

# The State of South Carolina Highway Safety Plan Federal Fiscal Year 2022

Submitted by the Office of Highway Safety and Justice Programs  
South Carolina Department of Public Safety

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**NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State is applying for the following incentive grants:**

- S. 405(b) Occupant Protection: **Yes**
- S. 405(e) Distracted Driving: **No**
- S. 405(c) State Traffic Safety Information System Improvements: **Yes**
- S. 405(d) Impaired Driving Countermeasures: **Yes**
- S. 405(f) Motorcyclist Safety Grants: **Yes**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(d) Alcohol-Ignition Interlock Law: **No**
- S. 405(h) Nonmotorized Safety: **Yes**
- S. 405(d) 24-7 Sobriety Programs: **No**
- S. 1906 Racial Profiling Data Collection: **No**

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## **HIGHWAY SAFETY PLANNING PROCESS**

### **FFY 2022 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS**

#### **Phase 1**

The FFY 2022 Problem Identification process began with a statewide statistical overview conducted by the Statistical Analysis Research Section (SARS) housed within the Office of Highway Safety and Justice Programs (OHSJP) to give a picture of the highway safety problems in general in the state of South Carolina. The overview included an identification of problems and priority counties in the state regarding traffic safety issues and concerns and was presented to the OHSJP management staff and Program Coordinators. The analysis utilized traffic data trends showing all counties in the state of South Carolina in six statistical categories regarding fatal and severe-injury collisions (number DUI-related, percentage DUI-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related).

Additional data was provided relative to occupant protection statistics, such as statewide safety belt use, child passenger safety seat use, and unbelted occupant traffic fatalities. In addition, traffic statistics were provided for vulnerable roadway users (motorcyclists, moped riders, pedestrians, and bicyclists). Priority areas for highway safety initiatives for FFY 2022 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; Non-motorized Safety (Bicyclists and Pedestrians) and Traffic Records (Statewide Emphasis).

#### **Phase 2**

OHSJP management staff met on several occasions to determine funding priorities (programmatic and geographic) and develop a plan for project development for FFY 2022. During these meetings, OHSJP staff identified areas of the state where highway safety problems exist that are void of grant-funded projects or other efforts to reduce collisions and fatalities. The project development plan included, based on an estimate of federal funds being available in FFY 2022, soliciting quality grant applications from entities in those geographic areas where the greatest highway safety problems exist and for the type of projects that are likely to have the most impact.

It was the consensus of the OHSJP staff, based on the meetings outlined above and the review of evidence-based statewide statistical data and project development ideas and efforts, that certain types of projects were strategic to achieving the proposed performance measures by reducing the state's mileage death rate and the number of injury collisions. While project applications were considered from all nationally and state-identified program areas, the group recommended that projects considered strategic and evidence-based in reducing the number of traffic injuries and fatalities on South Carolina's streets and highways be given priority consideration.

## South Carolina Performance Measures

Listed in the table below are South Carolina's Highway Safety Performance Measures which are consistent with the performance measures developed by USDOT in collaboration with the Governor's Highway Safety Association (GHSA). The table contains data points used to determine appropriate targets for success outlined in the Highway Safety Plan (HSP). Data-driven targets for each performance measure have been established and placed in the appropriate corresponding program area within the HSP. These performance targets will allow the OHSJP to track the state's progress toward meeting each target from a specific baseline.

## Justification for Performance Targets

A description of the traffic safety performance measures, corresponding goals with established performance targets, justification for the targets, and grant projects selected for South Carolina's FFY 2022 Highway Safety Plan are individually referenced by program area throughout this document. Grant projects identified for funding in this plan will be implemented through local and statewide traffic safety enforcement programs that are proven to be effective in preventing traffic violations, collisions, injuries, and fatalities in areas of South Carolina most at risk for such incidents.

## Process for Setting Targets in the HSP

When setting targets in the HSP for the core performance measures, the SARS statisticians performed an extensive analysis of the data related to each measure. South Carolina uses an eight-data-point graphical analysis with a five-year rolling average for all but one of the performance measures. The exception was the seatbelt use rate performance measure, which utilizes a year-to-year analysis. For all the measures, after the data points were plotted and the graphs were created, a trend line was added that could be used to predict future values. Trend lines were reviewed using linear, logarithmic, and polynomial equations with R-squared (best fit measure) values. The statisticians did a thorough examination to determine a best fit, often depending on the normality of data for each performance measure. They also took into account the feasibility of the predicted trend values, the annual fluctuations from year to year, and examined where the 2020 preliminary data lines up in relation to the trend line.

The statisticians then consulted with other OHSJP staff, who provided an evaluation and examination of highway safety projects, proposed countermeasures, and other factors unique to South Carolina which could impact the possibility of reaching a target based solely on trend line data. Unique factors examined included vehicle miles traveled, population changes, economic impacts, legislative roadblocks, cultural dynamics, billboard campaigns, policy issues, and efforts to spread public awareness. In some cases, the SARS would adjust the target value based on the additional input and information obtained from OHSJP staff.

Performance Targets (Annual Goals)

Annual Goals are individually listed and referenced by program area throughout the HSP.

**Table 14. South Carolina Highway Safety Plan Performance Measures and Goals**

NHTSA/FHWA Common Core Measures		2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2018-2022 Goal
C-1	Traffic Fatalities	863	832	818	852	890	916	969	1,005	1,061
C-2	Serious Injuries	3,417	3,367	3,315	3,241	3,199	3,089	2,965	2,974	2,850
C-3	Fatalities/VMT	1.76	1.70	1.66	1.71	1.75	1.75	1.80	1.82	1.820
NHTSA Core Measures		2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2022 Goal
C-3R	Fatalities/VMT - Rural	3.20	3.00	2.78	2.73	2.63	2.54	2.54	2.57	2.56
C-3U	Fatalities/VMT - Urban	0.40	0.48	0.66	0.80	0.97	1.08	1.19	1.20	1.18
C-4	Unrestrained Passenger Vehicle Occupants	335	301	280	279	291	290	307	312	311
C-5	Alcohol Impaired Driving Fatalities	357	345	336	327	333	325	315	306	305
C-6	Speed Related Fatalities	315	306	300	316	339	358	387	417	416
C-7	MC Fatalities	121	127	129	146	157	157	156	162	160
C-8	Unhelmeted MC Fatalities	90	93	96	107	114	113	112	115	114
C-9	Crashes	122	114	112	114	114	113	121	116	115
C-10	Pedestrian Fatalities	103	103	107	113	119	126	139	149	148

**Additional State Measures**

C-11	Bicyclist Fatalities	13	14	14	15	17	17	19	21	20
C-12	Moped Fatalities	22	25	28	32	36	34	35	35	34

A-1	Number Seatbelt Citations*	238,775	239,429	231,485	214,720	194,784	173,756	152,712	138,258	no goal required
A-2	Number Impaired Driving Arrests*	24,357	25,137	24,906	23,902	22,740	21,476	20,847	19,867	required
A-3	Number Speeding Citations*	434,068	427,708	411,676	400,246	392,538	382,033	366,297	353,059	required

\* During grant-funded enforcement activities

Annual Tracking		2012	2013	2014	2015	2016	2017	2018	2019	Goal
B-1	Observed Seatbelt Use	90.5%	91.7%	90.0%	91.6%	93.9%	92.3%	89.7%	90.3%	90.4%

## **DATA SOURCES AND PROCESSES**

The Statistical Analysis and Research Section (SARS) for traffic records and justice programs data in South Carolina is located within the Office of Highway Safety and Justice Programs (OHSJP). The SARS, as part of its responsibilities, collects and analyzes information concerning traffic collisions on South Carolina's roadways. This section performs analysis on traffic data from the Traffic Collision Statistical Database to determine when and where collisions are occurring, the demographics involved in collisions, and the specific causes of collisions. This information is presented to OHSJP staff to be used for the planning and implementation of appropriate countermeasures (e.g., enforcement and education initiatives) and program development efforts to help reduce traffic collisions, injuries, and fatalities. The OHSJP also houses staff who perform data entry services within the Traffic Records section. Responsibilities of this section are far-ranging and encompass programming, consultation, descriptive analysis, inferential statistical analysis, report preparation, etc. The current databases maintained and used for statistical analysis are detailed below:

### Traffic Collision Master File

Traffic collisions that occur in South Carolina and are investigated by law enforcement agencies are reported to the SC Department of Public Safety (SCDPS) on the Uniform Traffic Collision Report Form (TR-310). By law, any collision that results in at least \$1,000 in total property damage, or results in injury or death and occurs on a public highway must be reported to the South Carolina Department of Public Safety on the TR-310. The OHSJP is responsible for the design and printing of these forms. Data from the TR-310 is either electronically reported or entered by Traffic Records data entry staff into the Traffic Records Master File. The Traffic Records Master File is maintained by OHSJP's Traffic Records staff and SCDPS's Office of Information Technology (OIT).

### Traffic Collision Statistical Database

The OHSJP's Statistical Analysis and Research Section (SARS) retrieves the data within the Traffic Records Master File and creates the Traffic Collision Statistical Database. The Traffic Collision Statistical Database contains any collision that results in at least \$1,000 in total property damage, or results in injury or death and occurs on a public highway. If these collisions occur on private property or are reported on any form other than the TR-310, they are excluded from this database. Throughout the year, the SARS statisticians perform an extensive data cleaning process on the database by continuously combing through the database in an effort to improve data reporting. This process involves, but is not limited to, reviewing data for consistency, detection of potential discrepancies, and the correction of discrepancies. The SARS statisticians work closely with the Traffic Records staff during this process. This database is used for performing statistical studies for various users, including law enforcement agencies, governmental units, attorneys, engineers, media representatives, and private users. These studies, conducted upon written request, are primarily descriptive in nature and focus on a specific traffic collision topic. These topics range

from collisions at a specific intersection or stretch of road, to collisions during specific months in selected counties, to rankings of specific intersections in a county or jurisdiction. The Traffic Collision Statistical Database is used to create all calculations for state data.

#### South Carolina Traffic Fatality Register

The OHSJP's Statistical Analysis and Research Section (SARS) maintains the Traffic Fatality Register as an up-to-date preliminary process of counting traffic fatalities. Daily comparisons with previous years up to the same date are required as an ongoing assessment of traffic safety programs. Data for this file is received through the Highway Patrol Communications Office, local law enforcement agency early notification reporting (Fast FARS), and TR-310s received from all investigative agencies.

The Traffic Fatality Register is used on a daily basis to record the latest available information concerning persons such as passengers, pedestrians and bicyclists who die in traffic collisions in South Carolina. The Traffic Fatality Register is created using the South Carolina Collision and Ticket Tracking System (SCCATTS) Fatality Application. Through this fatality application, a report is generated on a daily basis and distributed to highway safety committees and program stakeholders, as well as community and constituent groups. The South Carolina Department of Transportation (SCDOT), the South Carolina Law Enforcement Division (SLED), the SC Criminal Justice Academy (SCCJA), the Region 4 office of the National Highway Traffic Safety Administration (NHTSA) and local law enforcement agencies are among the recipients of this fatality and seat belt use data.

#### South Carolina Online Fatality Count Application

The OHSJP's Statistical Analysis and Research Section (SARS) maintains the South Carolina Online Fatality Count Application with assistance from the SCDPS's Office of Information Technology. This online fatality application provides detailed preliminary counts of traffic fatalities in the state to the public similar to the daily report generated by the Traffic Fatality Register. The data displayed on this interactive application is a de-identified dataset of data derived from the South Carolina Collision and Ticket Tracking System (SCCATTS) Fatality Application. In the process of compiling this data, SARS performs a daily rigorous process of detecting and correcting inaccurate data including making certain adjustments to the location data where clerical errors are noted to assist in the proper location of the fatalities on the interactive map. In an effort to be more user-friendly, SARS also included a mobile device version of the interactive map.

#### South Carolina Department of Public Safety Weekend Fatality Report Online Application

The OHSJP's Statistical Analysis and Research Section (SARS) maintains the South Carolina Department of Public Safety (SCDPS) Weekend Fatality Report Online Application with assistance from the SCDPS's Office of Information Technology. This online weekend fatality application provides detailed preliminary counts of traffic fatalities in the state to the media and

public for only the prior weekend. It displays data from 6 PM Friday through 11:59 PM Sunday and is compiled every Monday following the weekend. The fatality information displayed contains the time and date, route type and name, county, seat belt usage, and unit type. It also provides fatality county totals by year to the current weekend for all years displayed for comparison purposes. The data displayed on this weekend fatality application is a de-identified dataset of data derived from the South Carolina Collision and Ticket Tracking System (SCCATTS) Fatality Application. In the process of compiling this data, SARS performs a rigorous process of detecting and correcting inaccurate data prior to notifying the SCDPS's Public Affairs Office the weekend fatality application is ready for the media press release.

#### Fatality Analysis Reporting System (FARS)

FARS was established in the 1970s as a uniform system for gathering information on fatal traffic collisions in the United States. The data collected is used by a large number of organizations in government, academia, and private industry to analyze a wide variety of traffic safety issues.

FARS collects uniform data from each of the 50 states plus the District of Columbia and Puerto Rico. Participation is required and consists of gathering and transmitting fatal collision information to a central data center in Washington, D.C. Currently, data transmittal is performed in each state by means of a personal computer linked, via telephone lines with modems (MDE System), to the headquarters in Washington.

#### SAFETYNET

SAFETYNET is an automated information management system designed to support Federal and State Motor Carrier Safety Programs by allowing monitoring of the safety performance of Interstate and Intrastate commercial motor carriers. The OHSJP and the State Transport Police collaborate in maintaining this data. OHSJP uses the crash data from the Traffic Collision Statistical Database to upload information regarding commercial vehicle activity.

#### South Carolina Collision and Ticket Tracking System (SCCATTS)

The South Carolina Collision and Ticket Tracking System (SCCATTS) is a collaborative effort among several SCDPS divisions and various external agencies created to address the shortcomings of a system that predominantly generated and processed traffic collision reports and traffic citations manually. The goal of SCCATTS is to enhance highway safety through the timely collection/analysis of, and response to, pertinent data.

#### **PROCESSES PARTICIPANTS**

The state receives significant input from its Traffic Records Coordinating Committee (TRCC), which is composed of members from the SC Department of Public Safety (SCDPS), the SC Department of Transportation (SCDOT), the SC Department of Motor Vehicles (SCDMV), the SC Judicial Branch (SCJB), and the SC Department of Health and Environmental Control



(SCDHEC), as well as local law enforcement, in the continuous upgrading of its traffic records and data collection systems. The TRCC annually updates the state's Traffic Records Strategic Plan, which is recommended by the TRCC Working Group and approved by the TRCC Executive Group. Projects contained in the TRSP are also included in this document. The countermeasure strategies identified in this plan are performance-based and were developed with significant input from the Statistical Analysis and Research Section (SARS), which is housed within the Office of Highway Safety and Justice Programs (OHSJP), as well as with input from a variety of councils/task forces maintained and/or participated in by the SCDPS.

The OHSJP receives input from its Motorcycle Safety Task Force, which is composed of members from SCDPS, SCDOT, the SC Technical College System, AARP, motorcycle advocacy groups, SCDMV, and state and local law enforcement, in regards to its planned motorcycle safety activities for the upcoming year.

