	3



<https://ai.fmcsa.dot.gov/CrashStatistics/rptHazmat.aspx?rpt=HMPL>

FMCSA Motor Carrier Management Information System ([MCMIS](#)) data snapshot as of 07/22/2016, including crash records through 03/31/2016.

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

Collision records collected through FMCSA's A&I Website MCMIS Downloaded State Records from CY 2012 through 7/22/2016 of CY 2016, indicate cargo tank vehicles are linked to (76.92%) of the fatal collisions involving vehicles that are required to display hazardous material placards. Additionally, During the past four years (CY 2012 – CY 2015) collisions involving all vehicles that were required to be placarded have risen (31.75%) from 63 collisions in CY 2012 to 83 in CY 2015.

South Carolina will dedicate resources to ensure cargo tank vehicles are maintained properly and operated within the proper specifications for the products being transported through roadside enforcement, new entrant safety audits and compliance investigations, as assigned. South Carolina's goal is to reduce the fatality collision rate involving vehicles hauling a placarded amount of hazardous materials to .0051 per 100 million VMT in calendar year CY 2017. South Carolina's goal is to conduct 3,986 hazardous material inspections during FY 2017.

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

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

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

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

South Carolina will continue to procure and/or update equipment and software as needed to ensure compliance with the Code of Federal Regulations. South Carolina's Motor Carrier Compliance Unit will conduct compliance investigations on hazardous material carriers and shippers as assigned to ensure compliance with all federal safety regulations. South Carolina will participate in Hazardous Material and Level VI program meetings during biannual CVSA conferences to stay abreast of current hazardous material regulations and proposed rule or procedure making items of interest. South Carolina will broaden our HM Program and continue our COHMED Conference attendance.

South Carolina's Hazardous Material Enforcement Unit will conduct enforcement specials quarterly and will focus on cargo tank enforcement to ensure that cargo tank vehicles are maintained properly and that cargo tanks meet applicable specifications for the material that is transported. South Carolina's Hazardous Material Enforcement Unit will conduct enforcement specials in identified crash corridors, hazardous material transportation routes and locations of concentrate cargo tank traffic such as cargo tank loading facilities throughout the state. South Carolina's Hazardous Material Enforcement Unit will conduct each special for a week and utilize all members of the unit when possible. We estimate approximately 160 man hours per special totaling 640 man hours for these enforcement efforts during FY 2017. South Carolina will seek advanced training opportunities for the Hazardous Material Enforcement Unit, and explore the use of HM Regulation software. Additionally, members of the Hazardous Material Enforcement Unit will seek opportunities to work with field enforcement personnel across the state to provide guidance concerning all applicable hazardous material and cargo tank regulations.

***Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.*****Performance Measurement 1**

STP's Statistical and Research Analyst will monitor inspections and compliance investigations involving the shipment or carriage of Hazardous Materials. Out-of-Service violation trends will be identified on a monthly basis for dissemination to headquarters enforcement personnel and Region supervisors to assist with scheduling and special operations. These activities will be performed in an effort to meet the HM fatality reduction goal.

**Performance Measurement 2**

The number of training events, conferences/meetings attended and the total number of staff hours utilized for both will be captured quarterly.

## 6 - State-Identified Objective (Optional)

### Instructions:

*Describe any other identified State-specific objectives.*

#### State Objective #1

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

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

##### **Problem Statement Narrative: Describe problem identified by performance data.**

South Carolina has identified unsafe/improper driver behavior as a primary contributing factor in CMV collisions, and more specifically fatalities. These behaviors include, but are not limited to: driver impairment, failing to wear seat belt, speeding, improper lane changes, following too closely, fail to yield the right of way, and fatigue. A decision was made by South Carolina to include an emphasis area of distracted driving based on many factors including all available crash data, a current review of the national research (as mentioned below) indicates that many of the fatal and severe-injury crashes occur result from distracted driving. The data analysis reflected in this section adheres to the standard definition of distracted driving as just presented. Driver distraction or inattention is listed as a possible contributing factor to a collision on South Carolina's collision report form. Cell phone use and texting are also listed on the report form. All four factors are included in the analysis of distracted driving-related collisions. In South Carolina, distracted driving (including Inattention, texting, or cell phone use) was shown as a contributing factor in an increasing number of serious injury and fatal collisions since 2011. 2011: 137 total collisions (4 fatal and 133 serious injury) 2012: 176 total collisions (11 fatal and 165 serious injury) 2013: 194 total collisions (12 fatal and 182 serious injury) 2014: 206 total collisions (3 fatal and 203 serious injury) 2015: 204 total collisions (9 fatal and 195 serious injury) Studies show that texting simultaneously involves manual, visual, and mental distraction and is among the worst of all driver distractions. According to a study published by the National Highway Traffic Safety Administration in 2011, an estimated 3,000 deaths and approximately 400,000 injuries occur annually as a result of distracted driving-related motor vehicle collisions. Based on FMCSA's MCMIS data source covering Calendar Years 2012 – 2015 crashes involving parked vehicles, which can often be associated with distracted driving, was identified as a problem area for South Carolina. Since FY 2013, using a Hand-Held Mobile Telephone while operating a commercial motor vehicle is among the top 10 violations cited to commercial drivers in South Carolina. Year / Ranking 2012 / 19th 2013 / 9th 2014 / 9th 2015 / 10th

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

D.R.I.V.E. is a comprehensive 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 first two parts of the program involving Outreach and Education are aimed at highlighting and addressing the unsafe driving behaviors before they occur, therefore generating voluntary compliance by drivers. The third part of the program involves Enforcement which is aimed at reducing the number of collisions through highly visible traffic enforcement efforts in known high crash areas. Officers will focus their enforcement efforts on Commercial Motor Vehicles to monitor driver behavior, check compliance of Federal Regulations and enforce S.C. State Law to ensure safety in and around CMVs throughout the targeted areas. Outreach- South Carolina plans to improve all South Carolina domiciled Interstate and Intrastate driver's behavior, to reduce the incidences of distracted and impaired driving behaviors through increased public awareness and education. South Carolina plans to make contact with all South Carolina Domiciled carriers that are involved in fatal collisions or are involved in numerous collisions in an attempt to prevent future occurrences. The number of presentations will be based on a by occurrence basis. Education - South Carolina plans to highlight the negative consequences of distracted and impaired driving behaviors, especially in and around commercial motor vehicles. The state plans to conduct at least 12 educational presentations during FY2017. Each presentation will require a minimum of 2 officers to coordinate and run the presentations. Additionally, the CRO and other enforcement officers as needed, will operate "Safety Breaks" at rest areas on a quarterly basis in conjunction with Safe D.R.I.V.E Enforcement Specialists to discuss the materials displayed and be available for all media contact if necessary. These personnel will also field questions from the public and discuss our enforcement initiatives along the specific corridor as it pertains to each individual's trip along the corridor and the impact it has had on them. Enforcement - South Carolina currently has four (4) unmarked D.R.I.V.E. sport utility vehicles and hopes to add three (3) unmarked pickup trucks to deploy throughout the state on a daily basis on our high crash corridors, work zones, and other roadways, as deemed necessary through complaints and noted trends. The sport utility vehicles are rotated throughout the state to different Regions on a quarterly basis. The pickup trucks will be

permanently assigned to officers that have demonstrated proficiency in traffic enforcement. They will be assigned to high crash corridors to reduce collisions and fatalities. South Carolina also plans to conduct quarterly Safe D.R.I.V.E. Enforcement specials on Interstates 85 and 95, as well as bi-annual specials on Interstates 20, 26 and 77. These Enforcement Specials are conducted in partnership with other local, state and federal agencies along shared corridors. During these enforcement efforts, officers will focus their attention on violations of state law and CMV Federal regulations that may lead to or otherwise serve as a catalyst for collisions. In addition to the listed objectives, South Carolina will utilize Media Advisories and Press Releases in advance of the initiatives detailing our safety message of "Target Zero," our planned efforts, and cooperation with other states/agencies.

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

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

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

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

The D.R.I.V.E. Program activities will be completed in three (3) elements: Outreach - South Carolina will seek out South Carolina domiciled carriers that have been involved in fatal collision or have been involved in numerous collisions in an attempt to eliminate the possibility of future collisions/fatalities. Each of the six (6) Regional Commander will conduct a minimum of 6 outreach presentations per calendar year (a total of 36 presentations). Education - South Carolina will develop a curriculum that will be aimed at providing comprehensive hands-on presentations on CMV Safety. Each presentation will consist of multiple safety stations focusing on distracted driving, impaired driving, and unsafe driving behaviors in and around commercial motor vehicles; each one delivering a different piece of an overall highway safety message focused safely operating in and around Commercial Motor Vehicles. Upon completion of all the safety stations, participants will be given an opportunity to drive a go-kart/golf cart type vehicle equipped with Driver Distraction/Impairment Simulation Technology in a controlled environment. This will allow participants to experience what happens when they attempt to operate a motor vehicle while impaired or distracted. These presentations will be made available to motor carriers, high schools, colleges, civic organizations, and other groups throughout the State. The overall intent being to change bad driving behavior. Once the program curriculum has been developed and approved, South Carolina will conduct a minimum of one (1) D.R.I.V.E. Education presentation per month. Enforcement - South Carolina will conduct a Safe D.R.I.V.E. Enforcement Special on the following Interstates at least once per quarter: Interstate 85, and Interstate 95. South Carolina will also conduct a Safe D.R.I.V.E. Enforcement Special on each of the following Interstates at least once bi-annually: Interstate 20, Interstate 26, and Interstate 77. Each Region will also conduct nighttime Enforcement Blitzes on at least a quarterly basis to address the increase in fatalities and collisions occurring during the hours of 6 p.m. to 6 a.m. With six (6) enforcement Regions - a total of 24 Enforcement Blitzes will be conducted.

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

Performance Measurement 1 STP will monitor the number of D.R.I.V.E. Outreach presentations conducted and the number of attendees on a quarterly basis. Performance Measurement 2 Completion of curriculum selection/development and acquire necessary materials for deployment of D.R.I.V.E. Education Program. Performance Measurement 3 STP will monitor the number of D.R.I.V.E. Education presentations conducted and the number of attendees on a quarterly basis.. Performance Measurement 4 STP will monitor the number of D.R.I.V.E. Enforcement Specials conducted along the listed corridors on a quarterly basis. STP will also record the number of enforcement hours, inspections conducted, citations issued, and crashes reported during each special on each specific corridor. Performance Measurement 5 STP will monitor the number of Enforcement Blitzes conducted in each Region and will record the number of enforcement hours, inspections conducted, citations issued, and crashes reported during each special along each specific corridor. Performance

Measurement 6 STP will monitor the number of inspections conducted and citations issued by the unmarked D.R.I.V.E. Enforcement Vehicles.



## Basic & Incentive Enforcement Activities

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

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

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

#### **Instructions for Overview:**

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

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

South Carolina has 80 total full time law enforcement officers who are certified to conduct inspections. 75 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, five administrative officers and three compliance investigators conduct inspections to maintain North American Standard Certifications and as dictated by the protocols in the Electronic Field Operations Training Manual (eFOTM.) All uniformed law enforcement officers are expected to remain vigilant regarding unsafe vehicles when they are not performing administrative/management duties.

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

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

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 such as fatigued operation, medical fitness, operating under the influence, illegal possession of drugs/alcohol, prescription medication and operating equipment presenting an imminent hazard to highway safety. The Performance-Based Brake Tester (PBBT) is utilized on occasion as deemed appropriate.

The number of projected inspections to be conducted in FY2017 was reduced to 38,000 from 45,000 in FY2016 due to higher than expected levels of attrition over the past two years. STP is currently working to hire fourteen additional officers who, when trained, will allow the agency to adjust the goal to a higher level in FY2018.

South Carolina has identified driver errors/actions as the primary cause of traffic collisions, and more specifically traffic fatalities. With this identification, our focus has shifted to Level III inspections over the last several years. In general, the objective of our inspection program is to allow the condition of the vehicle to dictate the level of inspection to be conducted. For example, an officer observes an unsafe action committed by a driver, such as speeding, and initiates a traffic stop. As the officer goes through the Level III procedures, he/she observes an unsafe vehicle condition and the decision

is made to conduct a higher level of inspection to address the unsafe conditions found. The level of inspection is determined by conditions observed during the process. This practice does not preclude other practices such as random inspections and inspections generated by results of the Inspection Selection System at fixed facilities but are utilized heavily in field enforcement activities.

Utilizing this practice has allowed for greater efficiency when conducting inspections by allowing the officer to address acute safety conditions in a case by case basis and not complete a certain level of inspection just to meet a set threshold in that category. Below is an assessment of our driver/vehicle inspection program from FY 2012 through FY 2016. As you will find, the transition to our current process over the last several years has allowed for a reduction in the number of Level I Inspections but has increased our efficiency in our driver and vehicle inspection program without harm to either. This practice has increased our efficiency in driver out-of-service (OOS) rates from 4.15% in FY 2012 to 9.01% in FY 2016. This represents a 117.10% growth in our driver OOS rate over the term and allowed for South Carolina to remain 78.06% higher than the national average in this field for FY 2016. Over this same term, our vehicle inspection has experienced substantial growth as well. This practice has increased our efficiency in our vehicle out-of-service (OOS) rate from 25.44% in FY 2012 to 39.27% in FY 2016. This represents a 54.36% growth in our driver OOS rate over the term and allowed for South Carolina to remain 95.37% higher than the national average in this field for FY 2016.