In addition, the OHSJP receives significant input from the SC Impaired Driving Prevention Council (SCIDPC), which is a multi-agency, multi-disciplinary task force, seeking to utilize a variety of approaches in attacking the DUI problem in the state and is made up of representatives from law enforcement, the criminal justice system (prosecution, adjudication, and probation), driver licensing, treatment and rehabilitation, ignition interlock program, data and traffic records, public health, and communication. If, as outlined in 23 CFR § 1300.23, the OHSJP is required to develop a new Impaired Driving Countermeasures Plan (IDCP), the plan is approved by the SCIDPC when it is due. Activities and strategies contained in the IDCP are also contained in the HSP. The SCIDPC is composed of representatives from the following agencies (please note primary agency function[s] indicated by each listed agency):

SCDPS – law enforcement, communication, data/traffic records, OHSJP

SCDOT – data/traffic records

SCDMV – driver licensing, data/traffic records, ignition interlock device program

SC Department of Alcohol and Other Drug Abuse Services (SCDAODAS) – treatment/rehabilitation/prevention, data

SC Legislature – administration, legislation

SC Department of Insurance (SCDOI) – data

SC Commission on Prosecution Coordination (SCCPC) – prosecution

SC Solicitors Association (SCSoA) – prosecution

SC Dept. of Probation, Parole and Pardon Services (SCDPPPS) – criminal justice, ignition interlock device program

SC Criminal Justice Academy (SCCJA) – law enforcement training

SC State Law Enforcement Division (SLED) – law enforcement

SC Judicial Branch (SCJB) – criminal justice, adjudication

SC Attorney General’s Office (SCAGO) – criminal justice

SC Sheriffs’ Association (SCSA) – law enforcement

SC Law Enforcement Officers’ Association (SCLEOA) – law enforcement

SC Summary Court Judges’ Association (SCSCJA) – criminal justice, adjudication

SC Coroners’ Association (SCCA) – public health, criminal justice

SC Trucking Association (SCTA) – administration, advisory

Behavioral Health Services Association (BHSA) – public health, treatment/rehabilitation

SC Victims Assistance Network (SCVAN) – advocacy, victim services

SC Mothers Against Drunk Driving (SCMADD) – advocacy, victim services

Families of Highway Fatalities (FHF) – advocacy, victim services

State Office of Victim Assistance (SOVA) – advocacy, victim assistance

Safety Council of South Carolina (SC Chapter of National Safety Council) – advocacy, data

SC Restaurant and Lodging Association (SCRLA) – administration, business/industry

Federal Highway Administration (FHWA) – advisory

National Highway Traffic Safety Administration (NHTSA) – advisory

Federal Motor Carrier Safety Administration (FMCSA) - advisory

## DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

### South Carolina Traffic Fatality Data

Highway safety programs have been successful. In 1966, the motor vehicle death rate in South Carolina was 7.7 fatalities per 100 million vehicle miles of travel; in 2019, the rate was 1.73 fatalities per 100 million vehicle miles of travel. The federally-funded State and Community Highway Safety grant program has been a major contributor to that decline. Despite the improvements, highway safety remains a significant and costly problem.

Table 1. South Carolina Basic Data							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	979	1,020	989	1,036	1,001	2.25%	-0.50%
<b>VMT*</b>	51.72	54.40	55.50	56.84	57.94	12.03%	6.09%
<b>VMT Rate**</b>	1.89	1.87	1.78	1.82	1.73	-8.47%	-5.98%
<b>Population</b>	4,891,938	4,957,968	5,021,268	5,084,156	5,148,714	5.25%	3.20%
<b>Pop Rate***</b>	20.01	20.57	19.70	20.38	19.44	-2.85%	-3.60%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)  
 2019 VMT & VMT Rate provided by South Carolina Department of Transportation  
 Population provided by U.S. Bureau of Census  
 \*Vehicle Miles of Travel (billions)  
 \*\*Rate per 100 million vehicle miles  
 \*\*\*Rate per 100,000 population

Statistical data **Table 1** for calendar year (CY) 2019 shows that 1,001 people were killed in South Carolina traffic collisions. In the period from 2015 through 2019, the most recent release of data from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) indicates that there were approximately 5,025 motor vehicle-related fatalities in South Carolina. This resulted in an average of about 1,005 traffic fatalities per year over the five-year period. Over this period, annual traffic fatalities fluctuated around the five-year average, starting with 979 in 2015 and ending with 1,001 in 2019. The 2019 count represents a 0.50% decrease, when compared to the average of the prior four years (1,006 fatalities), and a 2.25% increase when compared to the count in 2015. Total fatalities increased from 979 in 2015 to 1,020 in 2016 and to 1,036 in 2018. The 2019 figure represents the only decline of the five-year cycle.

A comparison of South Carolina data with the national data (**Table 2**) indicates that South Carolina's *average* VMT-based fatality rate over the five years 2015 to 2019 (1.82 deaths per 100 million vehicle miles traveled (VMT)) was higher than the five-year average for the nation (1.15). According to the most recent South Carolina Department of Transportation (SCDOT) data, South Carolina's traffic death rate per 100,000,000 VMT of 1.73 for 2019 is approximately 57% higher than the national VMT rate of 1.10. The VMT rate in South Carolina decreased by 8.47 % from 2015 to 2019 while the population increased by 5.25% during that period. Decreases were observed in the population-based fatality rate (2.85%) and the VMT-based rate (8.47%) from 2015 to 2019, though the actual number of total traffic fatalities increased slightly (2.25%).

The state's population-based fatality rate (expressed as the number of deaths per 100,000 population) decreased by 3.60% in 2019, as compared to the prior four-year average population-

based fatality rate for the years 2015-2018. South Carolina’s 2015-2019 average population-based fatality rate (20.02 deaths per 100,000 residents) was greater than the national rate (11.28).

**Table 2** shows decreases in the number of nationwide traffic fatalities (3.44%) and in the population-based fatality rate (4.76%) in 2019, when compared to the respective 2015-2018 average. The total 2019 nationwide traffic fatalities increased 0.42% compared to the 2015 total nationwide traffic fatalities. The VMT-based fatality rate for the nation decreased by 4.35% in 2019 compared to the VMT-based fatality rate in 2015.

Table 2. Nationwide Basic Data							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	35,477	37,803	37,471	36,830	35,627	0.42%	-3.44%
<b>VMT*</b>	3,095	3,174	3,212	3,240	3,267	5.56%	2.73%
<b>VMT Rate**</b>	1.15	1.19	1.17	1.14	1.10	-4.35%	-5.38%
<b>Population</b>	320,635,163	322,941,311	324,985,539	326,687,501	328,239,523	2.37%	1.37%
<b>Pop Rate***</b>	11.06	11.71	11.53	11.27	10.85	-1.90%	-4.76%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*Vehicle Miles of Travel (billions)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

As **Table 3** demonstrates, South Carolina saw a 2.24% decrease in driver fatalities, when comparing 2015 (669) to 2019 (654). Unrestrained occupant fatalities reflect a 2.92% decrease when comparing 2015 (308) to 2019 (299). When comparing the 306 impaired driving fatalities in 2015 to the number of impaired driving fatalities in 2019 (285), the state experienced a 6.90% decrease.

Motorcyclist fatalities decreased in South Carolina by 17.30% in 2019 as compared to 2015 (from 185 in 2015 to 153 in 2019), and nationally there was a 1.43% decrease in 2019 as compared to 2015 (from 5,029 in 2015 to 4,957 in 2019). It should be noted, however, that NHTSA’s FARS data includes moped rider fatality statistics in the motorcyclist category, whereas South Carolina state traffic data does not.

Older-driver-involved fatalities increased in South Carolina by 21.02% in 2019 as compared to 2015 (from 157 in 2015 to 190 in 2019).

Also, as shown in **Table 3**, there were 107 bicyclist fatalities in the five-year period examined in this report, with 26 occurring in 2019, representing an increase of 28.40% when compared to the average of the previous four-year period (20), and an increase of 62.50% when compared to 2015 (16). The increase in nationwide bicyclist fatalities was slight (0.84%) when comparing 2015 to 2019 (829 in 2015 to 836 in 2019).

Table 3. Fatalities by Type							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>							
South Carolina	979	1,020	989	1,036	1,001	2.25%	-0.50%
U.S.	35,477	37,803	37,471	36,830	35,627	0.42%	-3.44%
<b>Driver Fatalities</b>							
South Carolina	669	679	664	693	654	-2.24%	-3.29%
U.S.	22,349	23,713	23,756	23,040	22,322	-0.12%	-3.84%
<b>Passenger Fatalities</b>							
South Carolina	169	166	150	152	158	-6.51%	-0.78%
U.S.	6,503	6,820	6,521	6,276	6,012	-7.55%	-7.93%
<b>Motorcyclist Fatalities</b>							
South Carolina	185	186	145	141	153	-17.30%	-6.85%
U.S.	5,029	5,337	5,226	5,037	4,957	-1.43%	-3.88%
<b>Pedestrian Fatalities</b>							
South Carolina	123	144	155	165	160	30.08%	9.03%
U.S.	5,489	6,080	6,075	6,374	6,118	11.46%	1.89%
<b>Bicyclist Fatalities</b>							
South Carolina	16	25	17	23	26	62.50%	28.40%
U.S.	829	853	806	871	836	0.84%	-0.45%
<b>Impaired Driving Fatalities</b>							
South Carolina	306	343	305	290	285	-6.86%	-8.36%
U.S.	10,280	10,967	10,880	10,710	10,142	-1.34%	-5.30%
<b>Speeding Fatalities</b>							
South Carolina	366	393	417	450	459	25.41%	12.92%
U.S.	9,723	10,291	9,947	9,579	9,478	-2.52%	-4.12%
<b>Unrestrained Occupant Fatalities</b>							
South Carolina	308	315	308	331	299	-2.92%	-5.23%
U.S.	9,978	10,464	10,116	9,844	9,346	-6.33%	-7.47%
<b>Young Driver(20 &amp; under) -Involved Fatalities</b>							
South Carolina	121	108	121	136	94	-22.31%	-22.63%
U.S.	4,413	4,631	4,472	4,219	4,029	-8.70%	-9.13%
<b>Older Driver(65+) -Involved Fatalities</b>							
South Carolina	157	161	190	208	190	21.02%	6.15%
U.S.	6,556	7,169	7,299	7,370	7,633	16.43%	7.53%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

The total number of pedestrian fatalities in the state increased 30.08% when comparing 2015 to 2019 (from 123 in 2015 to 160 in 2019). The number of national pedestrian fatalities increased 11.46% in 2019 (6,118) as compared to 2015 (5,489). **Table 4** shows that Charleston (10.7%), Greenville (10.4%), Horry (10.2%), and Richland (7.5%) were the counties in the state with the highest percentages of pedestrian fatalities during the five-year period.

<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total 2015-2019</b>	<b>% of State</b>
Charleston	15	10	14	23	18	80	10.7%
Greenville	12	19	21	10	16	78	10.4%
Horry	7	18	19	16	16	76	10.2%
Richland	9	13	12	8	14	56	7.5%
Lexington	4	6	8	11	15	44	5.9%
Spartanburg	10	3	10	9	12	44	5.9%
Anderson	3	6	8	6	8	31	4.1%
Florence	7	3	6	10	4	30	4.0%
Berkeley	4	7	9	6	3	29	3.9%
Orangeburg	2	7	2	4	7	22	2.9%
<b>Total Top Counties</b>	<b>73</b>	<b>92</b>	<b>109</b>	<b>103</b>	<b>113</b>	<b>490</b>	<b>65.6%</b>
<b>All Pedestrian Fatalities</b>	<b>123</b>	<b>144</b>	<b>155</b>	<b>165</b>	<b>160</b>	<b>747</b>	<b>100.0%</b>

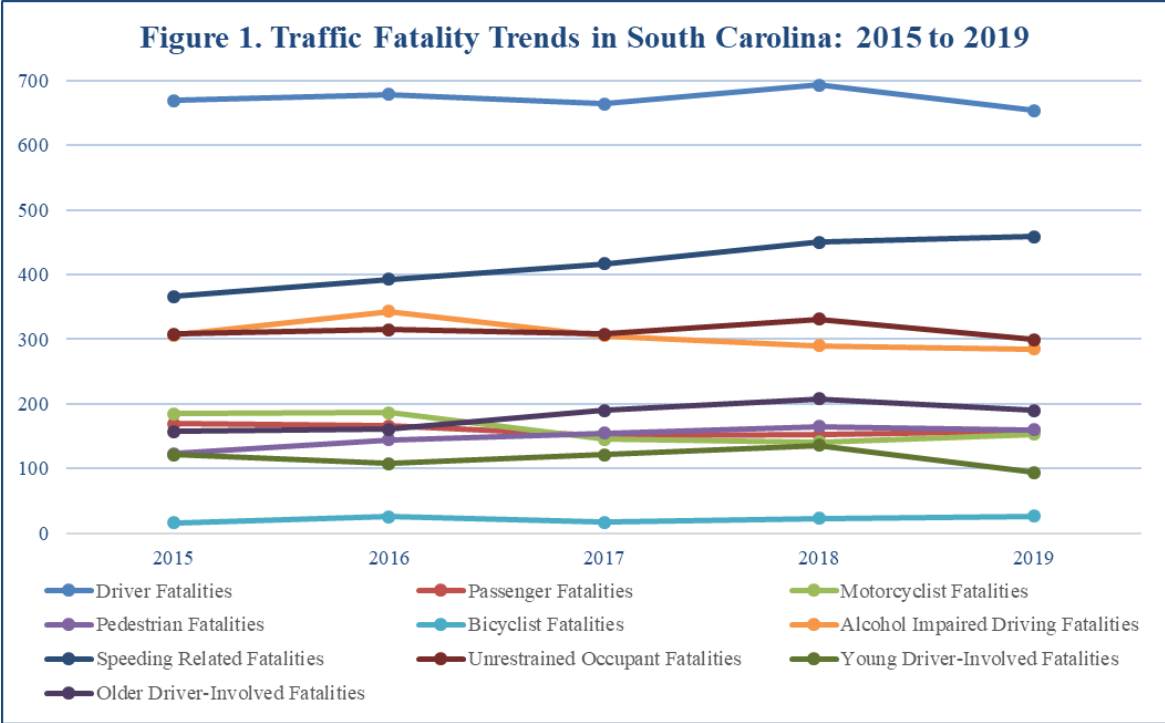
NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

## Major Categories of Traffic Fatalities in South Carolina

**Figure 1** demonstrates categories of traffic fatalities in South Carolina from 2015 to 2019.

Driver fatalities accounted for the majority (66.8%) of motor vehicle-related fatalities in South Carolina during 2015-2019. This represents about four times as many traffic fatalities as were accounted for by passengers (13.0%). Overall, driver fatalities have fluctuated since 2015 (669), rising to 679 in 2016 before declining slightly in 2017 (664) and rising again to 693 in 2018. The 654 driver fatalities in 2019 represented a 2.24% decrease when compared to 2015 (669) and a decrease of 3.29% when compared to the average of years 2015 to 2018 (676.25).

The next three largest categories of traffic fatalities (after driver fatalities) from the 2015-2019 time period shared some degree of overlap and were behavior-related. Speeding-related fatalities averaged about 417 per year and accounted for approximately 41% of total traffic fatalities; alcohol-impaired driving fatalities averaged 306 per year and accounted for approximately 30% of total traffic fatalities; and unrestrained occupant fatalities averaged about 312 per year and accounted for approximately 31% of total traffic fatalities.