### Instructions for Performance Goals:

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

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

### Lead Agency

**Lead Agency is:** SOUTH CAROLINA DEPT. OF PUBLIC SAFETY / STATE TRANSPORT POLICE

**Enter the total number of certified officers in the Lead agency:** 80

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	3545	754	166	4465	11.75%
Level 2	7969	2950	60	10979	28.89%
Level 3	21803	280	43	22126	58.23%
Level 4	23	0	0	23	0.06%
Level 5	136	2	269	407	1.07%
Level 6	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>33476</b>	<b>3986</b>	<b>538</b>	<b>38000</b>	

***Funded Agencies***

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

**Enter the name of the Funded Agency:**

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

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

**Non-Funded Agencies**

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

**Summary**

<b>Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies</b>					
<b>MCSAP Lead Agency: SOUTH CAROLINA DEPT. OF PUBLIC SAFETY / STATE TRANSPORT POLICE</b>					
<b># certified officers: 80</b>					
<b>Funded Agencies:</b>					
<b># certified officers: 0</b>					
<b>Number of Non-Funded Agencies:</b>					
<b># certified officers:</b>					
	<b>Estimated Performance Goal</b>				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	3545	754	166	4465	11.75%
Level 2	7969	2950	60	10979	28.89%
Level 3	21803	280	43	22126	58.23%
Level 4	23	0	0	23	0.06%
Level 5	136	2	269	407	1.07%
Level 6	0	0	0	0	0.00%
<b>Total ALL Agencies</b>	<b>33476</b>	<b>3986</b>	<b>538</b>	<b>38000</b>	

## 2 - Traffic Enforcement

### Instructions:

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

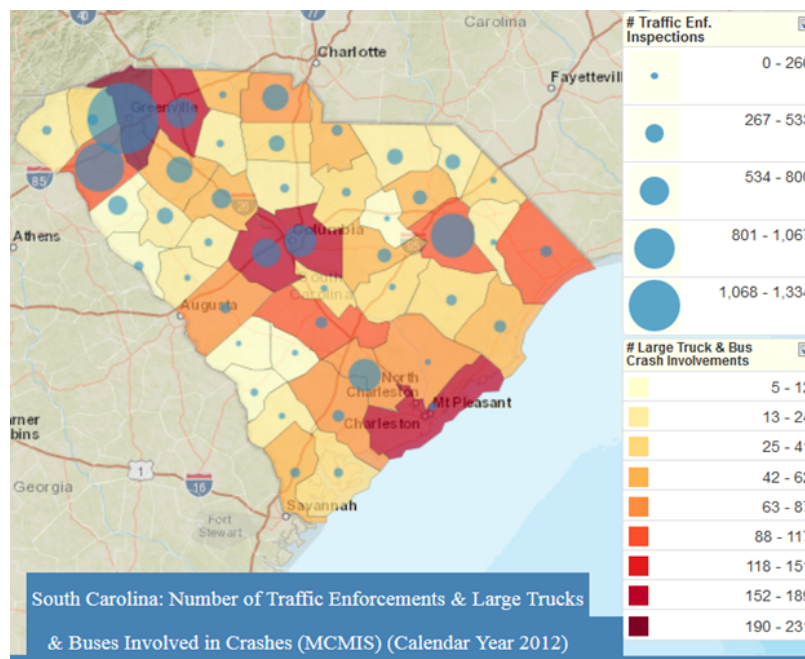
South Carolina has 80 total full time law enforcement officers who are certified to conduct inspections. 75 of those officers devote approximately 80 percent of their time to MCSAP eligible activities which includes but is not limited to traffic enforcement as a part of their normal daily duties. All STP law enforcement officers are expected to conduct traffic enforcement activities. They are instructed and expected to remain vigilant regarding the unsafe operation of CMVs, as well as non-CMVs operating around CMVs. Traffic enforcement is not only a key part of South Carolina's crash reduction goals, but is also a component of our overall driver/vehicle enforcement/inspection activities at all hours of the day. This combined effort from all officers results in 12 FTEs devoted to traffic enforcement and associated outreach activities.

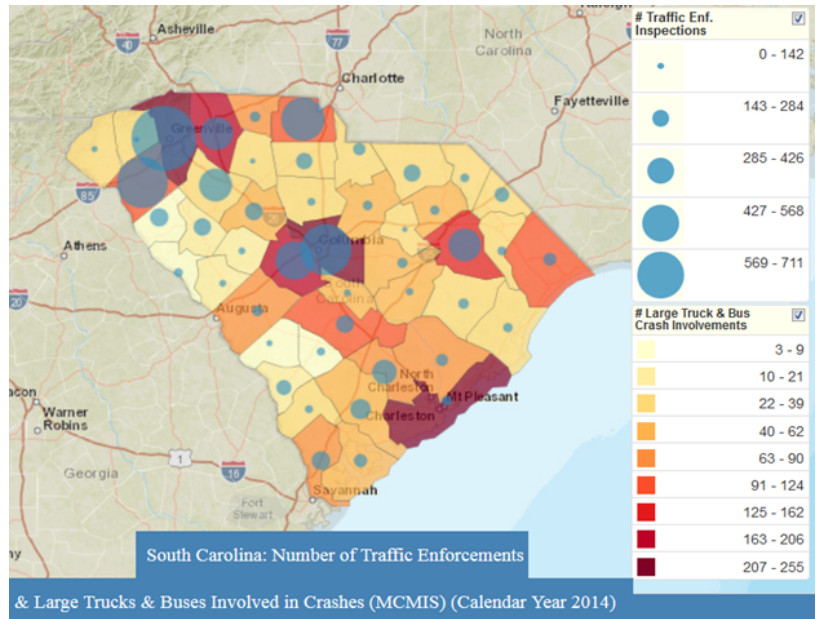
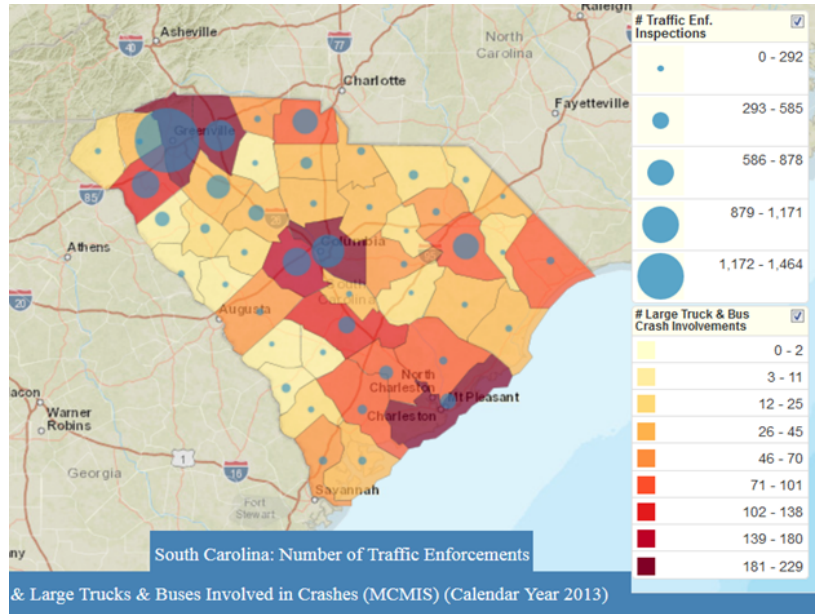
Additionally, South Carolina utilizes unmarked vehicles for traffic enforcement including four (4) unmarked D.R.I.V.E. Enforcement Vehicles that are rotated around the state on a quarterly basis. These officers using unmarked vehicles focus their enforcement efforts on unsafe drivers and vehicles, with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

South Carolina does not conduct traffic enforcement on CMVs without an Inspection, as a practice. South Carolina does not utilize MCSAP funds for non-CMV enforcement activities.

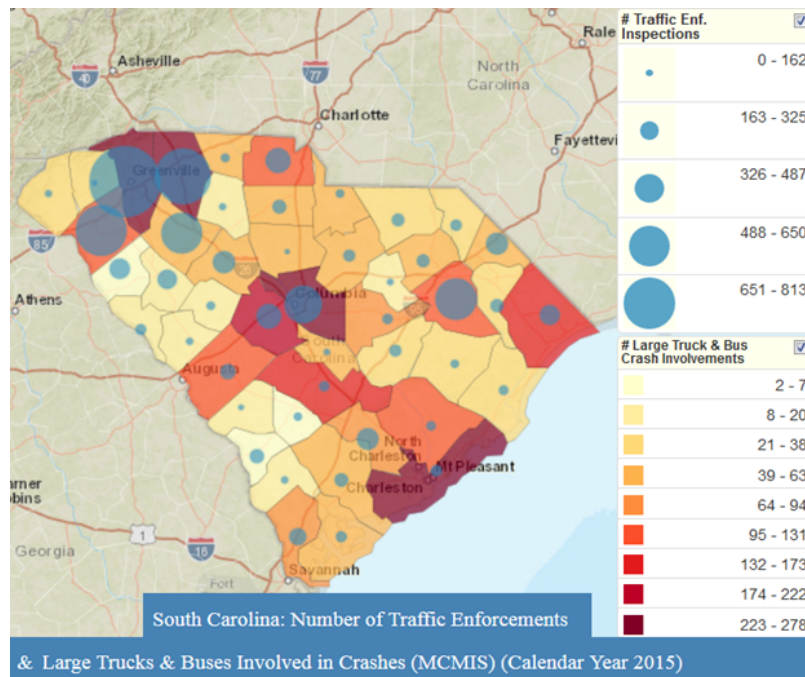
As previously described, STP participates in Quarterly traffic enforcement specials by way of our Safe D.R.I.V.E. Program in concert with other state, local and federal agencies. STP also plans to implement Regional Enforcement Blitzes, on at least a monthly basis. These blitzes will be focused on our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

South Carolina will monitor the number of traffic enforcement inspections as compared to the identified high crash counties on a quarterly basis in an effort to ensure resources are allocated to the areas of greatest concern. The below charts show the correlation between traffic enforcement inspections and collisions from CY2012 to CY2015.



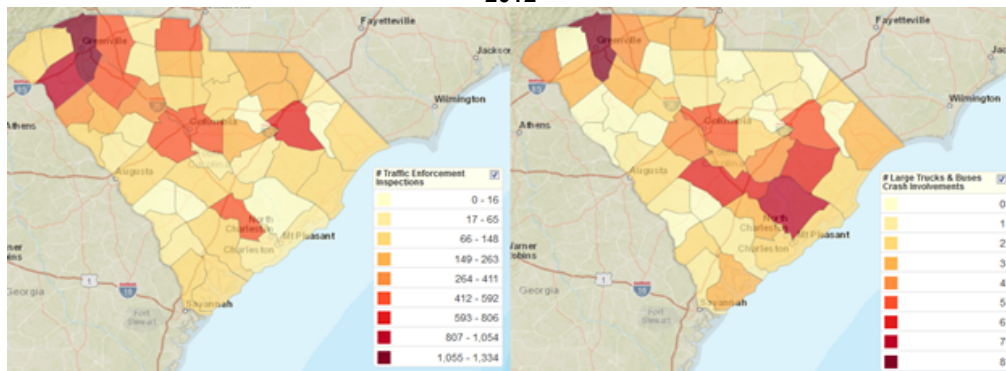




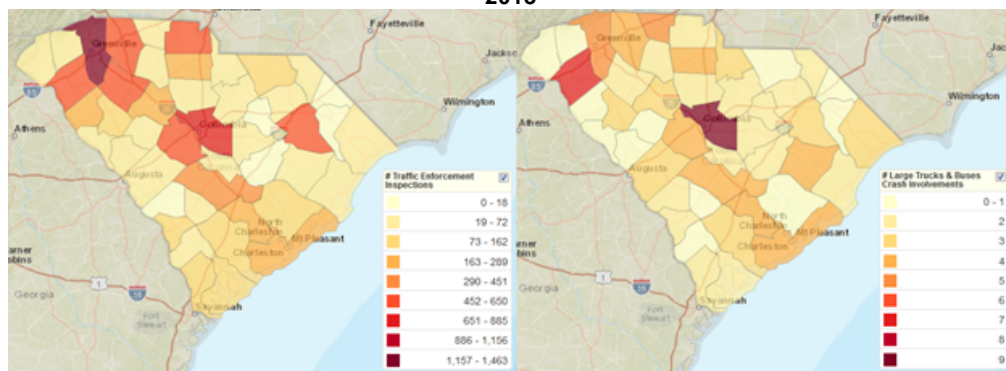


While the above charts may not show traffic enforcement occurring in all areas of higher collision, a closer examination of inspections conducted as they relate to fatal collisions reveals enforcement efforts to be more in line. The below charts show inspections as they relate to fatalities from CY2012 through CY2015. (Inspections on Left Side / Crash Involvements on Right Side)

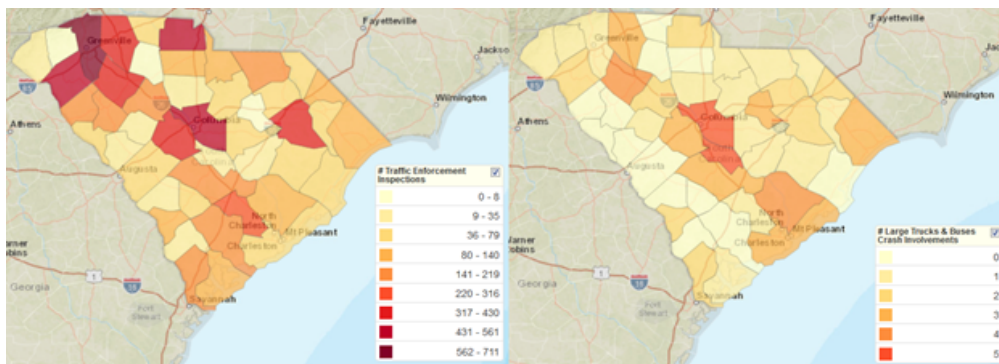
**2012**



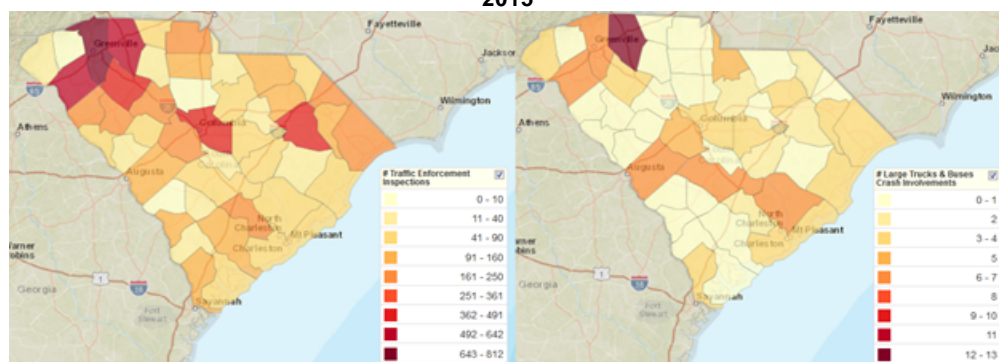
**2013**



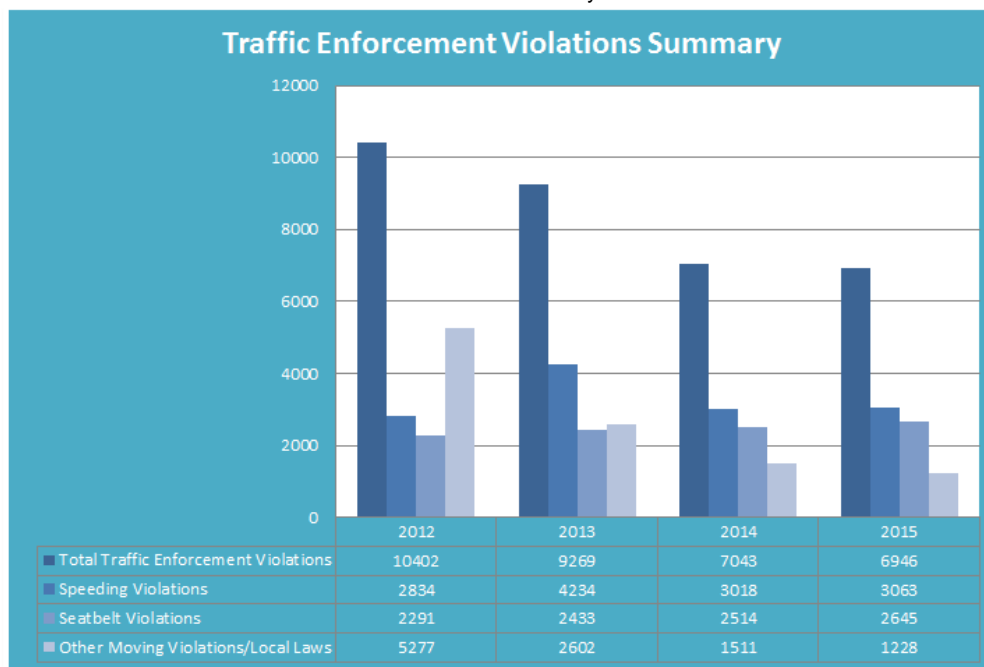
**2014**



2015

Data retrieved 8/4/2016 from <https://ai.fmcsa.dot.gov/gis/tools/safetyevent/>

Traffic Enforcement Violation Summary CY2012 to CY2015



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

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	5000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	2000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	3800

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

Most of our traffic enforcement initiatives are based on high visibility enforcement. When practical, these activities will take place in rural areas as defined by NHTSA. A main program focus for South Carolina is enforcement activity on high crash corridors as well as high CMV traffic areas. On a quarterly basis, the STP hosts a coordinated traffic enforcement event involving other state and local law enforcement agencies along major corridors throughout the state. In addition to this activity, selected personnel are utilized on a daily basis to utilize multiple D.R.I.V.E. enforcement vehicles and concentrate all enforcement efforts on traffic enforcement activities to ensure a safe driving environment in and around CMVs. This program is also in addition to routine traffic enforcement initiatives carried out on a monthly basis by individual STP Regional personnel. By design our programs are structured to strategically place participating enforcement personnel along the enforcement corridor in a fashion to create a highly visible enforcement effort. By doing so, we aim to encourage a driver mindset that enforcement personnel are ever-present so as to create driver compliance with safe driving practices along the entire enforcement zone. STP does not utilize MCSAP Funding towards non-CMV enforcement. STP officers are in the position to observe non-CMV traffic violations and do take action upon egregious violations during the course of their CMV related duties.

### 3 - Carrier Investigations

#### Instructions:

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

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

South Carolina conducted 61 compliance investigations and South Carolina's investigators were listed as "Assistant Safety Investigators" on 15 additional investigations as part of the completion of their Enhanced Investigative Techniques Training and Certification during FY 2015. South Carolina conducted or assisted with 76 compliance investigations in FY 2015 which is a decrease of 11.63% when compared to the 86 compliance investigations conducted in FY 2014. Of the 86 compliance investigations conducted in FY 2014 two (2) or (9%) were CSA Onsite Comprehensive Investigations, the remaining 84 were Onsite Focused Investigations. South Carolina conducted 17 CSA Onsite Comprehensive Investigations in FY 2015 accounting for (22.37%) of the total reviews conducted. South Carolina has conducted 46 compliance investigations in FY 2016 according to FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/22/2016, including current year-to-date information for FY 2016. Of the 46 compliance investigations conducted in FY 2016, 24 or (52.17%) were CSA Onsite Comprehensive Investigations. Comprehensive Compliance Investigations have increased from (9%) of the investigations in FY 2014 to (52%) of the investigations in FY 2016 through FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/22/2016. (See graph in the program activities section below) The State Transport Police Motor Carrier Compliance (MCC) Unit will conduct focused and comprehensive compliance investigations on motor carriers taking enforcement action when appropriate. STP's goal is to conduct 112 investigations to include comprehensive compliance investigations, focused compliance investigations, Hazardous Materials investigations, Passenger Investigations, and Compliance Intervention Investigations for interstate carriers in FY 2017.

#### Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

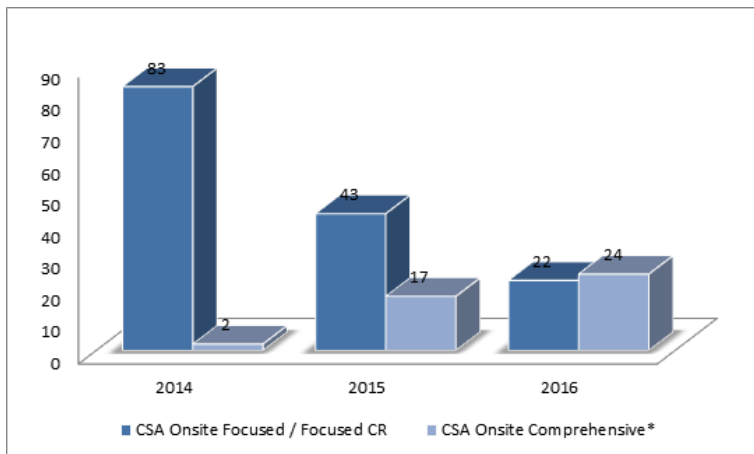
South Carolina has four (4) investigators assigned to the Motor Carrier Compliance Unit comprised of one (1) certified law enforcement officer and three (3) civilian employees. Three (3) of the FTE's are assigned at 100% and one (1) is assigned at 90% to these program activities. South Carolina's Motor Carrier Compliance Investigators and their manager will participate in Compliance, Safety, Accountability (CSA) Phase III Training if available in FY 2017. This training will prepare investigators and managers to use the full array of CSA interventions through reinforcing the existing interventions and training staff on offsite investigations, serious violation follow-up investigations, and cooperative safety plans. CSA Phase III training will also teach investigators and managers to use new investigative software and improved IT systems built specifically to support CSA interventions and replace the CAPRI investigation software. Safety Investigators will participate in FMCSA/NTC training webinars to ensure compliance investigations are conducted in accordance with FMCSA standards. South Carolina's Motor Carrier Compliance Unit will use Enhance Investigative Technics during all investigations and partner with FMCSA Investigators when needed. Compliance Investigators will continue to work with FMCSA during passenger carrier strike force operations and passenger carrier compliance investigations as requested. The Motor Carrier Compliance Unit will conduct Comprehensive Compliance or Focused Investigations on Interstate/Intrastate motor carriers identified by roadside inspections, statistical analysis, and/or complaints. This unit will also conduct preliminary investigations on intrastate carriers involved in a fatal collision regardless of fault and/or involved in three or more at fault collisions within a 12 month period. A compliance investigation may be initiated pending the outcome of the preliminary investigation or at the discretion of the Deputy Director of the State Transport Police. South Carolina's Motor Carrier Compliance Supervisor will collaborate with the Federal Motor Carrier Administration to assign and review these investigations (see Figure below for a five-year snapshot of reviews conducted from FY 2011 to FY 2016).

Review Type	2012	2013	2014	2015	2016
	State	State	State	State	State
<b>Total Reviews</b>	<b>88</b>	<b>102</b>	<b>86</b>	<b>61</b>	<b>46</b>
Motor Carrier Safety Compliance Reviews	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Shipper Reviews	0	0	0	0	0
Non-Rated Reviews (excludes SCR & CSA)	8	24	1	1	0
CSA Offsite	0	0	0	0	0
CSA Onsite Focused / Focused CR	54	70	83	43	22
CSA Onsite Comprehensive*	26	8	2	17	24

Total Security Contact Reviews	2	1	0	1	1
--------------------------------	---	---	---	---	---

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/22/2016, including current year-to-date information for FY 2016. The data presented above are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date. <https://ai.fmcsa.dot.gov/SafetyProgram/spRptReview.aspx?rpt=RVBT>

\*\*\* Note: This chart does not display the 15 carrier interventions South Carolina's Compliance Investigators took part in but were listed as "Assistant Safety Investigators" during FY 2015



**Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).**

**Performance Measurement 1:**

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

**Performance Measurement 2:**

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

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

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

☐ **Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs)</b>		
Non-HM Cargo		5
Passenger		0
HM		0
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs) Total</b>	<b>0</b>	<b>5</b>
<b>CSA Off-Site Investigations</b>		
Non-HM Cargo CSA Off-Site	0	0
Passenger CSA Off-Site	0	0
HM CSA Off-Site	0	0
<b>CSA Off-Site Investigations Sub-total</b>	<b>0</b>	<b>0</b>
<b>CSA On-Site Focused Investigations</b>		
Non-HM Cargo CSA On-Site Focused	27	20
Passenger CSA On-Site Focused	11	0
HM CSA On-Site Focused	4	5
<b>CSA On-Site Focused Investigations Sub-total</b>	<b>42</b>	<b>25</b>
<b>CSA On-Site Comprehensive</b>		
Non-HM Cargo CSA On-Site Comprehensive	30	0
Passenger CSA On-Site Comprehensive	8	0
HM CSA On-Site Comprehensive	2	0
<b>CSA On-Site Comprehensive Sub-total</b>	<b>40</b>	<b>0</b>
<b>CSA Investigations (all Types) Total</b>	<b>82</b>	<b>25</b>
<b>HM-Related Review Types</b>		
Security Contact Reviews (SCRs)	0	0
Cargo Tank Facility Reviews	0	0
Shipper Reviews	0	0
<b>HM-Related Review Types Total</b>	<b>0</b>	<b>0</b>
<b>ALL REVIEW TYPES GRAND TOTAL</b>	<b>82</b>	<b>30</b>

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

In addition to compliance investigations, the State Transport Police Motor Carrier Compliance (MCC) Unit is tasked by state law to conduct initial safety audits for intrastate passenger carrier companies that are seeking intrastate authority through the South Carolina Public Service Commission's Office of Regulatory Staff. This activity involves approximately 10% of one (1) FTE.



#### 4 - Public Education & Awareness

##### Instructions:

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

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

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

STP will continue to raise awareness, through social media, educational presentations on issues pertaining to CMVs and CMV driver behavior safety topics throughout the general motoring public. They will be measured by the number of outreach programs addressing traffic safety for CMV and non-CMV issues conducted by STP Officers. STP "Safety Talks" are presented to companies for a better understanding of the FMCSRs, State law, CSA Programs, or other commodity-specific areas. In addition to these presentations, STP's CRO is available to answer any questions that may arise. South Carolina is part of the Multi-Agency Strike Force Organization (MASFO) with local and federal agencies which meets on a monthly basis.

South Carolina will conduct at least two (2) Safety Fairs that will be held at different locations throughout the state. The Safety Fairs will have breakout sessions presented by various agencies, such as STP, FMCSA, SCDMV, and SCDOT. These sessions include, but are not limited to the following topics:

- NAS Level I Inspections
- NAS Cargo Tank Inspections
- HazMat Inspections
- Passenger Carrier Inspections
- Compliance Investigations
- Parts & Accessories / Load Securement
- CDL

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

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	65
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	15
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	6
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	4
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	6
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	4
<input checked="" type="radio"/>	<input type="radio"/>	Regional Supervision Safety Talks	36

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

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 CMV's reducing collisions and fatalities. STP will promote commercial vehicle and highway safety through Safety Talks, Safety Fairs, career fairs, town hall meetings, print and social media.

Regional Supervision Safety Talks - Each Regional Commander is tasked with identifying carriers that would benefit from Safety Talks. These Safety Talks are generated within their individual Regions, based on their Regional data.

STP conducted 45 safety talks in FY2016. STP expects to conduct approximately 65 activities involving 92 STP officers in varying degrees for FY 2017. These activities include "Safety Talks" to the CMV industry, schools, churches and social and private organizations, media events, and No\_Zone presentations during holiday travel. Each "Safety Talk" requires the participation of at least one (1) FTE for approximately eight (8) hours. STP will host two (2) annual Safety Fairs. Each Safety Fair requires the efforts of

approximately 30 FTEs for approximately 16 hours (approximately 480 hours total). South Carolina will provide qualified speakers for public, private and educational organizations upon request. STP will track the number of staff and attendees dedicated to each event. STP will also monitor and update its website as needed to include links to our federal and state partners. STP's CRO will track the number of speaking engagements provided.