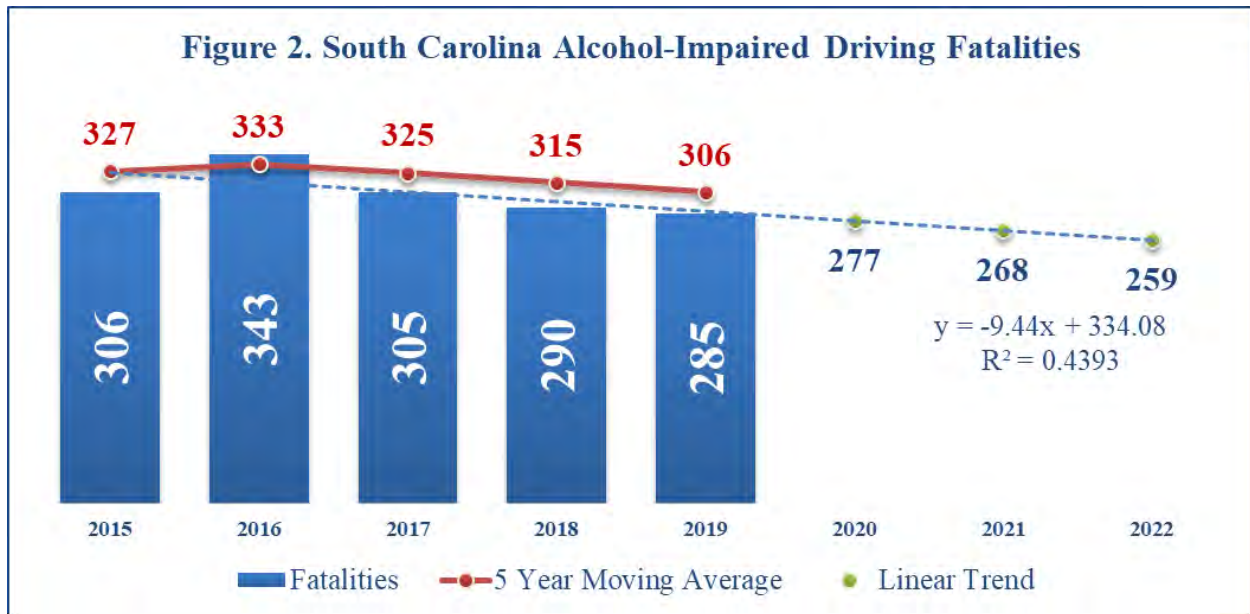
Declines were observed among two of the three major behavior-related traffic fatality categories (alcohol-impaired driving, speeding-related, and unrestrained vehicle occupant) in South Carolina: the alcohol-impaired driving traffic fatalities category and the unrestrained vehicle occupant category. Alcohol-impaired-driving fatalities showed a decline (-6.86% in 2019 as compared to 2015; -8.36% comparing 2019 to the average of 2015-2018). Alcohol-impaired-driving fatalities rose from 2015 to 2016 (+37). The numbers improved in subsequent years with alcohol-impaired driving fatalities experiencing a decline from 2016 to 2017 (-38), from 2017 to 2018 (-15), and from 2018 to 2019 (-5) in South Carolina. Overall, there was a net decline of 21 alcohol-impaired driving fatalities between 2015 and 2019 (see **Tables 5** and **3** as well as **Figures 2** and **3** for impaired driving trends). Unrestrained occupant fatalities showed a decline (-2.92% in 2019 as compared to 2015; -5.23% comparing 2019 to the average of 2015-2018). Unrestrained occupant fatalities rose from 2015 to 2016 (+7) before declining from 2016 to 2017 (-7). The numbers rose again from 2017 to 2018 (+23) before experiencing the biggest decline of the five-year period from 2018 to 2019 (-32). Overall, there was a net decline of nine unrestrained occupant fatalities between 2015 and 2019 (see **Tables 7** and **3** as well as **Figures 6** and **7** for unrestrained occupant trends).

Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	306	343	305	290	285	-6.86%	-8.36%
<b>VMT Rate**</b>	0.59	0.63	0.55	0.51	0.49	-16.95%	-14.04%
<b>Pop Rate***</b>	6.26	6.92	6.07	5.70	5.54	-11.50%	-11.18%
<b>Pct. Of Total</b>	31.26%	33.63%	30.84%	27.99%	28.47%	-2.79%	-2.46%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

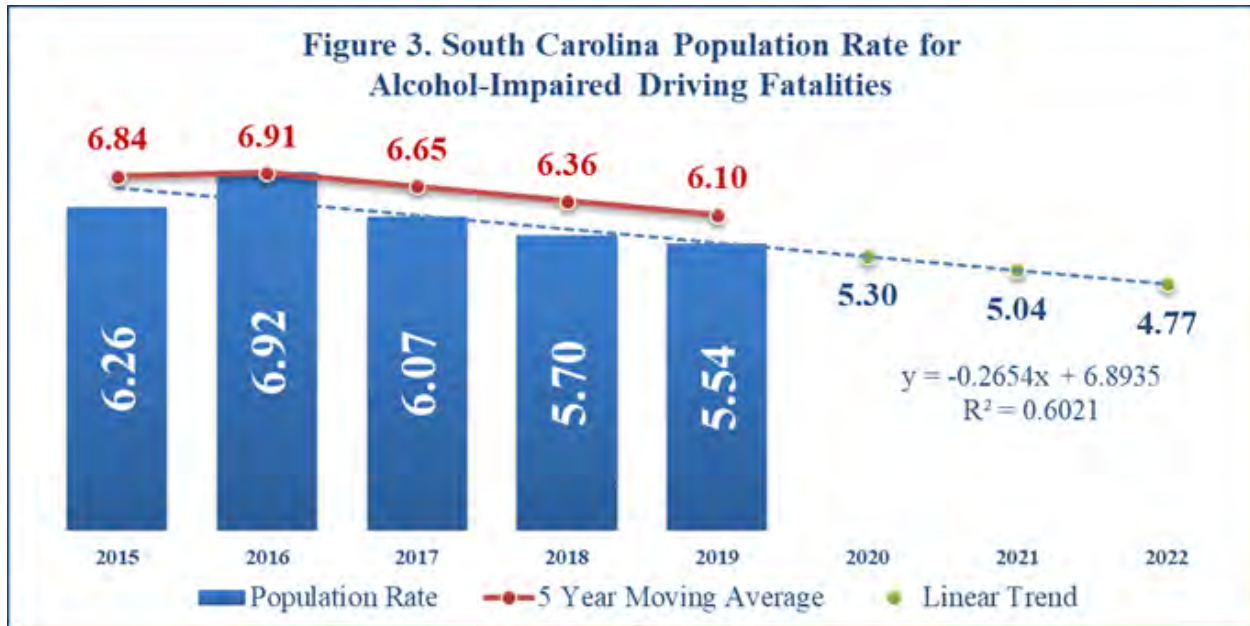
\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population



South Carolina’s alcohol-impaired population-based fatality rate showed a slight decline, with the 2019 rate (5.54 deaths per 100,000 population) representing an 11.18% decrease when compared to the 2015-2018 average (6.24) and an 11.50% decrease when compared to the rate in 2015 (6.26). Additionally, alcohol-impaired driving fatalities made up 28.47% of total traffic fatalities in South Carolina in 2019. This is a 2.79% decrease from the 31.26% of alcohol-impaired driving fatalities to total traffic fatalities in 2015 (see **Table 5**).





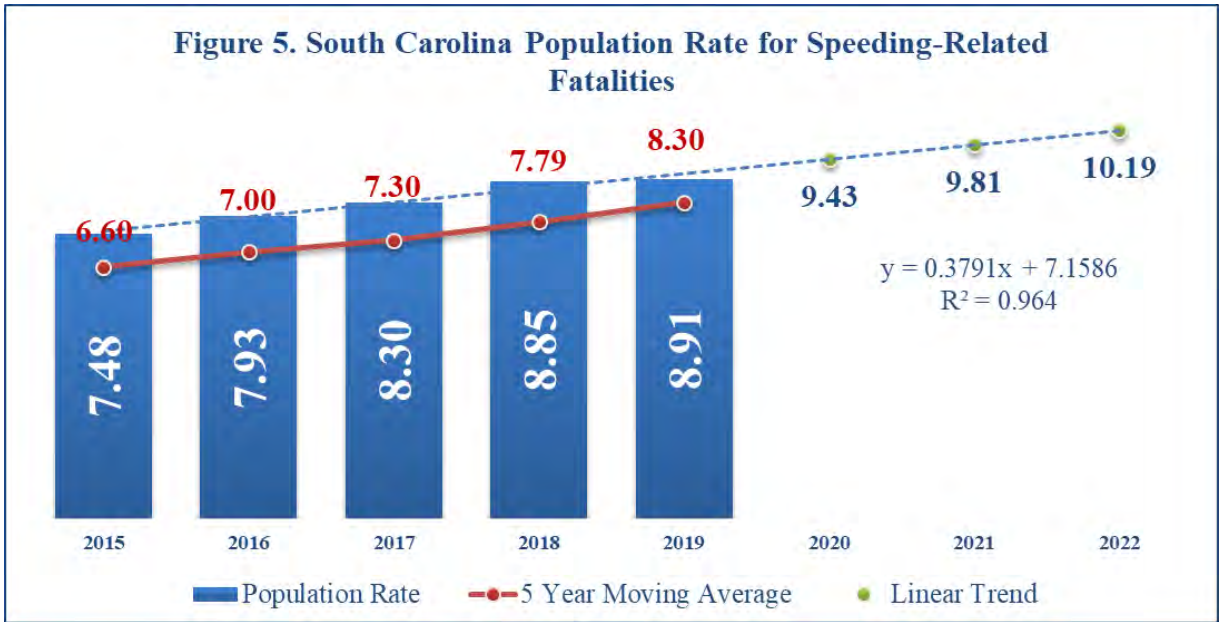
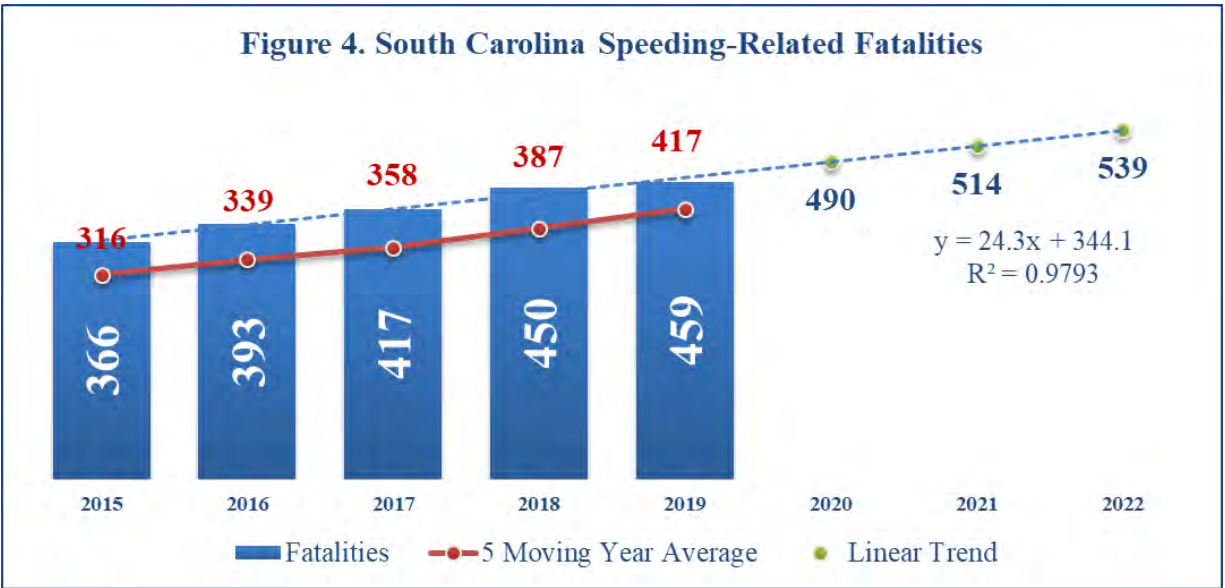
There was a significant increase over the 2015-2019 period in the speeding-related fatalities category as shown in **Table 6** below. The 459 speeding-related fatalities in South Carolina in 2019 represented a substantial increase (12.92%) compared to the average of the prior four years, and an even larger increase (25.41%) when compared to the 2015 total (366). The population-based fatality rate was the highest in 2019 (8.91), which was significantly higher than the rate in 2015 (7.48). South Carolina’s 2019 speeding-related population-based fatality rate (8.91 deaths per 100,000 population) is 9.46% higher than the 2015-2018 average (8.14) and 19.12% higher than the 2015 rate.

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	366	393	417	450	459	25.41%	12.92%
<b>VMT Rate**</b>	0.71	0.72	0.75	0.79	0.79	11.27%	6.40%
<b>Pop Rate***</b>	7.48	7.93	8.30	8.85	8.91	19.12%	9.46%
<b>Pct. Of Total</b>	37.39%	38.53%	42.16%	43.44%	45.85%	8.46%	5.47%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population



Unbelted passenger vehicle occupant fatalities fluctuated over the 2015-2019 period, and the 2019 count was the lowest of the period, as seen in **Figure 6** (2.92% decrease in 2019 as compared to 2015; 5.23% decrease relative to the average of the previous four years). The net decrease between 2015 and 2019 was 9 unbelted passenger vehicle occupant fatalities (see **Tables 7 and 3**). South Carolina’s 2015-2019 population-based unbelted passenger vehicle occupant fatality rate (6.22 deaths per 100,000 population) was much higher than the U.S. as a whole (3.06) during the preceding period (calculated from **Tables 2 and 3** and U.S. population from (2015-2019)).

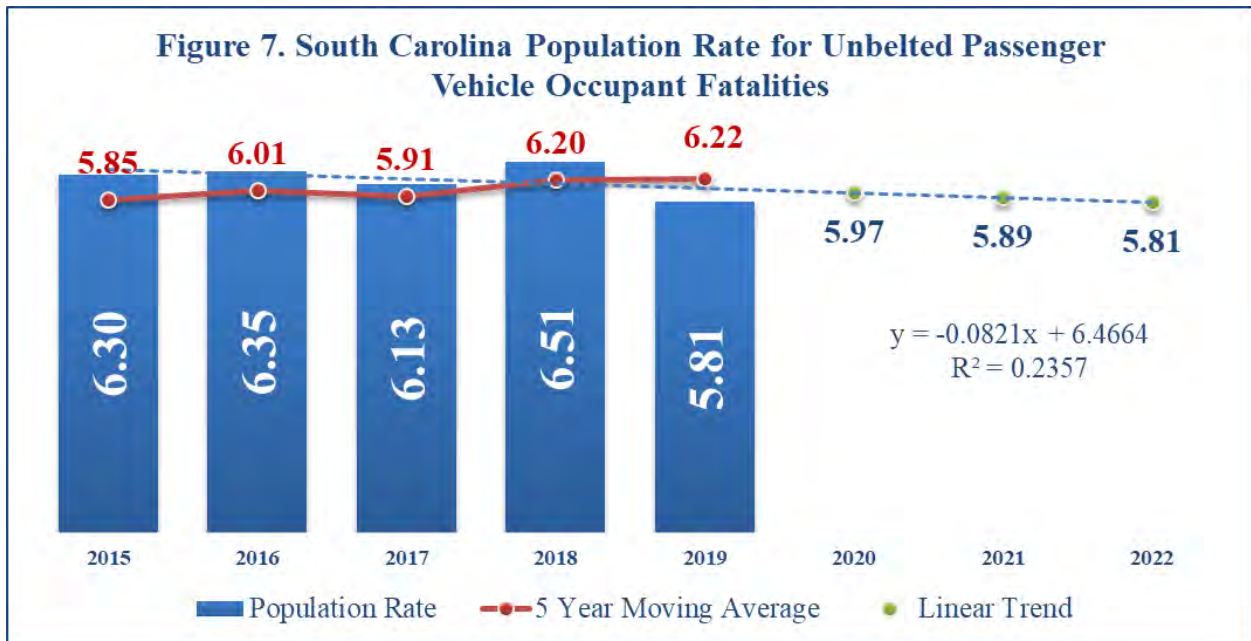
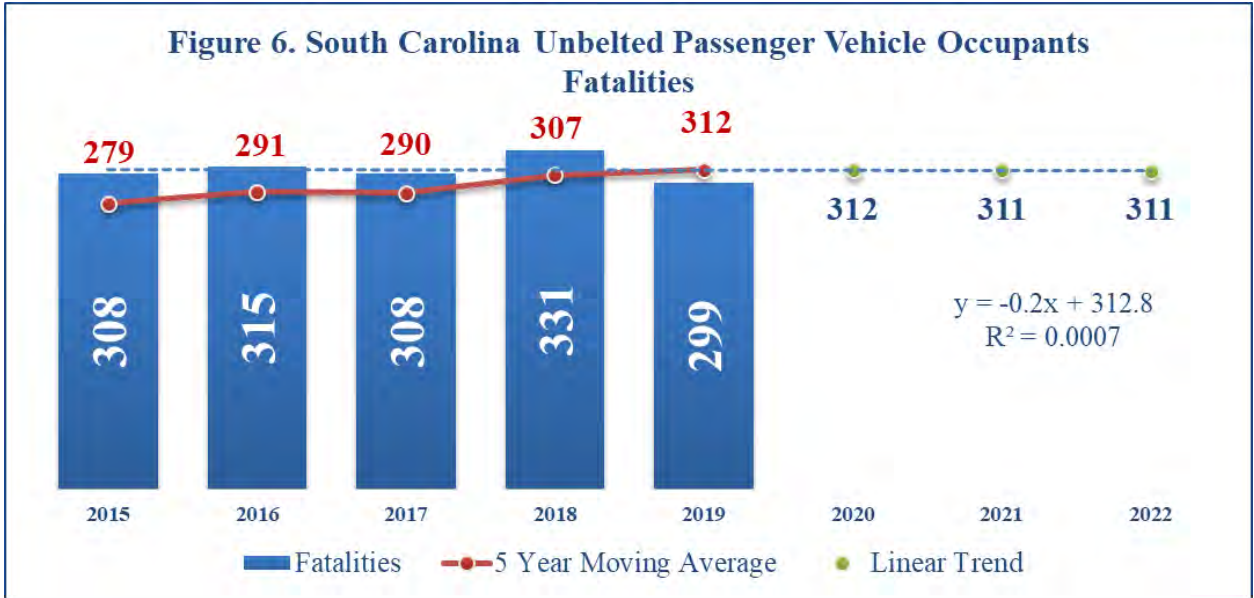
**Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities**