STP will conduct CMV Awareness training to all law enforcement officer trainees attending the South Carolina Criminal Justice Academy (SCCJA). This training is intended to provide all law enforcement officers with an understanding of CMV enforcement as it relates to collision, and more specifically, fatality reduction. This course emphasizes an effective traffic enforcement program that encompasses enforcement of state laws on all vehicles traveling on the roadways.

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

**Performance Measurement 1**

STP's CRO will track the number of Safety Talks

**Performance Measurement 2**

STP's CRO will track the number of attendees for the Safety Talks

**Performance Measurement 3**

STP will monitor the number of CMV Awareness Training Courses given at the SCCJA and will monitor the number of attendees



## New Entrant

### 1 - New Entrant Focus Area

#### Instructions:

*The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct 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. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.*

**Complete the following areas to describe your plan for this MCSAP focus area.**

**Goal:** *Reducing the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing new entrant interstate and, at the State's discretion, intrastate motor carriers to ensure that they have effective safety management programs.*

#### **Objective: Processing and Completing Safety Audits within the Statutory Time Limits**

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

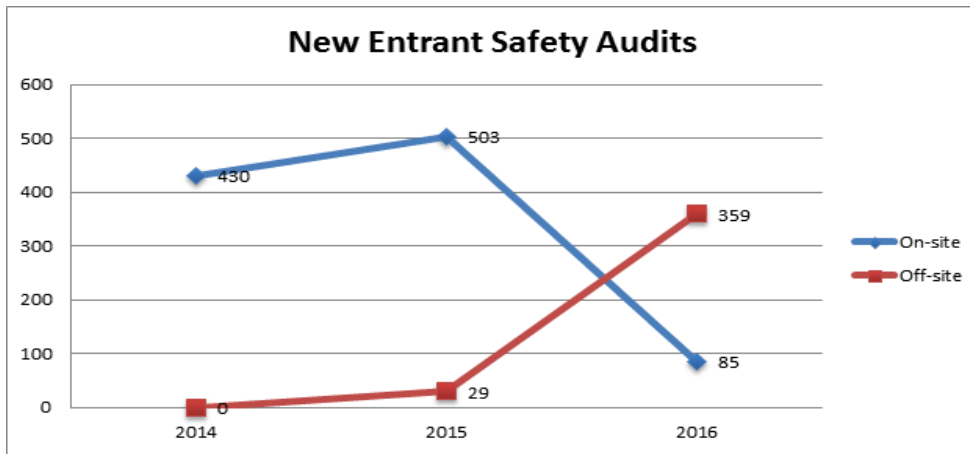
#### **Enter New Entrant Agency:**

South Carolina Department of Public Safety/ State Transport Police Division

**Strategies: Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.**

The public servants of the South Carolina Department of Public Safety – Division of State Transport Police (STP) work tirelessly to significantly reduce crashes and eliminate fatal collisions. The goal of the STP New Entrant Program, in existence since 2004, is to reduce the number of crashes and fatalities involving large trucks and commercial buses by ensuring that newly established interstate motor carriers have an effective safety management program. STP's New Entrant Safety Audit Staff attended training for the new FMCSA Off-site Safety Audit Procedures in August 2015. This fresh approach will allow auditors to more efficiently conduct 700 safety audits, 200 non-audit resolutions and a minimum of 160 Level V vehicle inspections within the statutory time-frame by utilizing only four (4) full-time new entrant auditors supervised by a manager/new entrant auditor and assisted by an administrative coordinator. As the off-site safety audit becomes more prevalent it limits the ability of safety auditors to conduct the number of vehicle inspections needed to maintain certifications. The safety auditors will conduct vehicle inspections at all on-site audits when vehicles are available and other innovative ways for safety auditors to obtain the required inspections for certification will be explored. South Carolina's New Entrant Safety Auditors have become proficient in the off-site safety audit program and have made significant strides in reducing the number of overdue carriers. If current trends continue South Carolina should eliminate all carriers from the overdue list by early FY 2017.

South Carolina conducted 532 safety audits in FY 2015 with 29 or (5.45%) being off-site safety audits. Through July 15, 2016, of FY 2016 South Carolina conducted 444 safety audits with 359 or (80.86%) being off-site safety audits according to the Federal Motor Carrier Safety Administration's Gotham Website (See chart below).



	2014	2015	2016
Total Audits	430	532	444
On-site	430	503	85
Off-site	0	29	359

**Activity Plan: A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.**

The New Entrant Auditors will conduct 700 New Entrant Safety Audits within the period mandated by FMCSA. Approximately (80%) of these audits will be off-site safety audits and (20%) will be conducted at the carrier's principle place of business. South Carolina's New Entrant Safety Auditors have become proficient in the off-site safety audit program and have made significant strides in reducing the number of overdue carriers. If current trends continue South Carolina should eliminate all carriers from the overdue list by early FY 2017. The New Entrant Manager will review all completed safety audits and inspections for quality, completeness, and accuracy throughout the year. Quarterly meetings with all safety auditors will monitor progress toward program goals and keep personnel abreast of the latest policies and regulatory changes. The unit's performance will be published monthly and quarterly. All required quarterly and annual reporting will be completed within the established guidelines. The manager will also accompany each auditor on safety audits biannually to ensure that they understand and enforce the Federal Motor Carrier Safety Regulations appropriately. The manager will also utilize FMCSA's New Entrant Inventory List to monitor the timeline requirements to prevent overdue carriers from appearing in the inventory. The South Carolina State Transport Police are mandated by state law to conduct safety audits on new intrastate passenger carrier companies that have applied for intrastate operating authority through the South Carolina Public Service Commission Office of Regulatory Staff. South Carolina has been utilizing one compliance investigator to conduct these safety audits in the past but will begin to utilize the new entrant safety auditors in accordance with the most recent guidance from FMCSA. There are a minimal number of these audits to be conducted each year and should not cause any issues with interstate carriers becoming overdue.

The five (5) vehicles currently assigned to the New Entrant Safety Auditors are nearing the end of their useful life and need to be replaced in accordance with the State's mileage and/or age criteria. The New Entrant Safety auditors utilize these vehicles to conduct on-site safety audits.

**Performance Measurement Plan:** A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.

**Performance Measurement 1:**

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

**Performance Measurement 2:**

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

**Critical Information Table:** The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	140	5
# of Safety Audits (Offsite)	560	0
<b>TOTAL Safety Audits</b>	<b>700</b>	<b>5</b>
# of Non-Audit Resolutions	0	0

## Spending Plan

### **B&I Spending Plan**

#### **What is a Spending Plan?**

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

#### **What does a Spending Plan do?**

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

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

*The spending plan serves a number of critical functions:*

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

## 1 - Spending Plan: Personnel

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

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

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

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

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

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

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

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

Allowable amount for Overtime (15% of total award amount without justification): \$786,887.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Lance Corporal	1	90	2080	\$23.79	\$44,534.88	\$44,534.88	\$0.00	\$0.00
Lance Corporal	32	50	2080	\$23.71	\$789,068.80	\$789,068.80	\$0.00	\$489,222.66
First Sergeant	1	35	1950	\$34.66	\$23,655.45	\$23,655.45	\$0.00	\$31,090.02
Step/Promotion Increases	17	50	2080	\$1.24	\$21,923.20	\$21,923.20	\$0.00	\$13,592.38
Officer First Class	6	50	2080	\$20.24	\$126,297.60	\$126,297.60	\$0.00	\$81,304.51
Officer	11	50	2080	\$19.67	\$225,024.80	\$225,024.80	\$0.00	\$139,515.38
Officer/New Hire	14	50	2080	\$19.32	\$281,299.20	\$281,299.20	\$0.00	\$174,405.50
Safety Investigator	3	100	1950	\$24.19	\$141,511.50	\$141,511.50	\$0.00	\$0.00
Statistician	1	15	1950	\$29.70	\$8,687.25	\$8,687.25	\$0.00	\$38,223.90
Data Mgt. & Res. Analyst	1	90	1950	\$24.01	\$42,137.55	\$42,137.55	\$0.00	\$0.00
Data Entry Clerk	2	100	1950	\$13.86	\$54,054.00	\$54,054.00	\$0.00	\$0.00
Lieutenant	1	50	1950	\$37.25	\$36,318.75	\$36,318.75	\$0.00	\$22,517.63
Lieutenant	1	35	1950	\$37.25	\$25,423.13	\$25,423.13	\$0.00	\$33,413.25
Senior Officer	7	50	2080	\$21.93	\$159,650.40	\$159,650.40	\$0.00	\$98,983.25
Corporal (Match)	13	50	2080	\$26.06	\$352,331.20	\$0.00	\$352,331.20	\$218,445.34
Lance Corporal (Match)	6	50	2080	\$22.90	\$142,896.00	\$0.00	\$135,825.79	\$95,776.62
Officer First Class (Match)	2	50	2080	\$19.82	\$41,225.60	\$0.00	\$41,225.60	\$25,559.87
Senior Officer (Match)	1	50	2080	\$21.80	\$22,672.00	\$0.00	\$22,672.00	\$14,056.64
Sergeant (MOE)	6				\$0.00	\$0.00	\$0.00	\$306,717.11
Corporal (MOE)	1				\$0.00	\$0.00	\$0.00	\$45,224.28
Accountant (MOE)	1				\$0.00	\$0.00	\$0.00	\$48,433.88
Administrative Assistant (MOE)	1				\$0.00	\$0.00	\$0.00	\$30,018.38
Administrative Coordinator (MOE)	1				\$0.00	\$0.00	\$0.00	\$34,295.40
Officer (MOE)	1				\$0.00	\$0.00	\$0.00	\$17,894.33
Executive Assistant (MOE)	1				\$0.00	\$0.00	\$0.00	\$47,475.83
Lieutenant (MOE)	2				\$0.00	\$0.00	\$0.00	\$117,670.94
Lance Corporal (MOE)	1				\$0.00	\$0.00	\$0.00	\$40,073.97
Captain (MOE)	1				\$0.00	\$0.00	\$0.00	\$68,495.02
Officer Trainee (MOE)	2				\$0.00	\$0.00	\$0.00	\$65,103.82
IT Consultant (MOE)	1				\$0.00	\$0.00	\$0.00	\$33,986.30

Administrative Specialist (MOE)	1				\$0.00	\$0.00	\$0.00	\$20,548.51
Accounting Supervisor (MOE)	1				\$0.00	\$0.00	\$0.00	\$52,002.65
Database Administrator (MOE)	1				\$0.00	\$0.00	\$0.00	\$66,001.98
Program Information Coordinator (MOE)	1				\$0.00	\$0.00	\$0.00	\$36,921.70
Accounting Technician (MOE)	1				\$0.00	\$0.00	\$0.00	\$27,398.88
Benefits Counselor (MOE)	1				\$0.00	\$0.00	\$0.00	\$2,155.22
Trade Superintendent (MOE)	1				\$0.00	\$0.00	\$0.00	\$33,818.10
DPS Manager (MOE)	1				\$0.00	\$0.00	\$0.00	\$71,704.63
Program Assistant (MOE)	4				\$0.00	\$0.00	\$0.00	\$102,694.23
Benefits Manager (MOE)	1				\$0.00	\$0.00	\$0.00	\$24,805.29
Inspector I (Fixed Facilities Operator) (MOE)	3				\$0.00	\$0.00	\$0.00	\$67,161.13
<b>Sub-Total Salary</b>					<b>\$2,538,711.31</b>	<b>\$1,979,586.51</b>	<b>\$552,054.59</b>	<b>\$2,836,708.53</b>
<b>Overtime Information</b>								
Overtime		100	2080		\$0.00	\$0.00	\$0.00	\$0.00
<b>Sub-Total Overtime</b>					<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL PERSONNEL</b>					<b>\$2,538,711.31</b>	<b>\$1,979,586.51</b>	<b>\$552,054.59</b>	<b>\$2,836,708.53</b>

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

NOTE: South Carolina uses a modified Accrual method of accounting.

STP provides funding for personnel and non-personnel costs to operate a comprehensive MCSAP program through annual state appropriations and other revenues. The salaries and fringe benefits of 22 STP Officers who are paid with appropriated funds, will be applied as a soft match to meet the 15% match requirement of \$774,572 for this proposal. The MOE for FY 2016, calculated based on the average spending in fiscal years 2004 and 2005, is \$4,192,589.07. The projected MOE of \$5,449,236.70 in this proposal, based on an estimated aggregate average of 81% of STP personnel's time being dedicated towards MCSAP-eligible activities in the FY 2016 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 107 positions. STP calculates its MOE expenditures by using the aggregate average of the time its law enforcement and civilian personnel dedicate to MCSAP-eligible activities as the basis for pro-rating the total expenditures from appropriated funds and revenues.

The salaries of 93 positions, counting current vacancies, including 71 law enforcement officer positions and civilians (including 3 Compliance Review/Safety Investigators), equating to 44.32 FTEs (all appropriated MCSAP FTE slots), will be paid in part or in full with MCSAP Federal funds. The personnel costs include funding to hire 14 vacant officer positions in Fiscal Year 2017. The filling of vacant positions was approved by agency management and the application screening process is well underway.

Law enforcement officers at the rank of Sergeant or below work a 40-hour week (annualized salary at 2,080 hours). Administrative/Command Level Law Enforcement officers, as well as civilian employees, work a 37.5 hour week (annualized salary at 1,950 hours). The projected promotion-related salary increases for all officers (ranks of Officer, Officer First Class and Senior Officer), in accordance with the SCDPS Law Enforcement Career Path, have also been included in this proposal. A 5% increase has been

included to allow a potential cost of living increases in State Fiscal Years 2017 and 2018. This inclusion brings the budgeted amount to \$1,979,586.51 (Federal Share) for personnel who will be paid with MCSAP funds. 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.