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	308	315	308	331	299	-2.92%	-5.23%
<b>VMT Rate**</b>	0.60	0.58	0.55	0.58	0.52	-13.33%	-9.96%
<b>Pop Rate***</b>	6.30	6.35	6.13	6.51	5.81	-7.78%	-8.11%
<b>Pct. Of Total</b>	31.46%	30.88%	31.14%	31.95%	29.87%	-1.59%	-1.49%
<b>Observed Belt Use</b>	91.60%	93.90%	92.30%	89.70%	90.30%	-1.30%	-1.57%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population



### Mid-range Categories of Traffic Fatalities in South Carolina

Five additional categories were associated with more moderate proportions of traffic fatalities, each with 10% to 20% of total fatalities over the five-year period 2015-2019. These categories (and their proportions) were **older (65+) driver-involved** fatalities (18.02% of the total and about 180 fatalities annually); **passenger** fatalities (15.83%, 159 fatalities annually); **motorcycle rider** (16.12%, 162 fatalities annually); **pedestrians** (14.85%, 149 fatalities annually); and **young (under 21) driver-involved** fatalities (11.54%, 116 fatalities annually). Two of the five categories (pedestrians and older (65+) driver-involved) increased in total fatalities in 2019, with pedestrians having the most significant increase from 2015 (123) to 2018 (160). The remaining three categories (motorcycle rider, young (under 21) driver-involved, and passenger fatalities) experienced decreases of 17.30%, 22.31%, and 6.51%, respectively, when compared to 2015.

As shown in **Table 8**, passenger traffic fatalities declined from 2015 through 2017 before rising in 2018 and 2019. The 158 passenger fatalities in 2019 were 11 fewer, or 6.51%, than in 2015 (169) and roughly the same, or 0.78% fewer, than the average of the previous four years (159.25).

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	169	166	150	152	158	-6.51%	-0.78%
<b>VMT Rate**</b>	0.33	0.31	0.27	0.27	0.27	-18.18%	-8.47%
<b>Pop Rate***</b>	3.45	3.35	2.99	2.99	3.07	-11.01%	-3.91%
<b>Pct. Of Total</b>	17.26%	16.27%	15.17%	14.67%	15.78%	-1.48%	-0.06%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

The National Highway Traffic Safety Administration (NHTSA) defines motorcycle rider as both operators and the passengers of the motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground. **Table 9** shows that in South Carolina, the number of motorcycle rider fatalities experienced a spike in 2016 to 186, a decrease in 2017 and 2018, and a slight increase from 2018 to 2019 during the five-year period from 2015-2019. The number of fatalities in 2019 (153) represents a 6.85% decrease from the average of the prior four years (164.25) and a 17.30% decrease from 2015 (185). However, it should be noted that the statistical information in these charts includes moped operator fatalities, as well as motorcyclist fatalities. Traffic statistical data collection in the state of South Carolina distinguishes between these two categories of motorists.

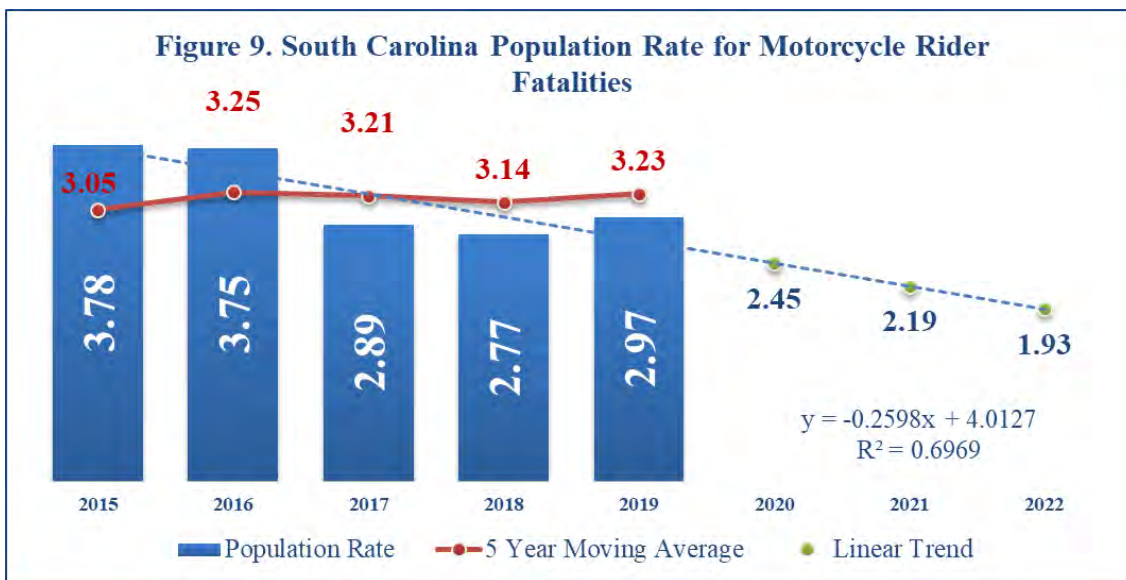
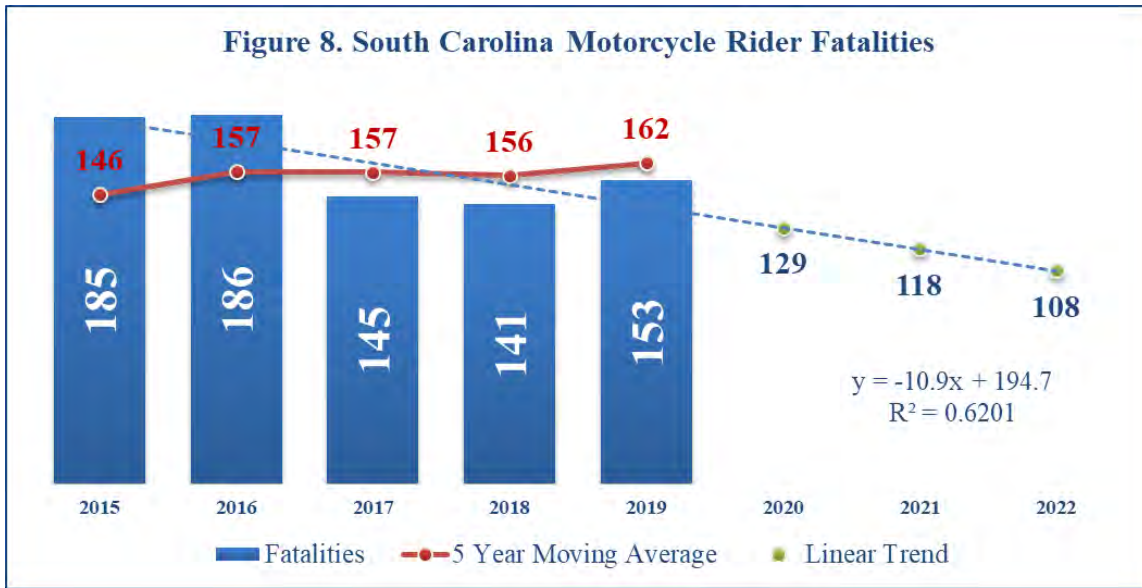


Table 9. South Carolina Motorcycle Rider Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
Total Fatalities	185	186	145	141	153	-17.30%	-6.85%
VMT Rate**	0.36	0.34	0.26	0.25	0.26	-27.78%	-14.05%
Pop Rate***	3.78	3.75	2.89	2.77	2.97	-21.43%	-9.93%
Pct. Of Total	18.90%	18.24%	14.66%	13.61%	15.28%	-3.62%	-1.07%
Unhelmeted Fat.	131	134	99	98	153	16.79%	32.47%
Pct. Unhelmeted Fat.	70.81%	72.04%	68.28%	69.50%	100.00%	29.19%	29.84%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population



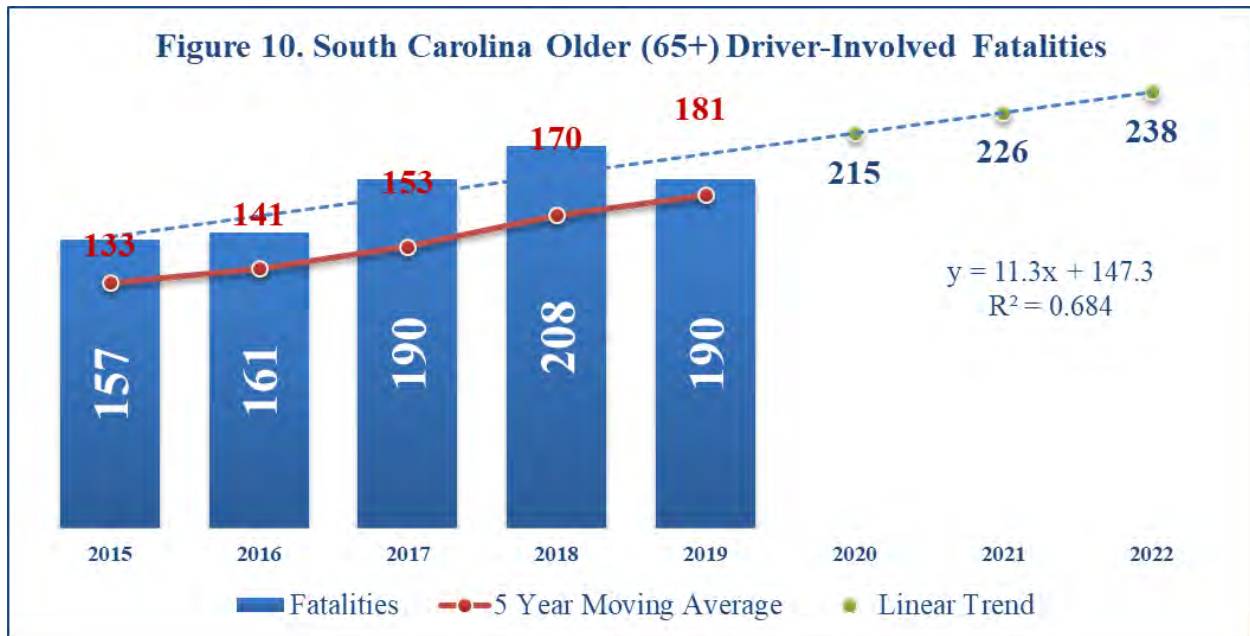
Another mid-range traffic fatality category that experienced a significant increase in the overall number of fatalities from 2015 to 2019 was older (65+) driver-involved traffic fatalities. Older (65+) driver-involved traffic fatalities were 21.02% higher in 2019 (190) than in 2015 (157) and 6.15% higher than the average of the four years from 2015-2018 (179). See **Tables 10** and **3** as well as **Figures 10** and **11** for older (65+) driver-involved trends.

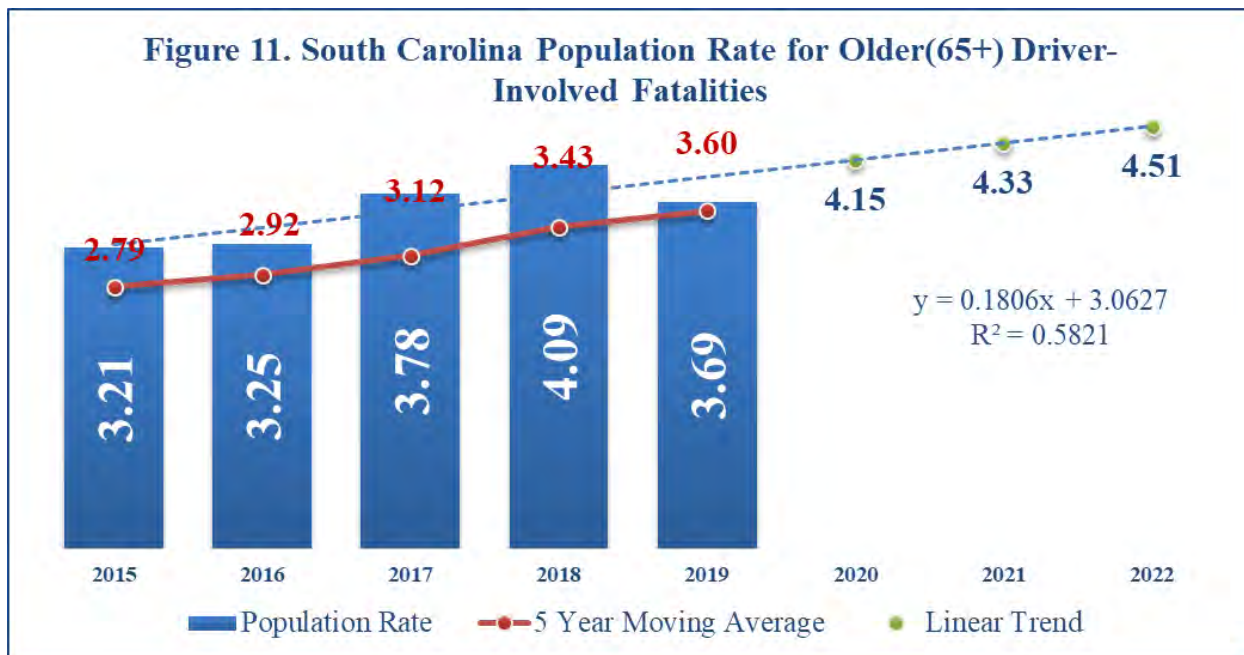
Table 10. South Carolina Older(65+) Driver-Involved Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	157	161	190	208	190	21.02%	6.15%
<b>VMT Rate**</b>	0.30	0.30	0.34	0.37	0.33	10.00%	0.76%
<b>Pop Rate***</b>	3.21	3.25	3.78	4.09	3.69	14.95%	3.00%
<b>Pct. Of Total</b>	16.04%	15.78%	19.21%	20.08%	18.98%	2.94%	1.20%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population