**Total personnel cost: \$2,531,641.10 (Federal Share plus State Share)**



**2 - Spending Plan: Fringe Benefits**

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

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

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Lance Corporal	42	\$44,534.88	\$18,704.65	\$18,704.65	\$0.00	\$0.00
Lance Corporal	42	\$789,068.80	\$331,408.90	\$331,408.90	\$0.00	\$268,441.21
First Sergeant	42	\$23,655.45	\$9,935.29	\$9,935.29	\$0.00	\$8,047.58
Step/Promotion Increases	30.66	\$21,923.20	\$6,721.65	\$6,721.65	\$0.00	\$5,444.54
Officer First Class	42	\$126,297.60	\$53,044.99	\$53,044.99	\$0.00	\$42,966.44
Officer	42	\$225,024.80	\$94,510.42	\$94,510.42	\$0.00	\$76,553.44
Officer/New Hire	42	\$281,299.20	\$118,145.66	\$118,145.66	\$0.00	\$95,697.98
Safety Investigator	35.24	\$141,511.50	\$49,868.65	\$49,868.65	\$0.00	\$0.00
Statistician	35.24	\$8,687.25	\$3,061.39	\$3,061.39	\$0.00	\$2,479.73
Data Mgt. & Res. Analyst	35.24	\$42,137.55	\$14,849.27	\$14,849.27	\$0.00	\$0.00
Data Entry Clerk	35.24	\$54,054.00	\$19,048.63	\$19,048.63	\$0.00	\$0.00
Lieutenant	42	\$36,318.75	\$15,253.88	\$15,253.88	\$0.00	\$12,355.64
Lieutenant	42	\$25,423.13	\$10,677.71	\$10,677.71	\$0.00	\$8,648.95
Senior Officer	42	\$159,650.40	\$67,053.17	\$67,053.17	\$0.00	\$54,313.07
Corporal (Match)	42	\$352,331.20	\$147,979.10	\$0.00	\$147,979.10	\$119,863.07
Lance Corporal (Match)	42	\$142,896.00	\$60,016.32	\$0.00	\$60,016.32	\$48,613.22
Officer First Class (Match)	42	\$41,225.60	\$17,314.75	\$0.00	\$17,314.75	\$14,024.95
Senior Officer (Match)	42	\$22,672.00	\$9,522.24	\$0.00	\$9,522.24	\$9,913.01
Sergeant (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Corporal (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Accountant (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Administrative Assistant (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Administrative Coordinator (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Officer (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Executive Assistant (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Lieutenant (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Lance Corporal (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Captain (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Officer Trainee (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
IT Consultant (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Administrative Specialist (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Accounting Supervisor (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Database Administrator (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Program Information Coordinator (MOE)			\$0.00	\$0.00	\$0.00	\$0.00

Accounting Technician (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Benefits Counselor (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Trade Superintendent (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
DPS Manager (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Program Assistant (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Benefits Manager (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
Inspector I (Fixed Facilities Operator) (MOE)			\$0.00	\$0.00	\$0.00	\$0.00
<b>Sub-Total Fringe Benefits</b>			<b>\$1,047,116.67</b>	<b>\$812,284.26</b>	<b>\$234,832.41</b>	<b>\$767,362.83</b>

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

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. Based on the budgeted payroll costs and the estimated percentage of fringe benefits that will be applied, the budgeted amount for fringe benefits in this proposal is \$812,284.26 (Federal Share). The specific amount of the fringe benefits for each MCSAP-funded employee will be included in each voucher based on the exact costs.

<b>Fringe Benefits</b>	<b>LEO</b>	<b>Non-LEO</b>
Retirement (including insurance surcharge)	18.010%	15.750%
Incidental Death	0.200%	0.150%
Accidental Death	0.200%	0.000%
Workers Comp	4.600%	0.350%
Unemployment	0.002%	0.002%
Health Insurance	11.014%	11.014%
Dental Insurance	0.248%	0.248%
Life Insurance	0.007%	0.007%
Long Term Disability Insurance	0.068%	0.068%
Social Security	6.200%	6.200%
Medicare	1.450%	1.450%
<b>Total</b>	<b>42.000%</b>	<b>35.240%</b>

**Total cost of fringe benefits: \$1,047,116.67 (Federal Share plus State Share)**

**3 - Spending Plan: Travel**

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

<b>Travel Cost Spending Plan Narrative</b>						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Routine Travel (Compliance Investigations (MCC Unit))	4	60	\$11,590.00	\$11,590.00	\$0.00	\$0.00
Drug Interdiction Assistance Training (hours vary)	40	4	\$514.00	\$514.00	\$0.00	\$24.52
Passenger Vehicle Inspection (24 hours)	10	3	\$3,210.00	\$3,210.00	\$0.00	\$131.18
Other Bulk Packagings (40 hours)	10	5	\$5,350.00	\$5,350.00	\$0.00	\$218.63
Cargo Tank Inspection (40 hours)	14	5	\$5,350.00	\$5,350.00	\$0.00	\$218.63
General Hazardous Materials (40 hours)	14	5	\$2,601.00	\$2,601.00	\$0.00	\$218.63
North American Standard Part B (40 hours)	14	5	\$2,601.00	\$2,601.00	\$0.00	\$218.63
North American Standard Part A (40 hours)	14	5	\$2,601.00	\$2,601.00	\$0.00	\$218.63
Electronic Mobile Mapping 16 hours)	5	2	\$300.00	\$300.00	\$0.00	\$240.47
Routine Travel (Regional Enforcement Initiative Planning)	3	5	\$7,632.00	\$7,632.00	\$0.00	\$0.00
Instructor Development - PVI (24 hours)	2	5	\$1,610.00	\$1,610.00	\$0.00	\$65.79
Instructor Development - Other Bulk (40 hours)	1	7	\$300.00	\$300.00	\$0.00	\$80.67
Instructor Development - Cargo Tank (40 hours)	1	7	\$1,975.00	\$1,975.00	\$0.00	\$80.67
Instructor Development - NAS Part A (40 hours)	2	7	\$3,948.00	\$3,948.00	\$0.00	\$80.67
Enforcement Procedures (40 hours)	5	5	\$300.00	\$300.00	\$0.00	\$443.42
CSA Phase III (40 hours)	5	4	\$3,026.00	\$3,026.00	\$0.00	\$403.11
MCSAP Grant Workshop	5	5	\$8,800.00	\$8,800.00	\$0.00	\$616.94
DIAP Conference	2	6	\$3,149.00	\$3,149.00	\$0.00	\$200.79
COHMED	2	6	\$3,149.00	\$3,149.00	\$0.00	\$200.79
NAIC	2	6	\$3,148.87	\$3,148.87	\$0.00	\$200.79
CVSA Workshops	3	6	\$6,200.00	\$6,200.00	\$0.00	\$414.75
CVSA Conference	3	6	\$6,200.00	\$6,200.00	\$0.00	\$414.75
ELD (Electronic Log Training)	92	1	\$0.00	\$0.00	\$0.00	\$460.00
<b>Sub-Total Travel</b>			<b>\$83,554.87</b>	<b>\$83,554.87</b>	<b>\$0.00</b>	<b>\$5,152.46</b>

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

Travel costs in this proposal include routine MCSAP-related travel, conference travel and training travel. The current State per diem rates for out-of-state and in-state travel are \$32 and \$25, respectively.

Routine MCSAP-related travel, totaling \$19,222.00, includes the following:

- Routine Travel for three (3) staff members to attend Regional Enforcement Initiative Planning meetings on a quarterly basis. The budgeted costs include lodging and per diem.
- Routine travel for 4 CR Investigators to attend Compliance Investigations on-the-job training for 5 days per week for 3 weeks (15 days per person) during the year. The budgeted costs include lodging and per diem.

STP personnel need to stay informed and knowledgeable concerning enforcement and regulatory issues and must work closely with various stakeholders to operate an effective MCSAP program. This makes travel to various conferences and workshops such as the CVSA Conference and Workshop, the COHMED Conference, the NAIC, the DIAP Conference and the MCSAP Grant Workshop essential. The table below provides details of the estimated training travel costs, totaling \$25,132.00, included in this proposal.

Training Costs								
Course Title	Days	Trainees	Desired Location	Airfare	Per Diem	Accommodations	Registration	Total
North American Standard Part A (40 hours)	5	14	TBD	0	750	1800	0	2550
North American Standard Part B (40 hours)	5	14	TBD	0	750	1800	0	2550
General Hazardous Materials (40 hours)	5	14	TBD	0	750	1800	0	2550
Cargo Tank Inspection (40 hours)	5	14	TBD	0	750	1800	0	2550
Other Bulk Packaging (40 hours)	5	10	TBD	0	1600	3750	0	5350
Passenger Vehicle Inspection (24 hours)	3	10	TBD	0	960	2250	0	3210
Drug Interdiction Assistance Training (hours vary)	4	40	Columbia, SC	0	514	Academy (SC)	0	514
Instructor Development - NAS Part A (40 hours)	7	1	TBD	400	224	1050	0	1974
Instructor Development - Cargo Tank (40 hours)	7	1	TBD	400	224	1050	0	1974
Instructor Development - Other Bulk (40 hours)	7	1	TBD	200	100	1050	0	300
Instructor Development - PVI (24 hours)	5	1	TBD	400	160	750	0	1610
<b>TOTAL</b>			<b>TBD</b>	<b>1400</b>	<b>6,782</b>	<b>17,100.00</b>	<b>0</b>	<b>25,132.00</b>

#### 4 - Spending Plan: Equipment

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

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

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

If threshold is below \$5,000, enter threshold level: \$1,000

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sport Utility Vehicle (Patrol Vehicle)	14	\$20,400.00	\$285,600.00	\$285,600.00	\$0.00	\$171,360.00
Pickup Truck (Patrol Vehicle)	3	\$16,000.00	\$48,000.00	\$48,000.00	\$0.00	\$28,800.00
Equipment/accessories (Patrol Vehicles)	17	\$6,593.62	\$112,091.54	\$112,091.54	\$0.00	\$67,254.92
Radio (Handheld)	14	\$4,323.04	\$60,522.56	\$60,522.56	\$0.00	\$21,182.90
Radio (In-Car Mobile)	17	\$3,873.74	\$65,853.58	\$65,853.58	\$0.00	\$23,048.78
Laptop (Officers & Investigators)	14	\$2,542.31	\$35,592.34	\$35,592.34	\$0.00	\$28,829.80
Distraction/Impairment Simulation Vehicle (D.R.I.V.E. Program)	1	\$33,250.00	\$33,250.00	\$33,250.00	\$0.00	\$0.00
Sport Utility Vehicle (D.R.I.V.E. Program)	1	\$24,000.00	\$24,000.00	\$24,000.00	\$0.00	\$0.00
Fully Enclosed Trailer (D.R.I.V.E. Program)	1	\$5,500.00	\$5,500.00	\$5,500.00	\$0.00	\$0.00
<b>Sub-Total Equipment</b>			<b>\$670,410.02</b>	<b>\$670,410.02</b>	<b>\$0.00</b>	<b>\$340,476.40</b>

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

NOTE: South Carolina's equipment threshold is \$1,000.

All STP officers use vehicles to patrol the State's roadways, performing CMV safety initiatives and traffic enforcement activities. While more than 20 police vehicles meet the State's mileage and/or age criteria for having reached their useful life and need to be replaced, budget constraints will only allow 17 patrol vehicles to be included in this proposal. The replacement vehicles will be used by STP officers dedicated to MCSAP /CMV safety and will be purchased through existing state contracts. MCSAP grant funds will cover 60% and STP revenues will cover 40% of the cost of these replacement police vehicles. The actual unit cost per vehicle is estimated at \$36,829 for SUV and \$30,510 for pickup truck plus equipment for each vehicle.

The mobile and handheld 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 17 mobile radios, 14 handheld radios, and the required accessories is included in this proposal. Radios will be purchased through a state contract. MCSAP grant funds will cover 60% and STP revenues will cover 40% of the cost of the replacement radios. The approximate unit cost per mobile radio package is \$6,456 and per handheld radio package is \$7,205.07

All STP Officers and Investigators utilize laptop computers to complete inspections, investigations, access SC's CVIEW, upload inspection data, and to access various enforcement resources provided by FMCSA. While over 25 laptop computers have reached the end of their useful life and need to be replaced, budget constraints will only allow 14 laptops to be included in this proposal. The replacement computers will be used by STP officers dedicated to MCSAP/CMV safety and will be purchased through a state

contract. MCSAP funds will cover 60% and STP revenues will cover 40% of the cost of these replacement laptop computers. The unit cost per computer or related portable electronic device, including warranty and accessories, is estimated at \$4,237.19.

Equipment needed to support the D.R.I.V.E. Outreach, Education, and Enforcement Program, as detailed in State Specific Objectives portion of the CVSP, includes a Distracted/Impaired Simulation Vehicle Package that includes the necessary accessories, supplies, and classroom materials to deliver safety presentations for the purpose changing unsafe driving behaviors in and around Commercial Motor Vehicles. A Sport Utility Vehicle equipped with a towing package and an enclosed trailer will be purchased for the purpose of transporting the Simulation Vehicle and other components of the program to various locations around the state. The trailer will also have an awning or open air canopy for outdoor presentations. Total estimated cost for the Simulation Vehicle, SUV with towing package, Trailer, and other accessories is \$67,750.00.

**Total cost of equipment: \$670,410.02**

## 5 - Spending Plan: Supplies

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

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

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Uniforms and other Related Supplies				\$0.00	\$0.00	\$0.00	\$28,657.22
General Office Supplies	12	Box	\$219.24	\$2,630.88	\$2,630.88	\$0.00	\$19,751.66
<b>Sub-Total Supplies</b>				<b>\$2,630.88</b>	<b>\$2,630.88</b>	<b>\$0.00</b>	<b>\$48,408.88</b>

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

General office supplies include paper, paper clips, binders, pens, toner, etc. for the CR Investigators and have been estimated at a monthly cost of \$219.24 for 12 months.

**Total cost for Supplies: \$2,630.88**



## 6 - Spending Plan: Contractual

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

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

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

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

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Insurance and Dues	\$0.00	\$0.00	\$0.00	\$69,158.00
Facilities (Lease cost, utilities, etc.)	\$0.00	\$0.00	\$0.00	\$95,422.48
IT and Support Services	\$6,162.00	\$6,162.00	\$0.00	\$0.00
ITD (Operations and Maintenance)	\$85,452.00	\$85,452.00	\$0.00	\$0.00
Mobile/Handheld Radio Access Fees	\$0.00	\$0.00	\$0.00	\$113,713.79
<b>Sub-Total Contractual</b>	<b>\$91,614.00</b>	<b>\$91,614.00</b>	<b>\$0.00</b>	<b>\$278,294.27</b>

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

IT and Support Services in this proposal include annual RegScan software license costs estimated at \$6,162. These reports are used for enforcement planning and educational/outreach activities. RegScan Hazardous Materials Enforcement software (\$6,162.00) is used by STP officers assigned to the Hazardous Materials Unit and two additional officers who are certified to perform Level VI inspections.

ITD (O&M) - Licensing and maintenance fees (\$67,452) to support the CVISN infrastructure that has been installed at two (2) weigh stations with mainline pre-clearance systems, Commercial Vehicle Information exchange Window (CVIEW), and third-party roadside inspection software licensing and maintenance fees (\$18,000). The state will utilize FY2017 MCSAP funds for operations and maintenance costs incurred after 10/01/2016.

Mobile/Handheld Radio Annual Access Fee to support officers communication and access to dispatch (\$113,713.79)

**Total contractual cost: \$91,614.00**

**7 - Spending Plan: Other Costs**

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

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

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

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs	\$246,604.85	\$246,604.85	\$0.00	\$292,351.25

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Printing (CMV safety brochures, signs, posters, etc.)	500	Box	\$0.75	\$375.00	\$375.00	\$0.00	\$9,434.46
Mobile Data Device (Air-cards)	12	monthly	\$115.00	\$1,380.00	\$1,380.00	\$0.00	\$114,380.31
Mobile (Cell) Phones	12	monthly	\$100.00	\$1,200.00	\$1,200.00	\$0.00	\$99,526.35
Maintenance of Vehicles Not under Contract				\$0.00	\$0.00	\$0.00	\$191,000.00
Fuel Costs				\$0.00	\$0.00	\$0.00	\$465,448.73
Conference Costs (Registration fees, etc.)	10	N/A	\$460.00	\$4,600.00	\$4,600.00	\$0.00	\$692.23
CVSA Decals	4400	Box	\$0.28	\$1,232.00	\$1,232.00	\$0.00	\$0.00
Training Materials (Regulation Manuals)	110	Box	\$59.59	\$6,554.90	\$6,554.90	\$0.00	\$0.00
<b>Sub-Total Other Costs</b>				<b>\$15,341.90</b>	<b>\$15,341.90</b>	<b>\$0.00</b>	<b>\$880,482.08</b>

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

Training materials include regulatory manuals which are needed for our officers to stay abreast of all regulations and changes within the industry. The unit cost per manual is as follows: Federal Motor Carrier Safety Regulations \$13.00 per unit, CVSA-Out of Service Manuals \$24.59 per unit, and Hazardous Materials Regulations \$22.00 per unit for 110 officers.

CVSA Decals will be purchased at a unit cost of \$0.28. It is estimated that, on average, 1,100 decals will be needed every quarter at a cost of \$308. This proposal has budgeted for 4,400 decals at a cost of \$1,232.

STP personnel must stay informed and knowledgeable of regulatory/enforcement issues and industry trends in order to run an effective MCSAP program. This makes travel to various conferences and workshops such as the CVSA Conference and Workshop, the COHMED Conference, the NAIC, the DIAP Conference and the MCSAP Grant Workshop essential. The Conference Costs included in this proposal, totaling \$44,729, have been shown under Program Travel. The registration fees associated with the conferences, but not reported under Program Travel, have been included under Other Expenses and are estimated at \$4,600. Specifically, registration fees are estimated for the CVSA Conference for 3 participants at \$550 per person; CVSA Workshop for 3 participants at \$550 per person; COHMED Conference for 2 participants at \$550 per person; and DIAP Conference for 2 participants at \$340 per person.

Communications budgeted at \$2,580 in this proposal include the monthly service charges for the mobile data devices (air-cards) and the mobile phones for 3 CR Investigators at a monthly cost of approximately \$33 per mobile phone and \$38 per mobile data device

(air-card).

Printing of 500 CMV safety brochures, for distribution at safety presentations, has been included in this proposal at an estimated cost of \$0.75 per brochure.

**Other expenses costs: \$15,341.90**

**8 - Spending Plan****Instructions:**

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

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,459,029.00	\$786,887.00	\$5,245,916.00

Allowable amount for Overtime (15% of total award amount without justification): \$786,887.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$385,033.00

<b>Personnel (Payroll Costs)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Lance Corporal	\$44,534.88	\$0.00	\$44,534.88	\$0.00
Lance Corporal	\$789,068.80	\$0.00	\$789,068.80	\$489,222.66
First Sergeant	\$23,655.45	\$0.00	\$23,655.45	\$31,090.02
Step/Promotion Increases	\$21,923.20	\$0.00	\$21,923.20	\$13,592.38
Officer First Class	\$126,297.60	\$0.00	\$126,297.60	\$81,304.51
Officer	\$225,024.80	\$0.00	\$225,024.80	\$139,515.38
Officer/New Hire	\$281,299.20	\$0.00	\$281,299.20	\$174,405.50
Safety Investigator	\$141,511.50	\$0.00	\$141,511.50	\$0.00
Statistician	\$8,687.25	\$0.00	\$8,687.25	\$38,223.90
Data Mgt. & Res. Analyst	\$42,137.55	\$0.00	\$42,137.55	\$0.00
Data Entry Clerk	\$54,054.00	\$0.00	\$54,054.00	\$0.00
Lieutenant	\$36,318.75	\$0.00	\$36,318.75	\$22,517.63
Lieutenant	\$25,423.13	\$0.00	\$25,423.13	\$33,413.25
Senior Officer	\$159,650.40	\$0.00	\$159,650.40	\$98,983.25
Corporal (Match)	\$0.00	\$352,331.20	\$352,331.20	\$218,445.34
Lance Corporal (Match)	\$0.00	\$135,825.79	\$135,825.79	\$95,776.62
Officer First Class (Match)	\$0.00	\$41,225.60	\$41,225.60	\$25,559.87
Senior Officer (Match)	\$0.00	\$22,672.00	\$22,672.00	\$14,056.64
Sergeant (MOE)	\$0.00	\$0.00	\$0.00	\$306,717.11
Corporal (MOE)	\$0.00	\$0.00	\$0.00	\$45,224.28
Accountant (MOE)	\$0.00	\$0.00	\$0.00	\$48,433.88
Administrative Assistant (MOE)	\$0.00	\$0.00	\$0.00	\$30,018.38
Administrative Coordinator (MOE)	\$0.00	\$0.00	\$0.00	\$34,295.40
Officer (MOE)	\$0.00	\$0.00	\$0.00	\$17,894.33
Executive Assistant (MOE)	\$0.00	\$0.00	\$0.00	\$47,475.83
Lieutenant (MOE)	\$0.00	\$0.00	\$0.00	\$117,670.94
Lance Corporal (MOE)	\$0.00	\$0.00	\$0.00	\$40,073.97
Captain (MOE)	\$0.00	\$0.00	\$0.00	\$68,495.02
Officer Trainee (MOE)	\$0.00	\$0.00	\$0.00	\$65,103.82
IT Consultant (MOE)	\$0.00	\$0.00	\$0.00	\$33,986.30
Administrative Specialist (MOE)	\$0.00	\$0.00	\$0.00	\$20,548.51
Accounting Supervisor (MOE)	\$0.00	\$0.00	\$0.00	\$52,002.65
Database Administrator (MOE)	\$0.00	\$0.00	\$0.00	\$66,001.98
Program Information Coordinator (MOE)	\$0.00	\$0.00	\$0.00	\$36,921.70
Accounting Technician (MOE)	\$0.00	\$0.00	\$0.00	\$27,398.88
Benefits Counselor (MOE)	\$0.00	\$0.00	\$0.00	\$2,155.22
Trade Superintendent (MOE)	\$0.00	\$0.00	\$0.00	\$33,818.10
DPS Manager (MOE)	\$0.00	\$0.00	\$0.00	\$71,704.63
Program Assistant (MOE)	\$0.00	\$0.00	\$0.00	\$102,694.23
Benefits Manager (MOE)	\$0.00	\$0.00	\$0.00	\$24,805.29
Inspector I (Fixed Facilities Operator) (MOE)	\$0.00	\$0.00	\$0.00	\$67,161.13
<b>Subtotal for Personnel</b>	<b>\$1,979,586.51</b>	<b>\$552,054.59</b>	<b>\$2,531,641.10</b>	<b>\$2,836,708.53</b>

<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Lance Corporal	\$18,704.65	\$0.00	\$18,704.65	\$0.00
Lance Corporal	\$331,408.90	\$0.00	\$331,408.90	\$268,441.21
First Sergeant	\$9,935.29	\$0.00	\$9,935.29	\$8,047.58
Step/Promotion Increases	\$6,721.65	\$0.00	\$6,721.65	\$5,444.54
Officer First Class	\$53,044.99	\$0.00	\$53,044.99	\$42,966.44
Officer	\$94,510.42	\$0.00	\$94,510.42	\$76,553.44
Officer/New Hire	\$118,145.66	\$0.00	\$118,145.66	\$95,697.98
Safety Investigator	\$49,868.65	\$0.00	\$49,868.65	\$0.00
Statistician	\$3,061.39	\$0.00	\$3,061.39	\$2,479.73
Data Mgt. & Res. Analyst	\$14,849.27	\$0.00	\$14,849.27	\$0.00
Data Entry Clerk	\$19,048.63	\$0.00	\$19,048.63	\$0.00
Lieutenant	\$15,253.88	\$0.00	\$15,253.88	\$12,355.64
Lieutenant	\$10,677.71	\$0.00	\$10,677.71	\$8,648.95
Senior Officer	\$67,053.17	\$0.00	\$67,053.17	\$54,313.07
Corporal (Match)	\$0.00	\$147,979.10	\$147,979.10	\$119,863.07
Lance Corporal (Match)	\$0.00	\$60,016.32	\$60,016.32	\$48,613.22
Officer First Class (Match)	\$0.00	\$17,314.75	\$17,314.75	\$14,024.95
Senior Officer (Match)	\$0.00	\$9,522.24	\$9,522.24	\$9,913.01
Sergeant (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Corporal (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Accountant (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Administrative Assistant (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Administrative Coordinator (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Officer (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Executive Assistant (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Lieutenant (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Lance Corporal (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Captain (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Officer Trainee (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
IT Consultant (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Administrative Specialist (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Accounting Supervisor (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Database Administrator (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Program Information Coordinator (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Accounting Technician (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Benefits Counselor (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Trade Superintendent (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
DPS Manager (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Program Assistant (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Benefits Manager (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
Inspector I (Fixed Facilities Operator) (MOE)	\$0.00	\$0.00	\$0.00	\$0.00
<b>Subtotal for Fringe Benefits</b>	<b>\$812,284.26</b>	<b>\$234,832.41</b>	<b>\$1,047,116.67</b>	<b>\$767,362.83</b>

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Routine Travel (Compliance Investigations (MCC Unit)	\$11,590.00	\$0.00	\$11,590.00	\$0.00
Drug Interdiction Assistance Training (hours vary)	\$514.00	\$0.00	\$514.00	\$24.52
Passenger Vehicle Inspection (24 hours)	\$3,210.00	\$0.00	\$3,210.00	\$131.18
Other Bulk Packagings (40 hours)	\$5,350.00	\$0.00	\$5,350.00	\$218.63
Cargo Tank Inspection (40 hours)	\$5,350.00	\$0.00	\$5,350.00	\$218.63
General Hazardous Materials (40 hours)	\$2,601.00	\$0.00	\$2,601.00	\$218.63
North American Standard Part B (40 hours)	\$2,601.00	\$0.00	\$2,601.00	\$218.63
North American Standard Part A (40 hours)	\$2,601.00	\$0.00	\$2,601.00	\$218.63
Electronic Mobile Mapping 16 hours)	\$300.00	\$0.00	\$300.00	\$240.47
Routine Travel (Regional Enforcement Initiative Planning)	\$7,632.00	\$0.00	\$7,632.00	\$0.00
Instructor Development - PVI (24 hours)	\$1,610.00	\$0.00	\$1,610.00	\$65.79
Instructor Development - Other Bulk (40 hours)	\$300.00	\$0.00	\$300.00	\$80.67
Instructor Development - Cargo Tank (40 hours)	\$1,975.00	\$0.00	\$1,975.00	\$80.67
Instructor Development - NAS Part A (40 hours)	\$3,948.00	\$0.00	\$3,948.00	\$80.67
Enforcement Procedures (40 hours)	\$300.00	\$0.00	\$300.00	\$443.42
CSA Phase III (40 hours)	\$3,026.00	\$0.00	\$3,026.00	\$403.11
MCSAP Grant Workshop	\$8,800.00	\$0.00	\$8,800.00	\$616.94
DIAP Conference	\$3,149.00	\$0.00	\$3,149.00	\$200.79
COHMED	\$3,149.00	\$0.00	\$3,149.00	\$200.79
NAIC	\$3,148.87	\$0.00	\$3,148.87	\$200.79
CVSA Workshops	\$6,200.00	\$0.00	\$6,200.00	\$414.75
CVSA Conference	\$6,200.00	\$0.00	\$6,200.00	\$414.75
ELD (Electronic Log Training)	\$0.00	\$0.00	\$0.00	\$460.00
<b>Subtotal for Program Travel</b>	<b>\$83,554.87</b>	<b>\$0.00</b>	<b>\$83,554.87</b>	<b>\$5,152.46</b>