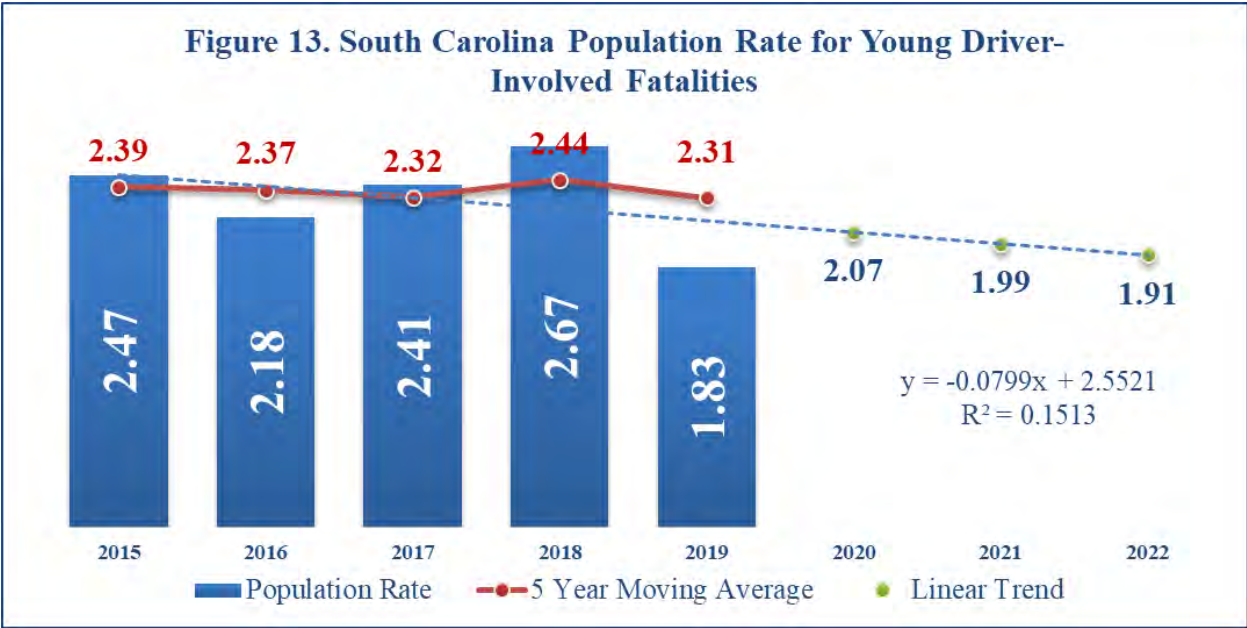
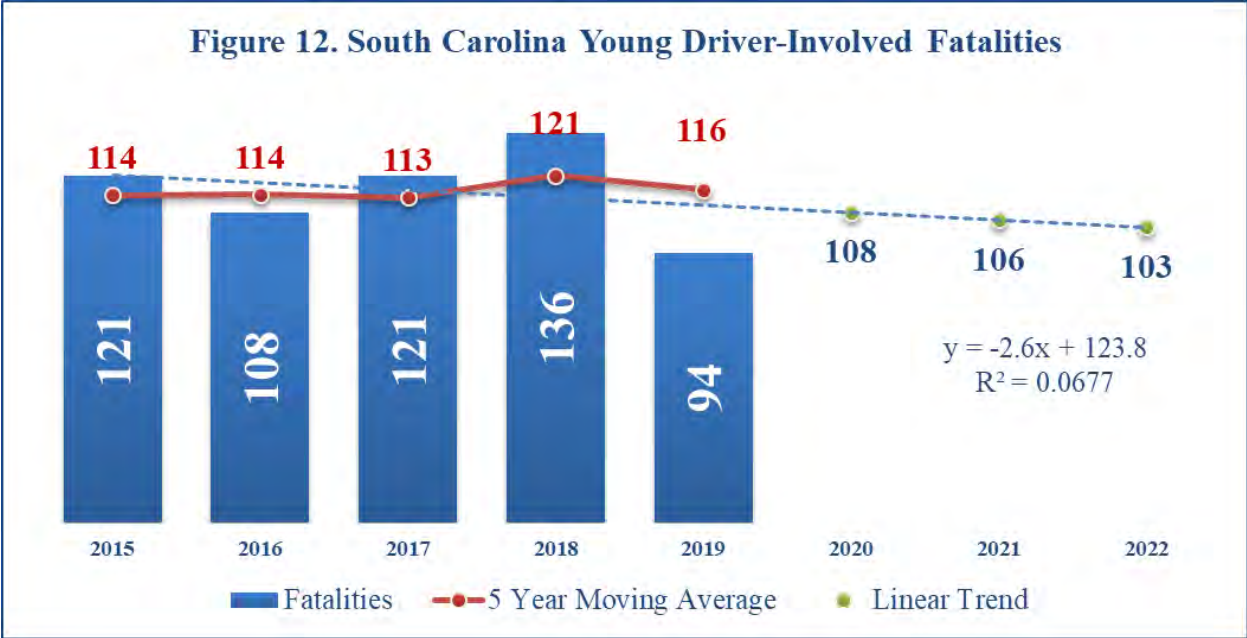
Young (under 21) driver-involved fatalities experienced an upward trend with a dip in 2016 and 2019 in the number of fatalities from 2015 to 2019. The number of fatalities involving young (under 21) drivers in 2019 represented a 22.63% decrease compared to the 2015-2018 average (121.5), and a 22.31% decrease compared to the 2015 total (121). In South Carolina, the young (under 21) driver-involved population-based fatality rate followed a similar pattern as the number of fatalities, with the 2019 rate (1.83 deaths per 100,000 population) representing a 24.77% decrease when compared to the prior four-year average (2.43) and a 25.91% decrease from the 2015 rate (2.47) (see **Tables 11** and **3** as well as **Figures 12** and **13** for young driver-involved trends).

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	121	108	121	136	94	-22.31%	-22.63%
<b>VMT Rate**</b>	0.23	0.20	0.22	0.24	0.16	-30.43%	-28.09%
<b>Pop Rate***</b>	2.47	2.18	2.41	2.67	1.83	-25.91%	-24.77%
<b>Pct. Of Total</b>	12.36%	10.59%	12.23%	13.13%	9.39%	-2.97%	-2.69%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population



Pedestrian traffic fatalities increased steadily from 2015 through 2018, with 2018 reflecting the highest number of pedestrian fatalities (165). The number dropped slightly in 2019 (160). Overall, pedestrian fatalities increased by 30.08% when comparing 2019 with 2015, and 9.03% when compared with the average of the prior four years. See **Tables 12 and 3**, as well as **Figures 14 and 15** for pedestrian trends.

Throughout the five years shown in **Table 12**, pedestrians accounted for, on average, 14.86% of all traffic-related fatalities in South Carolina. The 2019 percentage of pedestrian fatalities to total



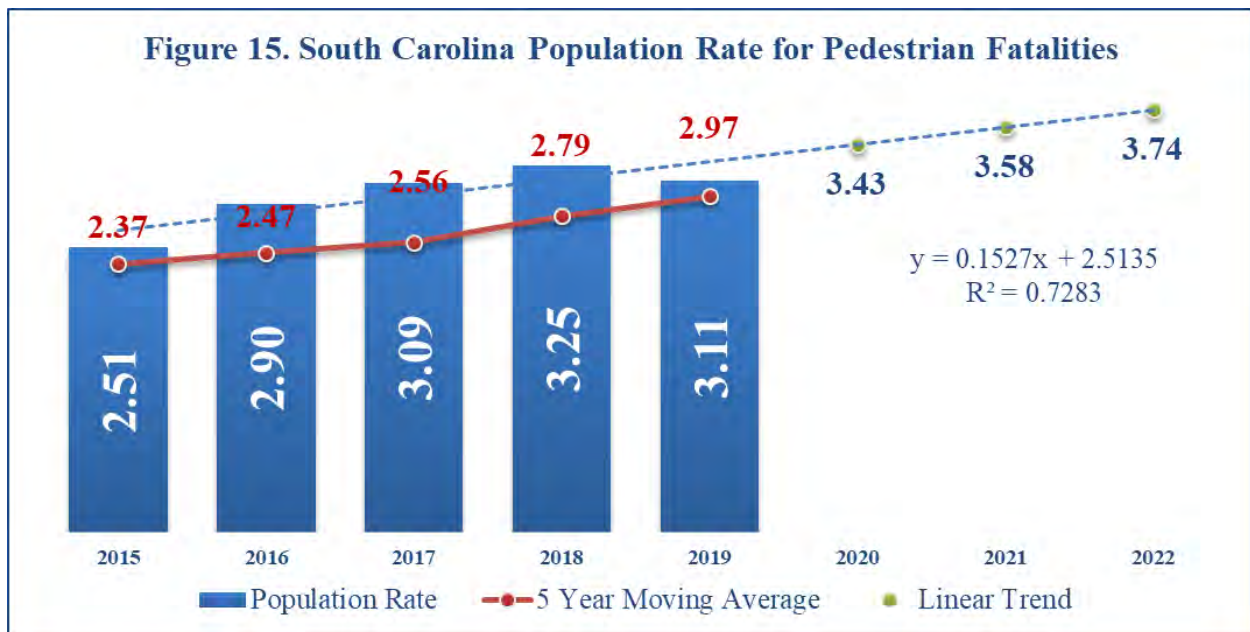
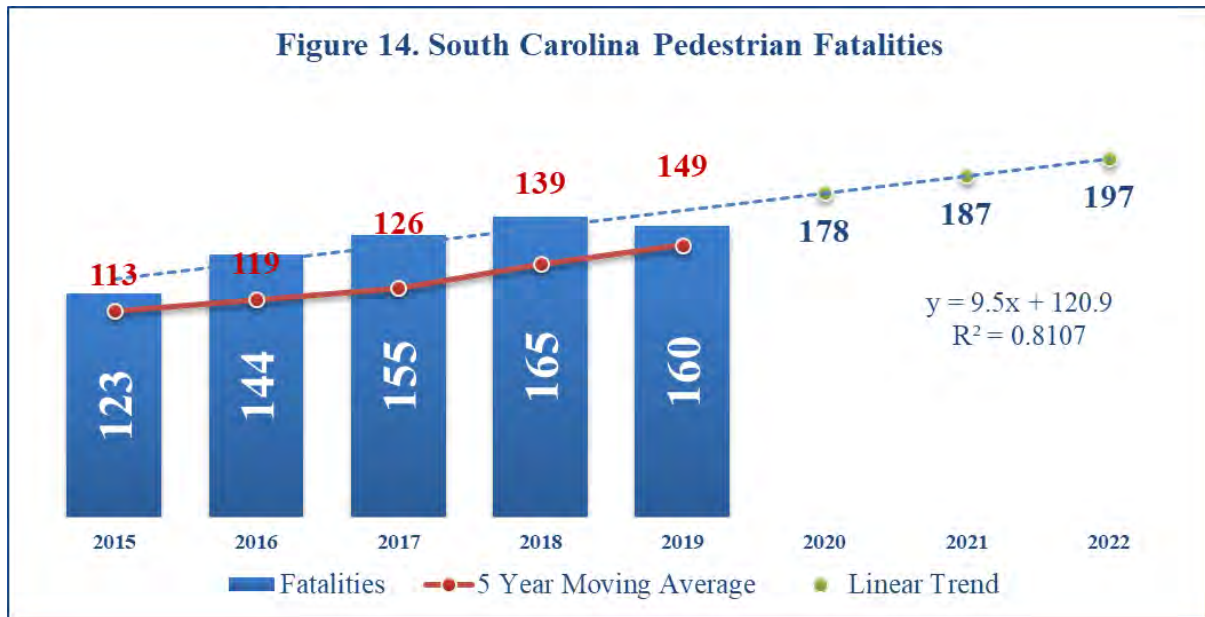
traffic fatalities (15.98%) represents a 1.41% increase in this index when compared to the 2015-2018 average (14.57%), and a 3.42% increase compared to the 2015 proportion.

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	123	144	155	165	160	30.08%	9.03%
<b>VMT Rate**</b>	0.24	0.26	0.28	0.29	0.28	16.67%	4.67%
<b>Pop Rate***</b>	2.51	2.90	3.09	3.25	3.11	23.90%	5.87%
<b>Pct. Of Total</b>	12.56%	14.12%	15.67%	15.93%	15.98%	3.42%	1.41%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population



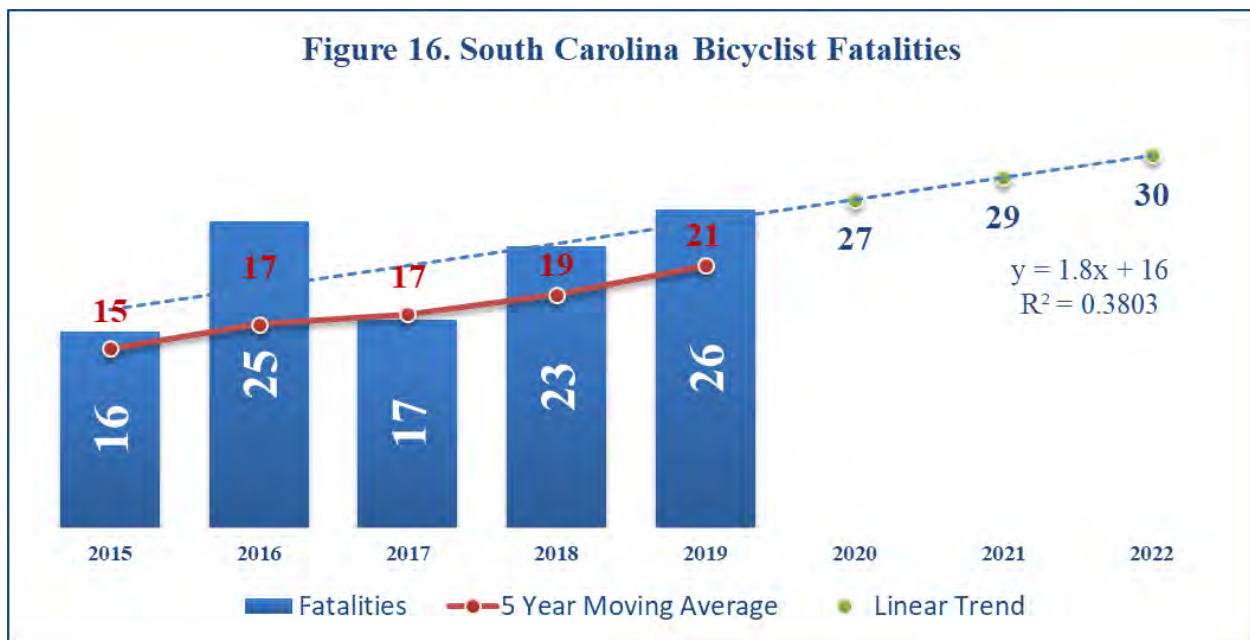
The smallest category examined in this report was bicyclist traffic fatalities, accounting for, on average, 2.12% of all traffic-related fatalities in South Carolina over all five years (about 21 fatalities annually). There were spikes in 2016 and 2018 in bicyclist fatalities, and the high of 26 was recorded in 2019. The 26 fatalities in 2019 represent an increase of 28.40% over the prior four year average and a 62.50% increase compared to the 2015 figure (see **Tables 13** and **3** and **Figures 16** and **17** for trends in bicyclist fatalities).