<b>Equipment</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Sport Utility Vehicle (Patrol Vehicle)	\$285,600.00	\$0.00	\$285,600.00	\$171,360.00
Pickup Truck (Patrol Vehicle)	\$48,000.00	\$0.00	\$48,000.00	\$28,800.00
Equipment/accessories (Patrol Vehicles)	\$112,091.54	\$0.00	\$112,091.54	\$67,254.92
Radio (Handheld)	\$60,522.56	\$0.00	\$60,522.56	\$21,182.90
Radio (In-Car Mobile)	\$65,853.58	\$0.00	\$65,853.58	\$23,048.78
Laptop (Officers & Investigators)	\$35,592.34	\$0.00	\$35,592.34	\$28,829.80
Distraction/Impairment Simulation Vehicle (D.R.I.V.E. Program)	\$33,250.00	\$0.00	\$33,250.00	\$0.00
Sport Utility Vehicle (D.R.I.V.E. Program)	\$24,000.00	\$0.00	\$24,000.00	\$0.00
Fully Enclosed Trailer (D.R.I.V.E. Program)	\$5,500.00	\$0.00	\$5,500.00	\$0.00
<b>Subtotal for Equipment</b>	<b>\$670,410.02</b>	<b>\$0.00</b>	<b>\$670,410.02</b>	<b>\$340,476.40</b>

<b>Supplies</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Uniforms and other Related Supplies	\$0.00	\$0.00	\$0.00	\$28,657.22
General Office Supplies	\$2,630.88	\$0.00	\$2,630.88	\$19,751.66
<b>Subtotal for Supplies</b>	<b>\$2,630.88</b>	<b>\$0.00</b>	<b>\$2,630.88</b>	<b>\$48,408.88</b>

<b>Contractual (Subgrantees, Consultant Services, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Insurance and Dues	\$0.00	\$0.00	\$0.00	\$69,158.00
Facilities (Lease cost, utilities, etc.)	\$0.00	\$0.00	\$0.00	\$95,422.48
IT and Support Services	\$6,162.00	\$0.00	\$6,162.00	\$0.00
ITD (Operations and Maintenance)	\$85,452.00	\$0.00	\$85,452.00	\$0.00
Mobile/Handheld Radio Access Fees	\$0.00	\$0.00	\$0.00	\$113,713.79
<b>Subtotal for Contractual</b>	<b>\$91,614.00</b>	<b>\$0.00</b>	<b>\$91,614.00</b>	<b>\$278,294.27</b>



Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Printing (CMV safety brochures, signs, posters, etc.)	\$375.00	\$0.00	\$375.00	\$9,434.46
Mobile Data Device (Air-cards)	\$1,380.00	\$0.00	\$1,380.00	\$114,380.31
Mobile (Cell) Phones	\$1,200.00	\$0.00	\$1,200.00	\$99,526.35
Maintenance of Vehicles Not under Contract	\$0.00	\$0.00	\$0.00	\$191,000.00
Fuel Costs	\$0.00	\$0.00	\$0.00	\$465,448.73
Conference Costs (Registration fees, etc.)	\$4,600.00	\$0.00	\$4,600.00	\$692.23
CVSA Decals	\$1,232.00	\$0.00	\$1,232.00	\$0.00
Training Materials (Regulation Manuals)	\$6,554.90	\$0.00	\$6,554.90	\$0.00
<b>Subtotal for Other Expenses including Training &amp; Conferences</b>	<b>\$15,341.90</b>	<b>\$0.00</b>	<b>\$15,341.90</b>	<b>\$880,482.08</b>

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Direct Costs</b>	<b>\$3,655,422.44</b>	<b>\$786,887.00</b>	<b>\$4,442,309.44</b>	<b>\$5,156,885.45</b>
Indirect Cost	\$246,604.85	\$0.00	\$246,604.85	\$292,351.25
<b>Total Costs Budgeted</b>	<b>\$3,902,027.29</b>	<b>\$786,887.00</b>	<b>\$4,688,914.29</b>	<b>\$5,449,236.70</b>

<b>Comprehensive Budget</b>
-----------------------------

*This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,459,029.00	\$786,887.00	\$5,245,916.00

- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$2,229,030.51	\$552,054.59	\$2,781,085.10	\$2,836,708.53
Fringe Benefit Total	\$915,504.97	\$234,832.41	\$1,150,337.38	\$767,362.83
Program Travel Total	\$87,554.87	\$0.00	\$87,554.87	\$5,152.46
Equipment Total	\$780,410.02	\$0.00	\$780,410.02	\$340,476.40
Supplies Total	\$24,694.88	\$0.00	\$24,694.88	\$48,408.88
Contractual Total	\$91,614.00	\$0.00	\$91,614.00	\$278,294.27
Other Expenses Total	\$52,157.90	\$0.00	\$52,157.90	\$880,482.08
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$4,180,967.15	\$786,887.00	\$4,967,854.15	\$5,156,885.45
Indirect Costs	\$278,061.85	\$0.00	\$278,061.85	\$292,351.25
<b>Total Costs Budgeted</b>	<b>\$4,459,029</b>	<b>\$786,887</b>	<b>\$5,245,916</b>	<b>\$5,449,237</b>

**NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.**

- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.

## **NEW LAWS AND REGULATIONS**

### **ACT 185 –**

§56-5-70 – Relating to the Uniform Traffic Tickets and Electronic Tickets, so as to provide that tickets may be collected electronically, but must be transmitted to the Department of Motor Vehicles electronically.

§56-7-30, Relating to the printing and ordering of traffic tickets. The forwarding driving record and audit copy of the ticket by a law enforcement agency to the Department of Motor Vehicles, and the processing of an electronic ticket, so as to provide that the court's copy of the ticket must be forwarded to the appropriate court and electronically to the Department of Motor Vehicles within 3 business days of the issuance of the ticket and that information regarding the disposition of the offense must be forwarded electronically to the Department of Motor Vehicles by the appropriate court within 5 days of the trial date.

§56-7-40, Relating to the penalty imposed upon a person who violates a provision relating to the use, printing, and transmitting of a uniform traffic ticket, so as to provide that a ticket must be electronically forwarded to the department of motor vehicles, to delete references to the records copy and audit copy of the ticket, and to delete the provision that creates an offense and imposes a penalty upon a person charged with failing to timely forward the results of the annual inventory to the department of motor vehicles.

§56-1-365 - As amended, relating to a person surrendering his driver's license when it has been revoked or suspended, so as to provide that the department of motor vehicles shall electronically receive disposition and license surrender information from the court immediately after receipt or within five business days after receipt, to delete the term "ticket" and replace it with the term "disposition" when the terms refer to the document that must be electronically forwarded to the department of motor vehicles, and to revise the procedure to calculate when a revocation or suspension begins under certain circumstances.

§56-1-370 - As amended, relating to a licensee's request for an administrative hearing to review a notice of suspension, cancellation, or revocation of a driver's license, so as to provide the date when a suspension, cancellation, or revocation of a driver's license commences when the hearing results in the continued suspension, cancellation, or revocation of the driver's license.

§56-3-1972 - Relating to the design of the uniform parking violation ticket is repealed.

### **ACT 188 –**

§56-5-4070 - Relating to maximum lengths of vehicles that may be operated along the state's highways, so as to provide a maximum length for trailers or semitrailers used to transport vehicles used in connection with motorsports competition events.

§56-5-4130 - Relating to the maximum gross weight upon any wheel of certain vehicles allowed to operate along the state's highways, so as to provide that an over-the-road bus, motorhome, or certain vehicles used as intrastate public agency transit passenger buses are excluded from certain axle weight requirements but are limited to a maximum axle weight limit.

§56-5-4140 - Relating to the maximum gross weight of vehicles allowed to operate along the state's highways, so as to make technical changes, to revise the maximum gross weights of certain vehicles that may be operated along the state's highways, and to provide that an over-the-road bus, motorhome, or certain vehicles used as intrastate public agency transit passenger buses are excluded from certain axle spacing requirements but are limited to a maximum single axle weight limit.

§56-5-4160 - Relating to the enforcement of provisions that establish weight limits for vehicles that operate along the state's highways, so as to revise the maximum weight limit allowed for a vehicle or combination of vehicles equipped with an idle reduction system and to allow certain vehicles fueled primarily by natural gas to exceed the gross, single axle, tandem axle, or bridge formula weight limits under certain circumstances.

§56-35-30 - Relating to vehicles equipped with auxiliary power units, so as to revise the allowable gross weight of the vehicle used to determine whether the vehicle has violated provisions relating to vehicle weight restrictions.

§48-20-280 - Relating to the applicability of the South Carolina mining act to the Department of Transportation, so as to provide that this act does not apply to certain activities of the South Carolina Ports Authority.

**ACT 196 –**

§56-1-222 added so as to provide that a person diagnosed with low vision acuity who uses bioptic telescopic lenses for vision assistance may be issued a driver's license under certain circumstances, to provide for the renewal of the driver's license, to provide for the revocation of the driver's license, to provide that the person may not be issued a license to operate a motorcycle or a commercial driver's license, and to provide that the department of motor vehicles may promulgate regulations to implement the provisions contained in this section.

**ACT 264 –**

§23-1-245 Added so as to provide that a law enforcement agency, department, or division may not require a law enforcement officer to issue a specific amount or meet a quota for the number of citations issued, to provide that a law enforcement agency, department, or division may evaluate an officer's performance based on the officer's points of contact, to establish that an officer who alleges a violation of the provisions of this section is protected by the provisions contained in chapter 27 of title 8, and to define necessary terms.



# South Carolina Department of Public Safety

10311 WILSON BOULEVARD - P. O. BOX 1993  
BLYTHEWOOD, SC 29016  
[www.scdps.gov](http://www.scdps.gov)

NIKKI R. HALEY  
GOVERNOR

LEROY SMITH  
DIRECTOR

November 29, 2016

Mr. Kennie J. May, Sr.  
Director, Office of Civil Rights  
U. S. Department of Transportation  
Federal Motor Carrier Safety Administration  
Room W65-312  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Mr. May:

In accordance with Federal Motor Carrier Safety Administration (FMCSA) requirements, I am submitting and endorsing the South Carolina Department of Public Safety (SCDPS), Division of State Transport Police, Title VI Program Compliance Plan.

Consistent with the FMCSA requirements, it is the policy of the SCDPS not to discriminate against any person on the grounds of race, color, national origin, sex, age, disability, low-income, or Limited English Proficiency. SCDPS is steadfast in its commitment to mandate the uniform adoption of this policy.

If you have any questions, please feel free to contact Colonel Leroy Taylor, Commander of the State Transport Police Division at 803-896-4622.

Sincerely,

  
Leroy Smith  
Director

LS/lt/jdp

Enclosures

C: Mr. Lester Finkle  
Colonel Leroy Taylor



**South Carolina Department of Public Safety  
FMCSA Title VI Program Compliance Plan**

---

**2017**

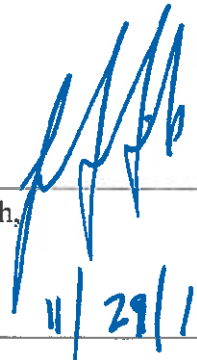
## I. Title VI Program Policy Statement

The South Carolina Department of Public Safety (SCDPS or Department) is committed to compliance with all federal and state authorities requiring nondiscrimination, including but not limited to Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Federal-Aid Highway Act of 1973, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975, Executive Order 13166 (Limited English Proficiency), Code of Federal Regulations 49 Part 21, Code of Federal Regulations 23 Part 200, Code of Federal Regulations 49 Part 303, and all related Nondiscrimination authorities.

SCDPS does not and will not exclude from participation in; deny the benefits of; or subject anyone to discrimination on the basis of race, color, national origin, sex, age, disability, income, or limited English proficiency (LEP). No person, group of persons, or entity will be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any SCDPS program or activity whether those programs and activities are federally funded or not. When SCDPS distributes federal aid funds to another governmental entity, SCDPS will include Title VI Program language in all written agreements and will monitor all sub-recipients for compliance.

All Federally-assisted programs will be administered in a manner to guarantee that SCDPS, other recipients, sub-recipients, contractors, subcontractors, transferees, and other participants in federal financial assistance comply with all requirements imposed by, or pursuant to, civil rights acts. The Department's Title VI Program Coordinator is responsible for initiating and monitoring Title VI activities in coordination with affected personnel and preparing required reports and other SCDOT responsibilities, as required by 49 Code of Federal Regulations (CFR) Parts 21 and 303.

The Director of SCDPS signs assurances and delegates full authority to the Title VI Nondiscrimination Program Coordinator to oversee and implement Title VI regulations. All affected SCDPS personnel will coordinate with the Title VI Nondiscrimination Program Coordinator to effectively implement the Title VI Program.

  
\_\_\_\_\_  
Leroy Smith,  
Director

\_\_\_\_\_  
Date

11/29/16

## **II. FMCSA Title VI Program Assurance (Attached)**



Standard Title VI  
Non-Discrimination As

## **III. Description of Federal-Aid Programs**

The mission of SCDPS is to protect and serve the public with the highest standard of conduct and professionalism; to save lives through educating members of the public on highway safety and diligent enforcement of laws governing traffic, motor vehicles, and commercial carriers; and to ensure a safe, secure environment for members of the public. The Governor of South Carolina designated SCDPS as the state's lead MCSAP Agency. SCDPS is responsible for developing strategies aimed at reducing crashes, injuries, and fatalities involving large trucks and buses.