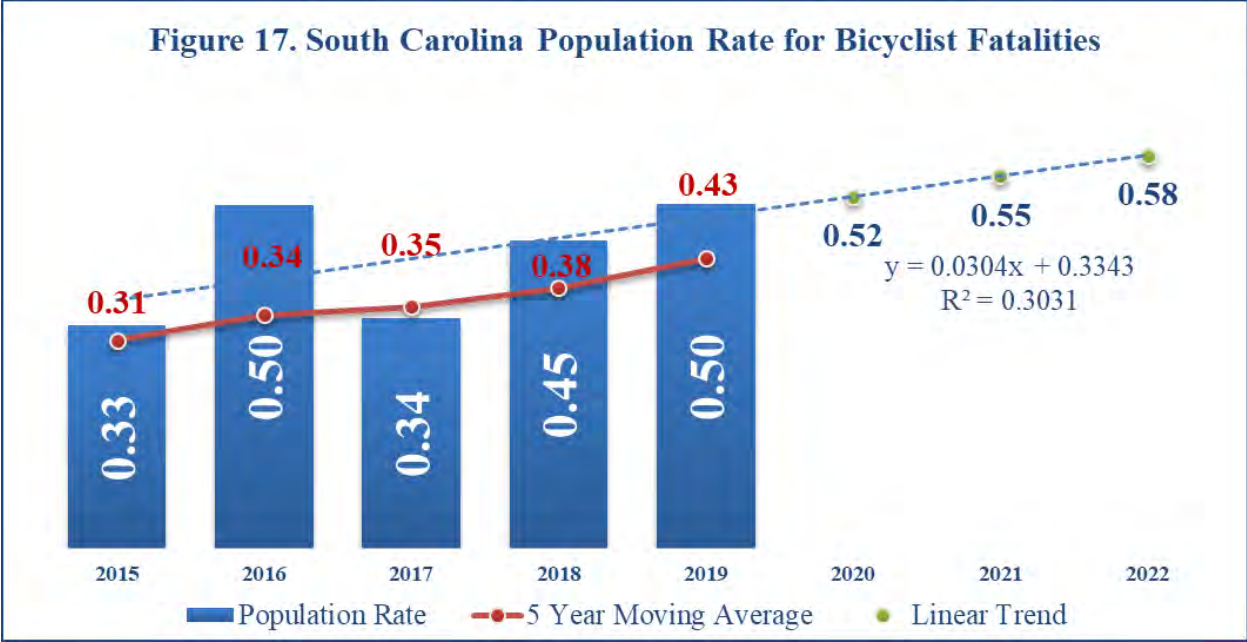
Table 13. South Carolina Bicyclist Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	16	25	17	23	26	62.50%	28.40%
<b>VMT Rate**</b>	0.03	0.05	0.03	0.04	0.04	33.33%	6.67%
<b>Pop Rate***</b>	0.33	0.50	0.34	0.45	0.50	51.52%	23.46%
<b>Pct. Of Total</b>	1.63%	2.45%	1.72%	2.22%	2.60%	0.97%	0.59%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population





**SC Traffic Fatality Summary**

Total traffic fatalities in South Carolina numbered 768 in 2013 (the third lowest number of fatalities in the prior 50-year state history) before increasing to 823 in 2014. Since 2014, the total number of traffic fatalities in South Carolina has increased considerably. The year 2015 saw 979 traffic fatalities and 1,020 traffic fatalities occurred in 2016. The number of traffic fatalities decreased slightly in 2017 to 989 before reaching the record high for the five-year period of 1,036 in 2018. In 2019, the number of traffic fatalities in South Carolina totaled 1,001. Overall, there was an increase of 22 fatalities in comparing 2015 with 2019.

Significant statistical declines from 2015 through 2019 occurred within the following categories: alcohol-impaired driving fatalities (-6.86%), motorcyclist fatalities (-17.30%), and young driver (20 & under)-involved fatalities (-22.31%). Smaller statistical declines were observed in the driver fatalities, passenger fatalities, and unrestrained occupant fatalities categories. The remaining categories all saw increases: Bicyclist (62.50%); Pedestrians (30.08%); Speeding-Related (25.41%); and Older (65+) Driver-Involved (21.02%).

**METHODS FOR PROJECT SELECTION**

**SOUTH CAROLINA’S PROCESS FOR DEVELOPING AND SELECTING EVIDENCE-BASED COUNTERMEASURES AND PROJECTS**

Development of the Funding Guidelines

With the completion of the Problem Identification process, staff developed the FFY 2022 Highway Safety Funding Solicitation. This document set guidelines for the submission of grant applications

for highway safety funding in accordance with the priorities established through the problem identification process and basic federal requirements of the Section 402 program. Under the new performance-based process, the guidelines stipulated that "Applicants who do not demonstrate a traffic safety problem/need will not be considered for funding." In order to place funding where the problems exist, the guidelines further specified that "priority consideration will be given to applicants proposing major alcohol countermeasures, occupant protection, non-motorized safety, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years."

The guidelines:

- (1) described the state's identified highway safety problems;
- (2) provided information on the priority funding areas and the types of projects desired by OHSJP based on the problem identification process;
- (3) described allowable and unallowable activities/program costs;
- (4) provided information on project funding eligibility;
- (5) provided information on how applications would be reviewed and evaluated;
- (6) provided a checklist for grant application completion;
- (7) detailed funded applicants responsibilities; and
- (8) explained the specific requirements for applications submitted under the various program areas.

#### Solicitation Process

Once the guidelines were completed, an electronic flyer was sent to approximately 450 recipients, including state and local law enforcement agencies, state agencies, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state on November 23, 2020. The flyer informed recipients of the grant opportunity and invited them to attend the Grant Solicitation Workshop. It also referred recipients to the OHSJP's website at <https://scdps.sc.gov/ohsjp> which contained instructions for the preparation of the grant application document. The application deadline was Friday, February 5, 2021 at 11:59 p.m. Applicants were provided names and telephone numbers of highway safety staff to contact for assistance.

#### Workshops for Potential Applicants

A virtual Grant Solicitation Workshop was held via WebEx on December 4, 2020, with approximately 75 participants. During the workshop, participants were provided with a description of the various program areas eligible for funding; an explanation of allowable costs; a description

of the types of projects for which priority consideration would be given; a description of the criteria by which applications would be reviewed; specific instructions on the proper completion of the grant application; and a presentation on how to write a winning grant proposal. Participants were informed that a sample completed grant application would be available on the SCDPS website to assist in the preparation of their applications.

### Highway Safety Strategies and Projects

Each countermeasure strategy and project South Carolina plans to implement to reach the performance targets utilizing Section 402 and Section 405 funding streams during the FFY 2022 grant year is described. The systematic data collection and analysis used in the project selection process supports the successful implementation of an evidence-based traffic safety enforcement program in this state.

### Strategies for Project Selection

The deadline for Highway Safety grant applications for FFY 2022 funding was Friday, February 5, 2021, at 11:59 p.m. Grant applications moved through a multi-stage review process. The first stage of the review process involved the Highway Safety Grant Programs Manager, Project Development Program Coordinator, Occupant Protection/Police Traffic Services Program Coordinator, and Impaired Driving Countermeasures Program Coordinator for OHSJP reviewing and discussing the applications submitted by the due date and time. A second stage of the review process involved additional meetings to discuss grant applications in detail and included the OHSJP Director, the Grants Administration Manager, the Business Manager, the Highway Safety Grants Accounting Manager and the Highway Safety Grant Program Manager. Applications for continued and new highway safety activities received from state agencies, political subdivisions, and private, non-profit organizations were reviewed at both stages in accordance with the review criteria listed below:

1. The degree to which the proposal addressed a nationally or state-identified problem area. Primary consideration was granted to those projects which addressed major impaired driving countermeasures, occupant protection, non-motorized safety, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years.
2. The extent to which the proposal met the published criteria within the specific emphasis area.
3. The degree to which the subgrantee identified, analyzed, and comprehended the local or state problems. Applicants who did not demonstrate a traffic safety problem/need were not recommended for funding.

4. The extent to which the proposal sought to provide a realistic and comprehensive approach toward problem solution, including documenting coordination with local and state agencies necessary for successful implementation.
5. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
6. The extent to which the estimated cost justified the anticipated results.
7. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area; the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.
8. The ability of the applicant to successfully implement the project based on the experience of the agency in implementing similar projects; the capability of the agency to provide necessary administrative support to the project. For continuation projects, the quality of work and the responsiveness to grant requirements demonstrated in past funding years; current or past grant performance; results of past monitoring visits; and the timeliness and thoroughness of required reports.

The first segment of the staffing allowed for the individual to review the application against established criteria and determine the written quality of the grant application. Individual proposals were discussed based on supplemental considerations, such as current or past grant performance; success in attaining self-sufficiency (if a past subgrantee); likelihood of project to significantly reduce collisions, injuries, and fatalities; the multi-jurisdictional nature of the project; letters of support from interested parties; and other factors which could affect funding consideration. Once all reviewers had completed their individual reviews, a multi-day staffing review was established.

A formal process for discussion of every application was implemented. The presenting Program Coordinator first outlined the highway safety problem identified in the application and discussed the approach proposed to resolve the problem. At the close of the discussion and/or information gathering, a vote of all reviewers was taken as to whether to recommend denial or approval.

The second stage of the grant review process was held to reach a general consensus on each of the grant applications. Upon the conclusion of the two stages of staffing meetings, the third portion of the review process began. Each project was further reviewed and evaluated to ensure that all projects recommended for funding met the established criteria and the final recommendation would reflect the best use of grant funds to address a highway safety issue. Ranking priority for projects recommended for funding was given to (1) ongoing grant applications for the overall management and administration of the Highway Safety grant program; (2) continuation of statewide training grant applications; (3) law enforcement grant applications in priority county order; (4) prosecutorial grant applications in priority county order; and 5) all other meritorious

grant applications addressing Funding Guidelines priority areas which demonstrated a highway safety problem.

## **LIST OF INFORMATION AND DATA SOURCES**

### Data Sources Consulted:

Richard, C.M., Magee, K., Bacon-Abdelmoteleb, P., & Brown, J. L. (2018, April). Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition. (Report No. DOT HS 812 202). Washington, DC: National Highway Traffic Safety Administration.

South Carolina /SCDPS Crash Statistics OHSJP Statistical Analysis and Research Section.

SCDPS and SC Department of Transportation (2020, December). S.C. Strategic Highway Safety Plan. Retrieved from:  
[https://scdps.sc.gov/sites/default/files/Documents/accountability/BR1\\_SC\\_SHSP\\_Dec20-LoRes.pdf](https://scdps.sc.gov/sites/default/files/Documents/accountability/BR1_SC_SHSP_Dec20-LoRes.pdf)

Fatality Analysis Reporting System, National Highway Traffic Safety Administration.

## **DESCRIPTION OF OUTCOMES REGARDING SHSP & HSIP COORDINATION** Coordination with HSP and the Strategic Highway Safety Plan (SHSP)/State Highway Safety Improvement Program (HSIP)

The state views the coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety. This coordination is evidenced by the performance measures meetings with Metropolitan Planning Organizations (MPO) and SCDOT, which are conducted by both the OHSJP and SCDOT. The coordination is also evidenced by joint enforcement efforts, such as the continuation of the Safety Improvement Teams (SIT) for work zones, and the establishment of Area Coordinated Enforcement (ACE) Teams for high crash fatality/injury corridors, both of which are fully funded by SCDOT.

South Carolina completed the update of its Strategic Highway Safety Plan (SHSP) in December 2020. The updated plan, titled “Target Zero” ([https://scdps.sc.gov/sites/default/files/Documents/accountability/BR1\\_SC\\_SHSP\\_Dec20-LoRes.pdf](https://scdps.sc.gov/sites/default/files/Documents/accountability/BR1_SC_SHSP_Dec20-LoRes.pdf)) was developed in consultation and coordination with federal, state, and local safety partners with the goal of eliminating traffic fatalities and reducing serious traffic-related injuries.

The emphasis areas for Target Zero were identified using a data-driven process and include performance measures such as the number and rate of fatalities and serious injuries. The major problem areas for SC remain similar to those identified in the 2015 SHSP. The 12 emphasis areas are: roadway departure; intersections; unrestrained driving; impaired driving; speeding; distracted driving; young drivers; mature drivers; pedestrians; motorcycles/mopeds; bicycles; and work

zones (highway workers). In an effort to coordinate the SHSP with the HSP, the OHSJP Director was actively involved in the development of the SHSP. Data analyses performed by the SARS for the purpose of identifying the emphasis areas for the updated SHSP were also utilized in the setting of performance measures and targets in the FFY 2022 HSP. The state views the coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety.

#### Performance Measures Common to the HSP, SHSP and State Highway Safety Improvement Program

The performance measures that are common to South Carolina's HSP, SHSP and the state's HSIP are the number of traffic fatalities, number of severe traffic injuries, and the traffic fatality VMT rate. The Federal Highway Administration (FHWA) and SCDOT are responsible for the development of the HSIP. The SCDPS, SCDOT, FHWA, and other local, state and federal agencies and safety advocates collaborated on the creation of the SHSP. The state's HSP, though developed by OHSJP, reflects multiple partnerships among a variety of federal, state, and local agencies. The number of traffic fatalities, number of severe traffic injuries, and the traffic fatality VMT rate performance measures are mutually identified in the HSP and SHSP with evidence-based targets within emphasis areas that were developed through extensive data analysis. At the current time in the state of South Carolina, the performance measures for the state's HSIP have not yet been developed. Therefore, there is no document to check against to determine if targets are identical between the HSP and HSIP. However, it should be noted that the performance measures and goals contained within this HSP were mutually agreed upon by SCDPS's OHSJP Director, Grants Administration Manager, Highway Safety Grant Program Manager, SCDOT SHSP Manager and State Safety Engineer, and the Federal Highway Administration's (FHWA) Safety and Operations Engineer for South Carolina, most of whom serve on the state's SHSP steering committee. The SCDOT State Safety Engineer and the FHWA-SC Safety and Traffic Engineer also are involved in the development of the Highway Safety Improvement Program for South Carolina. It is understood that the performance measures common to the state's HSP, SHSP and HSIP are and will be defined identically and appropriately aligned.



## PERFORMANCE REPORT

Performance Measure:	2022 HSP				
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY21 Target YES/NO/In Progress (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 year	2017-2021	1,005	2015-2019 FARS & Preliminary State 2020 Data 1,021	No
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	2,950	2015-2019 FARS & Preliminary State 2020 Data 2,863	Yes
C-3) Fatalities/VMT	5 year	2017-2021	1.760	2015-2019 FARS & Preliminary State 2020 Data 1.84	No

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2021	306	Preliminary State 2020 Data 382	No
C-5) Alcohol-Impaired Driving Fatalities	Annual	2021	314	Preliminary State 2020 Data 386	No
C-6) Speeding-Related Fatalities	Annual	2021	385	Preliminary State 2020 Data 369	Yes
C-7) Motorcyclist Fatalities	Annual	2021	155	Preliminary State 2020 Data 138	No
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2021	111	Preliminary State 2020 Data 95	No

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2021	120	Preliminary State 2020 Data 121	Yes
C-10) Pedestrian Fatalities	Annual	2021	138	Preliminary State 2020 Data 185	No
C-11) Bicyclist Fatalities	Annual	2021	18	Preliminary State 2020 Data 16	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	92.0	2019 State Survey 90.3	no
C-12) Number of Moped Fatalities	Annual	2021	34	Preliminary State 2020 Data 24	yes
C-3R) Fatalities/VMT (Rural) (FARS, FHWA)	Annual	2021	2.53	3.34	no
C-3U) Fatalities/VMT (Urban) (FARS, FHWA)	Annual	2021	1.18	0.86	yes

Listed below is a program level performance report of the state’s success in meeting the core performance targets identified in the FFY 2021 HSP for each program area. South Carolina uses the most up-to-date annual information available for each measure to report on the state’s success in meeting the core performance targets. South Carolina uses preliminary 2020 state data and 2019 FARS Annual Report File (ARF) data to report on the anticipated success of meeting the core performance targets unless otherwise noted.

**Performance Measure: C-1) Number of traffic fatalities (FARS):** *Traffic fatalities will increase by 3.7% from a five year baseline moving average of 969 in 2014-2018 to a five year moving average of 1,005 for 2017-2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 1,061 traffic fatalities in 2020, with an estimated five year average of 1,021 for 2016-2020. This is an increase of 5.5% from the 1,006 traffic fatalities in 2019. If this trend continues, the state does not anticipate meeting its goal of a five year moving average of 1,005 traffic deaths for 2017-2021.

**Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files):** *To decrease serious traffic injuries by 0.5% from the 2014-2018 baseline average of 2,965 to 2,950 for 2017-2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 2,535 serious traffic injuries in 2020, with an estimated five year average of 2,863 for 2016-2020. This is a decrease of 21.7% from the 3,237 serious traffic injuries in 2019. If this trend continues, the state anticipates meeting its goal of a five year moving average of 2,950 serious traffic injuries for 2017-2021.

**Performance Measure: C-3) Fatalities/VMT (FARS, FHWA):** *To decrease traffic fatalities/VMT by 2.2% from a five year baseline moving average of 1.80 in 2014-2018 to a five year moving average of 1.76 for 2017-2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1.97 traffic fatalities/VMT in 2020, with an estimated five year average of 1.84 for 2016-2020. This is an increase of 13.9% from the 1.73 traffic fatalities/VMT in 2019. If this trend continues, the state does not anticipate meeting its goal of a five year moving average of 1.76 traffic fatalities/VMT in 2017-2021.

**Performance Measure: C-3R) Fatalities/VMT (Rural) (FARS, FHWA):** *To decrease traffic fatalities/VMT (Rural) by 0.4% from the 2014-2018 baseline average of 2.54 to 2.53 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 3.34 traffic fatalities/VMT (Rural) in 2020, with an estimated five year average of 2.76 for 2016-2020. This is an increase of 27.0% from the 2.63 traffic fatalities/VMT (Rural) in 2019. If this trend continues, the state does not anticipate meeting its goal of 2.53 traffic fatalities/VMT (Rural) in 2021.

**Performance Measure: C-3U) Fatalities/VMT (Urban) (FARS, FHWA):** *To decrease traffic fatalities/VMT (Urban) by 0.8% from the 2014-2018 baseline average of 1.19 to 1.18 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 0.86 traffic fatalities/VMT (Urban) in 2020, with an estimated five year average of 1.07 for 2016-2020. This is a decrease of 13.1% from the 0.99 traffic fatalities/VMT (Urban) in 2019. If this trend continues, the state anticipates meeting its goal of 1.18 traffic fatalities/VMT (Urban) in 2021.

**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS):** *To decrease unrestrained motor vehicle occupant fatalities by 0.3% from the 2014-2018 baseline average of 307 to 306 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 382 unrestrained motor vehicle occupant fatalities in 2020, with an estimated five year average of 327 for 2016-2020. This is an

increase of 27.8% from the 299 unrestrained motor vehicle occupant fatalities in 2019. If this trend continues, the state does not anticipate meeting its goal of 306 unrestrained motor vehicle occupant fatalities in 2021.

**Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS):** *To decrease alcohol-impaired driving fatalities by 0.3% from the 2014-2018 baseline average of 315 to 314 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 386 drug and/or alcohol-impaired driving fatalities in 2020, with an estimated five year average of 322 for 2016-2020. This is an increase of 35.4% from the 285 drug and/or alcohol-impaired driving fatalities in 2019. If this trend continues, the state does not anticipate meeting its goal of 314 alcohol-impaired driving fatalities in 2021.

**Performance Measure: C-6) Number of speeding-related fatalities (FARS):** *To decrease speeding-related traffic fatalities by 0.3% from the 2014-2018 baseline average of 386 to 385 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 369 speeding-related traffic fatalities in 2020, with an estimated five year average of 418 for 2016-2020. This is a decrease of 19.6% from the 459 speeding-related traffic fatalities in 2019. If this trend continues, the state anticipates meeting its goal of 385 speeding-related traffic fatalities in 2021.

**Performance Measure: C-7) Number of motorcyclist fatalities (FARS):** *To decrease motorcyclist fatalities by 0.6% from the 2014-2018 baseline average of 156 to 155 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 138 motorcyclist fatalities (including moped operators) in 2020, which is a decrease of 9.8% from the 153 motorcyclist fatalities (including moped operators) in 2019. Though the estimated five year average (2016-2020) is 153, the state does not anticipate meeting its baseline average goal of 155 motorcyclist fatalities (including moped operators) by 2021 due to mathematical projections and/or other factors considered.

**Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS):** *To decrease unhelmeted motorcyclist fatalities by 0.9% from the 2014-2018 baseline average of 112 to 111 by December 31, 2021.*

**Program-Area-Level Report:** preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 95 unhelmeted motorcyclist fatalities (includes moped operators) in 2020, which is a decrease of 17.4% from the 115 unhelmeted motorcyclist fatalities (including moped operators) in 2020. Though the estimated five year average (2016-2020) is 108, the state does not anticipate meeting its baseline average goal of 111 unhelmeted motorcyclist fatalities (including moped operators) in 2021 due to mathematical projections and/or other factors considered.

**Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS):** *To decrease the number of drivers age 20 and under involved in fatal crashes by 0.8% from the 2014-2018 baseline average of 121 to 120 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 121 drivers age 20 and under involved in fatal collisions in 2020, with an estimated five year average of 116 for 2016-2020. This is an increase of 28.7% from the 94 drivers age 20 and under involved in fatal collisions in 2019. If this trend continues, the state anticipates meeting its goal of 120 drivers age 20 and under involved in fatal collisions in 2021.

**Performance Measure: C-10) Number of pedestrian fatalities (FARS):** *To decrease pedestrian traffic fatalities by 0.7% from the 2014-2018 baseline average of 139 to 138 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 185 pedestrian traffic fatalities in 2020, with an estimated five year average of 162 for 2016-2020. This is an increase of 15.6% from the 160 pedestrian traffic fatalities in 2019. If this trend continues, the state does not anticipate meeting its goal of 138 pedestrian traffic fatalities in 2021.

**Performance Measure: C-11) Number of bicyclists fatalities (FARS):** *To decrease bicyclist traffic fatalities by 5.3% from the 2014-2018 baseline average of 19 to 18 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 16 bicyclist traffic fatalities in 2020, with an estimated five year average of 21 for 2016-2020. This is a decrease of 38.5% from the 26 bicyclist traffic fatalities in 2019. If this trend continues, the state anticipates meeting its goal of 18 bicyclist traffic fatalities in 2021.

**Performance Measure: C-12) Number of moped fatalities (State):** *To decrease moped traffic fatalities by 2.9% from the 2014-2018 baseline average of 35 to 34 by December 31, 2021.*

**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 24 moped traffic fatalities in 2020, with

an estimated five year average of 31 for 2016-2020. This is a decrease of 25% from the 32 moped traffic fatalities in 2019. If this trend continues, the state anticipates meeting its goal of 34 moped traffic fatalities in 2021.

**Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey):** *To increase observed seatbelt usage rate by 0.5 percentage points from the 2014-2018 baseline average of 91.5% to 92% by December 31, 2021.*

**Program-Area-Level Report:** Due to a waiver granted by NHTSA as a result of the COVID-19 Pandemic, the annual seatbelt observational study was not conducted during calendar year 2020. Therefore, the state used the observed rate for 2019 to provide the program level report for this performance target. The annual seatbelt observational study indicated a 90.3% observed seatbelt usage rate in 2019, with an estimated five year average of 91.3% for 2016-2020. This is an increase of 0.0 points from the 90.3% observed seatbelt usage rate in 2019. The state does not anticipate meeting its goal of a 92% observed seatbelt usage rate in 2021.

**PERFORMANCE PLAN**

			<b>BASE YEARS</b>				
<b>GHTA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART – 2022 Highway Safety Plan</b>			<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>C-1</b>	Traffic Fatalities  FARS Annual  Reduce total fatalities to 1,061 (2018 - 2022 rolling average) by 2022		979	1,020	989	1,036	1,001
<b>C-2</b>	Serious Injuries in Traffic Crashes  FARS Annual  Reduce serious traffic injuries to 2,850 (2018 – 2022 rolling average) by 2022		3,092	3,049	2,851	2,642	3,237
<b>C-3</b>	Fatalities/100M VMT  FARS Annual  Reduce fatalities/100 MVMT to 1.820 (2018 -2022 rolling average) by 2022.		1.89	1.87	1.78	1.82	1.73
<b>C-4</b>	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions  FARS Annual  Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 0.3 percent from 312 (2015-2019 rolling average) to 311 by 2022.		308	315	308	331	299

			BASE YEARS				
<b>GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART – 2022 Highway Safety Plan</b>			2015	2016	2017	2018	2019
<b>C-5</b>	Alcohol-Impaired Driving Fatalities	FARS Annual	306	343	305	290	285
	Reduce alcohol impaired driving fatalities 0.3 percent from 306 (2015-2019 rolling average) to 305 by 2022.						
<b>C-6</b>	Speeding-Related Fatalities	FARS Annual	366	393	417	450	459
	Reduce speeding-related fatalities by 0.2 percent from 417 (2015-2019 rolling average) to 416 by 2022.						
<b>C-7</b>	Motorcyclist Fatalities	FARS Annual	185	186	145	141	153
	Reduce motorcyclist fatalities by 1.2 percent from 162 (2015-2019 rolling average) to 160 by 2022.						
<b>C-8</b>	Unhelmeted Motorcyclist Fatalities	FARS Annual	131	134	99	98	115
	Reduce unhelmeted, motorcyclist fatalities 0.9 percent from 115 (2015-2019 rolling average) to 114 by 2022.						

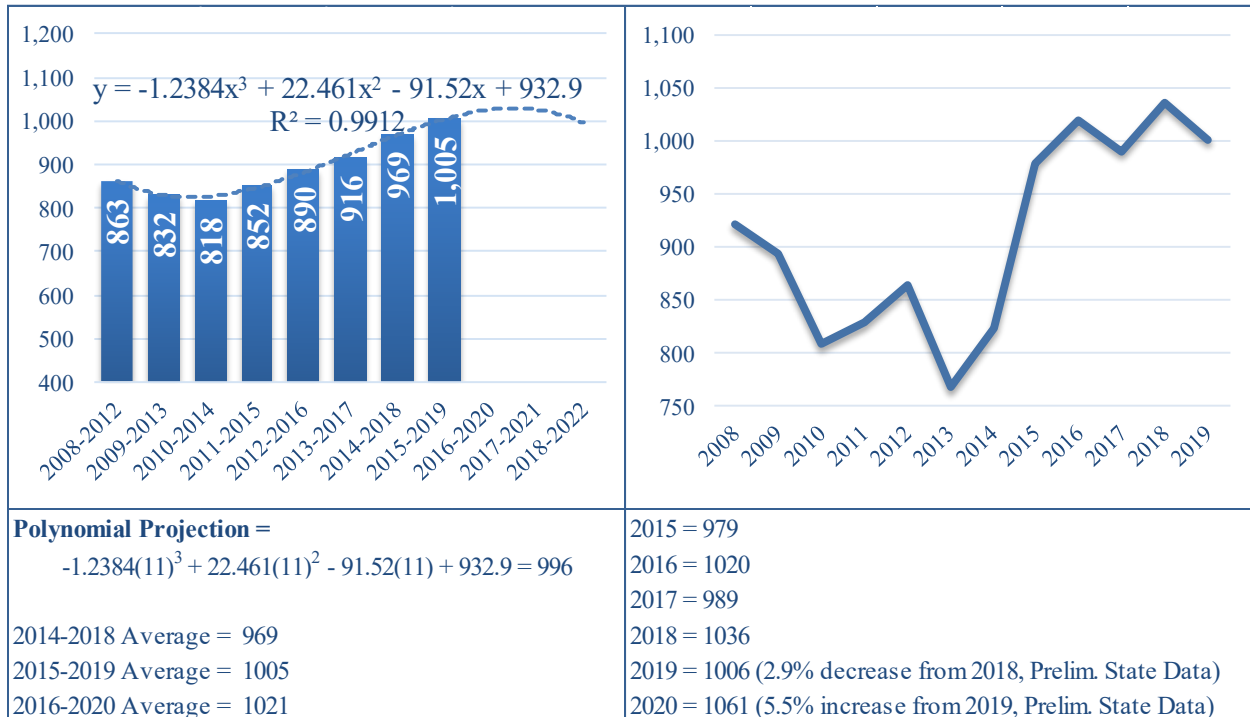


			BASE YEARS				
<b>GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART – 2022 Highway Safety Plan</b>			<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>C-9</b>	Drivers Age 20 or Younger involved in Fatal Crashes  Reduce drivers age 20 and younger involved in fatal crashes by 0.9 percent from 116 (2015-2019 rolling average) to 115 by 2022.	FARS Annual	121	108	121	136	94
<b>C-10</b>	Pedestrian Fatalities  Reduce pedestrian fatalities by 0.7 percent from 149 (2015-2019 rolling average) to 148 by 2022.	FARS Annual	123	144	155	165	160
<b>C-11</b>	Bicyclist Fatalities  Reduce bicyclist fatalities 4.8 percent from 21 (2015-2019 rolling average) to 20 by 2022.	FARS Annual	16	25	17	23	26
			<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>B-1</b>	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)  Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.1 percentage points from 90.3 percent in 2019 to 90.4 percent by 2022.	State Annual	91.6	93.9	92.3	89.7	90.3
			<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>C-3R</b>	To decrease traffic fatalities/VMT (Rural) by 0.4% from the 2015-2019 baseline average of 2.57 to 2.56 by December 31, 2022.	FARS Annual	2.35	2.48	2.72	2.65	2.63

			BASE YEARS				
GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART – 2022 Highway Safety Plan			2015	2016	2017	2018	2019
<b>C-3U</b>	To decrease traffic fatalities/VMT (Urban) by 1.7% from the 2015-2019 baseline average of 1.20 to 1.18 by December 31, 2022.	FARS Annual	1.51	1.37	1.00	1.14	0.99
<b>C-12</b>	To decrease moped traffic fatalities by 2.9% from the 2015-2019 baseline average of 35 to 34 by December 31, 2022.	FARS Annual	45	39	29	30	32

**Performance Measure: C-1) Number of traffic fatalities (FARS):** Traffic fatalities will increase by 5.6% from a five year baseline moving average of 1,005 in 2015-2019 to a five year moving average of 1,061 for 2018-2022.

**Figure C-1: South Carolina Total Traffic Fatalities**  
**5 Year Moving Average with Trend Analysis**



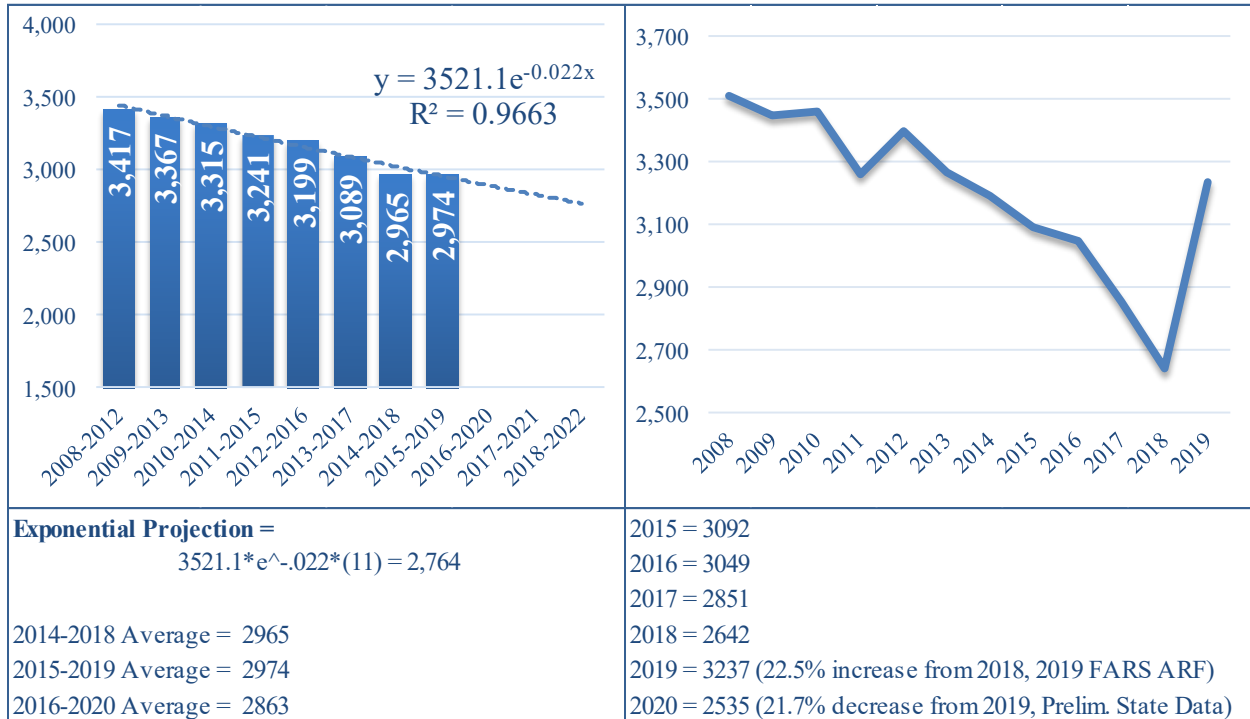
*Note: 2008-2018 Final FARS and 2019-2020 Preliminary State Data from SCCATTS Fatality Application.*

As shown in Figure C-1 above, the five year moving average with a polynomial trend analysis projects South Carolina will experience a five year average number of 996 traffic fatalities by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 1,061 traffic fatalities in 2020, an increase of 5.5% from 1,006 in 2019. Given the general upward trend since 2014, the spikes in fatalities in both 2016, 2018, and 2020, and the negative impact on driver behavior due to COVID, the South Carolina Department of Transportation (SCDOT) and OHSJP mutually predict 1,061 average traffic fatalities for 2018-2022.