The State Transport Police (STP) Division of SCDPS is primarily responsible for enforcing state and federal laws governing commercial motor vehicles. The major objectives are to protect the motoring public by (1) preventing accidents, (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 and Weight Enforcement Program. The receipt of federal aid from the Federal Motor Carrier Safety Administration (FMCSA) enables STP to further its safety mission to the equal benefit of all those who travel the roadways.

STP will serve as the implementing office in the Department for compliance with the FMCSA Office for Civil Rights mandates as they are presented in FMCSA grant award Special Conditions. SCDPS's implementation of these policies and provisions are subject to the oversight of the Department's Office of General Counsel.

In FY 2016, SCDPS applied for and received funding from the FMCSA Grant Programs detailed below:

### **Motor Carrier Safety Assistance Program (MCSAP) Basic and Incentive Grant Program**

SCDPS was awarded funds during FY 2016 for the improvement of motor carrier safety in South Carolina. MCSAP 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 annual South Carolina Commercial Vehicle Safety Plan prepared by STP establishes the goals for motor carrier safety with performance objectives in support of MCSAP. STP supports this program with approximately 90 commissioned law enforcement officers and 3 civilians.



**New Entrant Safety Assurance Grant Program**

SCDPS was awarded funds during FY 2016 to participate in the New Entrant Safety Assurance Program. Auditors assigned to SCDPS's New Entrant Program monitor drivers and carriers during their first 18 months on the road to ensure that new carriers have essential safety management practices in place. This is accomplished by conducting a Safety Audit of all new carriers. If new carriers pass the Safety Audit and 18-month on-road performance period, they graduate and continue to be monitored through roadside inspections and State crash reports under FMCSA's Compliance, Safety, Accountability (CSA) enforcement and compliance program. The objectives of the New Entrant Program are to:

- Ensure new carriers are operating safely
- Ensure new carriers understand and follow the regulations
- Remove carriers from operating if they are unsafe

**Commercial Vehicle Information System and Networks (CVISN) Grant Program**

The CVISN program is a nationwide information sharing and partnership effort supported by FMCSA that enables government agencies, motor carriers and other parties to exchange information to improve commercial motor vehicle safety by:

- Focusing safety enforcement on high-risk operators
- Integrating systems to improve the accuracy, integrity, and verifiability of credentials
- Improving efficiency through electronic screening of commercial vehicles
- Enabling online application and issuance of credentials

CVISN funds awarded to SCDPS during FY 2016 provided for ongoing support of the operations and maintenance activities necessary to keep South Carolina CVISN systems functioning.

**IV. Notification to Beneficiaries/Participants**

SCDPS hereby gives notice that it is the policy of the Department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898, and related Nondiscrimination authorities in all programs and activities. Title VI and related Nondiscrimination authorities require that no person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income or LEP, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SCDPS receives Federal financial assistance.

SCDPS provides its services without regard to race, color, national origin, sex, age, disability, income level, or LEP. Any person who believes they have been aggrieved has a right to file a formal complaint with SCDPS.

The following contact information for clients, customers, and program participants (if any) for requesting additional information regarding SCDPS's Title VI Program and filing a discrimination complaint is provided via the Department's website at [www.scdps.gov/scstp](http://www.scdps.gov/scstp) and posters displayed at each of STP's publically accessed facilities by June 30, 2017.

Complaints may be filed:

In person at:

South Carolina Department of Public Safety  
State Transport Police Division  
10311 Wilson Boulevard  
Blythewood, SC 29016

By mail:

South Carolina Department of Public Safety  
State Transport Police Division  
P. O. Box 1993  
Blythewood, SC 29016

By email:

[stphelp@scdps.gov](mailto:stphelp@scdps.gov)

Any such complaint must be in writing and filed with the SCDPS Title VI Program Coordinator within one hundred eighty (180) days following the last date of the alleged discriminatory act or acts. The Title VI Discrimination Complaint form can be obtained from the SCDPS website or by calling (803) 896-5500.

## **V. Sub-Recipient Compliance Reports**

DPS does not sub-award FMCSA funds to other Recipients.

## **VI. Training SCDPS Personnel on Civil Rights Requirements**

SCDPS employees subject to FMCSA mandates will be trained annually on their responsibility to refer discrimination complaints or potential discrimination issues to their supervisor, who will in turn forward them to the Title VI Program Coordinator for processing as soon as the alleged discrimination comes to their attention. In addition,

SCDPS will incorporate updates on civil rights Nondiscrimination authorities and the proper procedures for handling complaints into its training. This training is assigned to affected personnel and completed via the Department's internal web based training system (PowerDMS).

## **VII. Access to Records**

The Title VI Program Coordinator for SCDPS will maintain permanent records which include, but are not limited to, implementation of the Title VI Program requirements, Title VI complaints or lawsuits and related documentation, records of correspondence to and from complainants, and Title VI investigations. These records shall be made available to FMCSA, upon request, during normal business hours for compliance reviews and complaint investigations.

## **VIII. Title VI Program Complaint Procedures**

- A.** Any individual, group of individuals, or entity that believes they have been subjected to discrimination prohibited by Title VI and related nondiscrimination authorities may file a written complaint with SCDPS. These procedures do not deny the right of the complainant to file formal complaints with other State or Federal agencies, or to seek private counsel for complaints alleging discrimination.
- B.** Every effort will be made to obtain early resolution of complaints at the lowest possible level. The option of informal mediation meeting(s) between the affected parties and the investigator may be utilized for resolution at any stage of the process. SCDPS will make every effort to pursue a resolution of the complaint. Initial interviews with the complainant and the respondent will include requests for information regarding specific relief and settlement options.
- C.** In order to have the complaint considered under this procedure, the complainant must file the complaint no later than one hundred eighty (180) days after the last date of the alleged discriminatory act or acts.
- D.** Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances surrounding the claimed discrimination. In the event that a person makes a verbal complaint of discrimination to an employee of SCDPS, the person shall be interviewed by a Division Investigator. If necessary, the Division Investigator will assist the person in reducing the complaint to writing and submitting the written version of the complaint to the person for signature. The complaint shall then be handled according to SCDPS's investigative procedures.

- E. The SCDPS staff person receiving the complaint will immediately forward the complaint to his/her supervisor, who will in turn forward it to the STP Headquarters Administrative Sergeant serving as the Title VI Program Coordinator. It will be the responsibility of the Title VI Program Coordinator to document the complaint in grant files accessible to federal monitors, send the complainant a letter acknowledging receipt of the complaint and, if applicable, explain that SCDPS forwarded the complaint to the appropriate body for investigation.
- F. The STP Headquarters Administrative Sergeant who is designated as the Title VI Program Coordinator is responsible for fielding and answering questions regarding the complaint process.
- G. Within ten (10) days, the Title VI Program Coordinator will acknowledge receipt of the allegation, inform the complainant of the action taken or proposed action to process the allegation, and advise the complainant of other avenues of redress available, such as filing a complaint with FMCSA.
- H. Within sixty (60) days, a Division Investigator assigned by the STP Colonel will conduct an investigation of the allegation and, based on the information obtained, will submit a general investigation report to the Title VI Program Coordinator.
- I. Within ninety (90) days of receipt of the complaint, the Title VI Program Coordinator will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter.

SCDPS maintains a Complaints Log, which is made available to FMCSA upon request.

**IX. Status of Corrective Actions Implemented by Applicant to Address Deficiencies Previously Identified During a Title VI Program Compliance Review**

SCDPS has not been the subject of a Title VI Program Compliance Review.

**The United States Department of Transportation**

**Standard Title VI/Non-Discrimination Assurances**

**DOT Order No. 1050.2A**

The South Carolina Department of Public Safety (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Motor Carrier Safety Administration (FMCSA)**, is subject to and will comply with the following:

**Statutory/Regulatory Authorities**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 Stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq.*), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 49 C.F.R. part 303 (FMCSA's Title VI/Nondiscrimination Regulation);
- 28 C.F.R. part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898 (1995), entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" emphasizes that Federal agencies should use existing laws to achieve Environmental Justice, in particular Title VI,

to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FMCSA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice: [http://www.fhwa.dot.gov/environment/environmental\\_justice/index.cfm](http://www.fhwa.dot.gov/environment/environmental_justice/index.cfm)

Additionally, Executive Order 13166 (2001) on Limited English Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the *"application of Title VI's prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency."* When receiving Federal funds Recipients are expected to conduct a Four-Factor Analysis to prevent discrimination based on National Origin. (See also U.S. DOT's *"Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons,"* dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

#### General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*"No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the FMCSA."*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

#### Specific Assurances

More specifically, and without limiting the above general Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FMCSA Program**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in 49 C.F.R. §§ 21.23 (b) and 21.23 (e) will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations;
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with the FMCSA Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*"The South Carolina Department of Public Safety, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any*

*contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award.”;*

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient;
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith;
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property;
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
  - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, **South Carolina Department of Public Safety** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FMCSA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FMCSA**. You must keep records, reports, and submit the material for review upon request to **FMCSA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

**South Carolina Department of Public Safety** gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the **FMCSA Program**. This ASSURANCE is binding on the State of **South Carolina**, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person (s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

**South Carolina Department of Public Safety**  
(Name of Recipient)

by \_\_\_\_\_

(Signature of Authorized Official)

DATED \_\_\_\_\_

08/16/2016



## APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FMCSA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FMCSA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:
  - a. withholding payments to the contractor under the contract until the contractor complies; and/or
  - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

## CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY

### APPENDIX B

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

**NOW, THEREFORE**, the Department of Transportation as authorized by law and upon the condition that the **South Carolina Department of Public Safety** will accept title to the lands and maintain the project constructed thereon in accordance with **South Carolina Department of Public Safety**, the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program**, and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the **South Carolina Department of Public Safety** all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

#### (HABENDUM CLAUSE)

**TO HAVE AND TO HOLD** said lands and interests therein unto **South Carolina Department of Public Safety** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the **South Carolina Department of Public Safety**, its successors and assigns.

The **South Carolina Department of Public Safety**, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]\* (2) that the **South Carolina Department of Public Safety** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

**CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER  
THE ACTIVITY, FACILITY OR PROGRAM**

**APPENDIX C**

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the **South Carolina Department of Public Safety** pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, **South Carolina Department of Public Safety** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.\*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the **South Carolina Department of Public Safety** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the **South Carolina Department of Public Safety** and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

**CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED  
UNDER THE ACTIVITY, FACILITY OR PROGRAM**

**APPENDIX D**

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by **South Carolina Department of Public Safety** pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, **South Carolina Department of Public Safety** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.\*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, **South Carolina Department of Public Safety** will there upon revert to and vest in and become the absolute property of **South Carolina Department of Public Safety** and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

## APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. § 2000d *et seq.*), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. § 21.1 *et seq.* and 49 C.F.R. part 303;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq.*) (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794 *et seq.*) (prohibits discrimination on the basis of disability); and 49 C.F.R. part 27;
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (Pub. L. 97-248 (1982)), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (102 Stat. 28) ("*....which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.*");
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189), as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 *et seq.*).



U.S. Department  
of Transportation

Federal Motor Carrier  
Safety Administration

1200 New Jersey Avenue, SE  
Washington, DC 20590

November 29, 2016

In Reply Refer To: MC-CR  
FY 2017 Pre-Award SCDPS

Mr. Leroy Smith, Director  
South Carolina Department of Public Safety  
P.O. Box 1993  
Blythewood, SC 29016

Dear Mr. Smith:

We are in receipt of the South Carolina Department of Public Safety's (SCDPS) Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. While the Title VI Program Compliance Plan is not a FMCSA Notice of Funding Availability (NOFA) Title VI Program requirement for Fiscal Year (FY) 2016, it will be an FMCSA NOFA Title VI Program requirement for FY 2017. FMCSA's Office of Civil Rights is using FY 2016 to work with all FMCSA Grant Applicants to ensure that each Grant Applicant has an approved FMCSA Title VI Program Compliance Plan for FY 2017.

We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves the SCDPS's Title VI Program Compliance Plan. We do request that the SCDPS notify FMCSA's Office of Civil Rights should it sub-award FMCSA funds and/or be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with the SCDPS to ensure that the Title VI Program Compliance Plan is updated with the additional information.

Regarding the future use of the Title VI Program Compliance Plan, the SCDPS will be ready to submit the approved Plan with the applicable FY 2017 FMCSA Grant NOFA at the appropriate time. The only update that will be necessary to the approved Title VI Program Compliance Plan will be to update the signature and date on the Policy Statement and Assurance and include any procedural changes that may have taken place in the interim.

On an annual basis, FMCSA's Office of Civil Rights will conduct compliance reviews of a representative sampling of FMCSA Grant Recipients. FMCSA has approximately 125 Recipients annually. If and/or when the SCDPS is chosen as one of the FMCSA Grant Recipients' Title VI Program that will be reviewed in a given year, the Office of Civil Rights will use the approved Title VI Program Compliance Plan as the basis for conducting the desk audit and will request additional documentation as deemed appropriate during the review.

In addition, a small number of Recipients who are selected for a Title VI Program compliance review will also be selected for an on-site visit which will include personnel interviews. We appreciate your future assistance in the event the SCDPS is chosen for a compliance review in a given year.

If at any time your Agency has Title VI Program-related questions, please do not hesitate to contact Mr. Lester Finkle, National Title VI Program Manager at (202) 366-4474 or [lester.finkle@dot.gov](mailto:lester.finkle@dot.gov).

Sincerely,

A handwritten signature in blue ink that reads "Lester D. Finkle II".Handwritten initials "for" in blue ink.

Kennie J. May, Sr.  
Director  
Office of Civil Rights

Cc: John Price, State Transport Police, South Carolina DPS  
Chris Hartley, Division Administrator, South Carolina Division Office