During the COVID period in 2020, law enforcement reduced contact with drivers. This attempt to slow the spread of COVID had a negative impact on driver behavior. While law enforcement has returned to normal operations (for the most part) during 2021, it appears that driver behavior has not. SCDOT and SCDPS also have concerns that the negative image of law enforcement as a result of recent, major events is also having a negative impact on driver behavior.

**Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files):** To decrease serious traffic injuries by 4.2% from the 2015-2019 baseline average of 2,974 to 2,850 for 2018-2022.

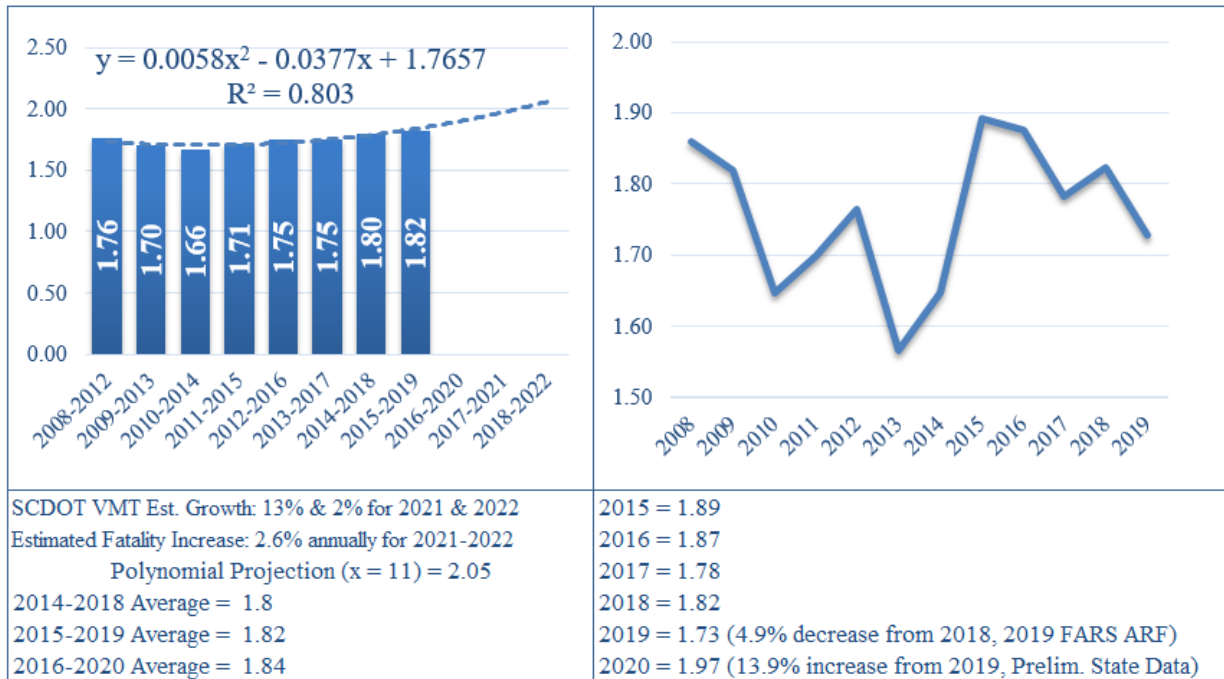
**Figure C-2: South Carolina Serious Traffic Injuries**  
5 Year Moving Average with Trend Analysis



As shown in Figure C-2 above, the five year moving average with exponential trend analysis projects South Carolina will experience a five year average number of 2,764 serious traffic injuries by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 2,535 serious traffic injuries in 2020, a decrease of 21.7% from 3,237 in 2019. Given the decreases in serious injuries since 2013 with a spike in 2019 and the change in serious injury definition on the South Carolina traffic report form in 2018, the South Carolina Department of Transportation (SCDOT) and OHSJP mutually predict 2,850 average serious injuries for 2018-2022.

**Performance Measure: C-3) Fatalities/VMT (FARS, FHWA):** To decrease traffic fatalities/VMT by 0% from a five year baseline moving average of 1.82 in 2015-2019 to a five year moving average of 1.82 for 2018-2022.

**Figure C-3: South Carolina Traffic Fatalities/VMT  
5 Year Moving Average with Trend Analysis**



*Note: 2008-2018 Final FARS, 2019 FARS ARF, and 2020 Preliminary State Data from SCCATTS Fatality Application.*

As shown in Figure C-3 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 2.05 traffic fatalities/VMT by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 1.97 traffic fatalities/VMT in 2020, an increase of 14.1% from 2019. After analyzing traffic fatality projections, the estimated fatality goal, and VMT projections, the South Carolina Department of Transportation (SCDOT) and OHSJP mutually predict 1.82 average traffic fatalities/VMT for 2018-2022.

The vehicle miles traveled (VMT) in SC increased significantly in 2015 (3.6%) and 2016 (5.2%) compared with previous years. From 2017 to 2019, the VMT stabilized at around a 2% growth rate per year. For 2020, the VMT dropped by 7.1% due to COVID. The VMT is expected to rebound and rise in the next few years at an annual growth rate of 13% for 2021 and 2% for 2022 per SCDOT projections. The US Energy Information Administration is projecting a higher average cost of regular gas for 2021 than in 2019, but slightly lower in 2022. (<https://www.eia.gov/analysis/>).

**Performance Measure: C-3R) Fatalities/VMT (Rural) (FARS, FHWA):** To decrease traffic fatalities/VMT (Rural) by 0.4% from the 2015-2019 baseline average of 2.57 to 2.56 by December 31, 2022.

**Figure C-3R: South Carolina Traffic Fatalities/VMT(Rural)  
5 Year Moving Average with Trend Analysis**



As shown in Figure C-3R (Rural) above, the five year moving average with a polynomial trend analysis projects South Carolina will experience a five year average number of 2.86 traffic fatalities/VMT (Rural) by December 31, 2022. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,061 traffic fatalities in 2020, an increase of 5.5% from 1,006 in 2019. Based on the information available, OHSJP will set its target to 2.56 annual traffic fatalities/VMT (Rural) by December 31, 2022.

The vehicle miles traveled (VMT) in SC increased significantly in 2015 (3.6%) and 2016 (5.2%) compared with previous years. From 2017 to 2019, the VMT stabilized at around a 2% growth rate per year. For 2020, the VMT dropped by 7.1% due to COVID. The VMT is expected to rebound and rise in the next few years at an annual growth rate of 13% for 2021 and 2% for 2022 per SCDOT projections. The US Energy Information Administration is projecting a higher average cost of regular gas for 2021 than in 2019, but slightly lower in 2022. (<https://www.eia.gov/analysis/>).



**Performance Measure: C-3U) Fatalities/VMT (Urban) (FARS, FHWA):** To decrease traffic fatalities/VMT (Urban) by 1.7% from the 2015-2019 baseline average of 1.20 to 1.18 by December 31, 2022.

**Figure C-3U: South Carolina Traffic Fatalities/VMT(Urban)  
5 Year Moving Average with Trend Analysis**

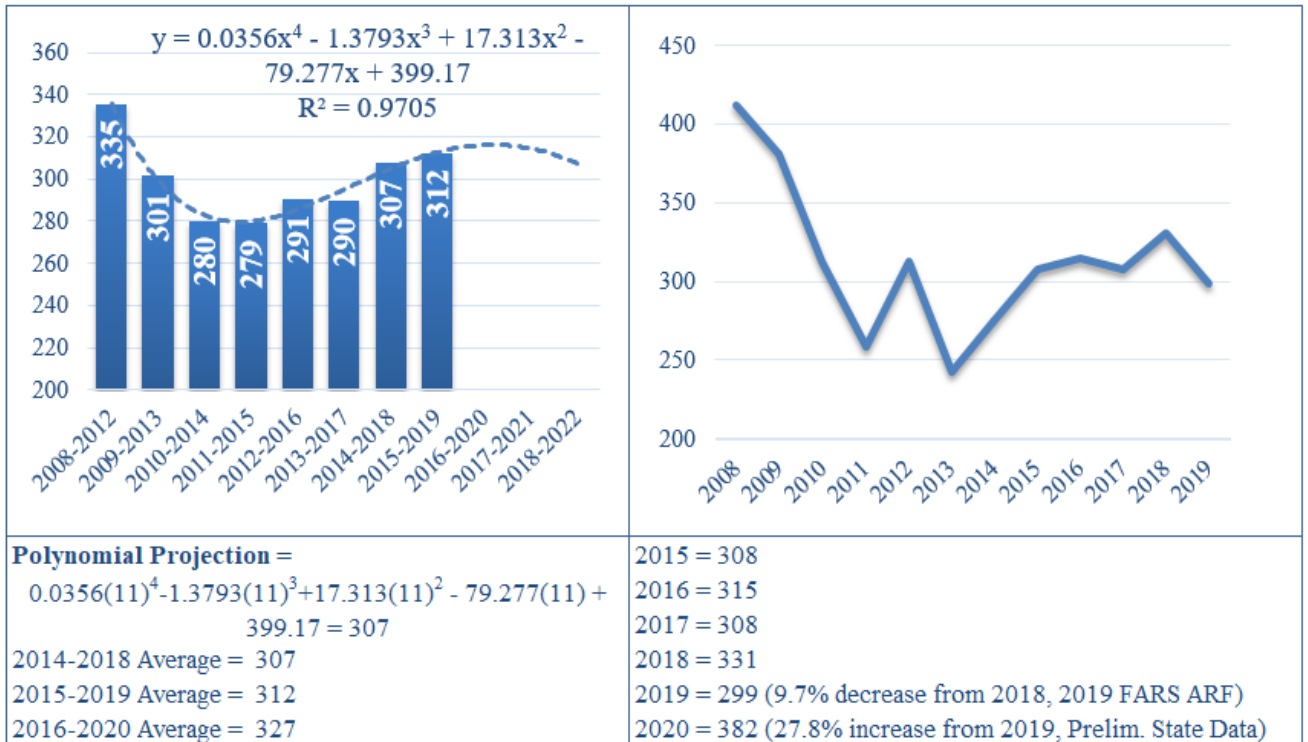


As shown in Figure C-3U (Urban) above, the five year moving average with a polynomial trend analysis projects South Carolina will experience a five year average number of 1.4 traffic fatalities/VMT (Urban) by December 31, 2022. However, preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 1,061 traffic fatalities in 2020, an increase of 5.5% from 1,006 in 2019. Based on available information, OHJSP will set its target to 1.18 annual traffic fatalities/VMT (Urban) by December 31, 2022.

The vehicle miles traveled (VMT) in SC increased significantly in 2015 (3.6%) and 2016 (5.2%) compared with previous years. From 2017 to 2019, the VMT stabilized at around a 2% growth rate per year. For 2020, the VMT dropped by 7.1% due to COVID. The VMT is expected to rebound and rise in the next few years at an annual growth rate of 13% for 2021 and 2% for 2022 per SCDOT projections. The US Energy Information Administration is projecting a higher average cost of regular gas for 2021 than in 2019, but slightly lower in 2022. (<https://www.eia.gov/analysis/>).

**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS):** To decrease unrestrained motor vehicle occupant fatalities by 0.3% from the 2015-2019 baseline average of 312 to 311 by December 31, 2022.

**Figure C-4: South Carolina Unrestrained Motor Vehicle Occupant Fatalities  
5 Year Moving Average with Trend Analysis**

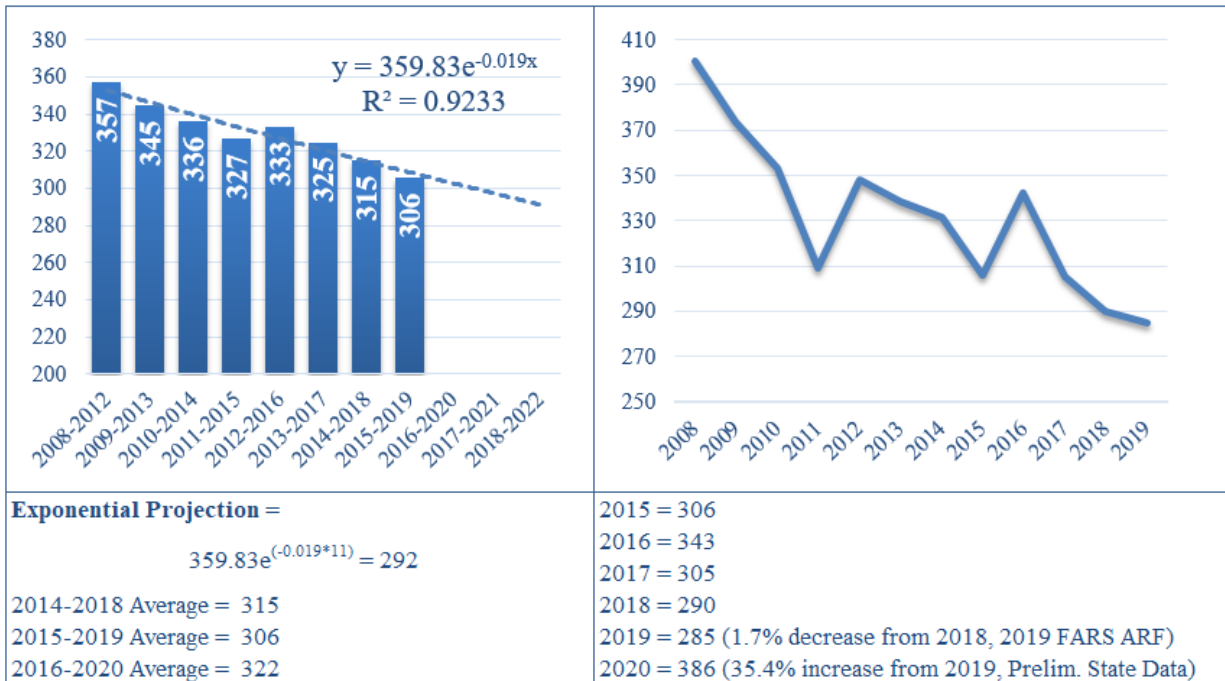


As shown in Figure C-4 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 307 unrestrained motor vehicle occupant fatalities by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 382 unrestrained motor vehicle occupant fatalities in 2020, an increase of 27.8% from 299 in 2019. OHSJP has set a goal of 311 unrestrained motor vehicle occupant fatalities in 2022, an overall decrease of 0.3% in unrestrained motor vehicle occupant fatalities by December 31, 2022 from the 2015-2019 five year average.



**Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS):** To decrease alcohol-impaired driving fatalities by 0.3% from the 2015-2019 baseline average of 306 to 305 by December 31, 2022.

**Figure C-5: South Carolina Alcohol-Impaired Driving Fatalities**  
5 Year Moving Average with Trend Analysis

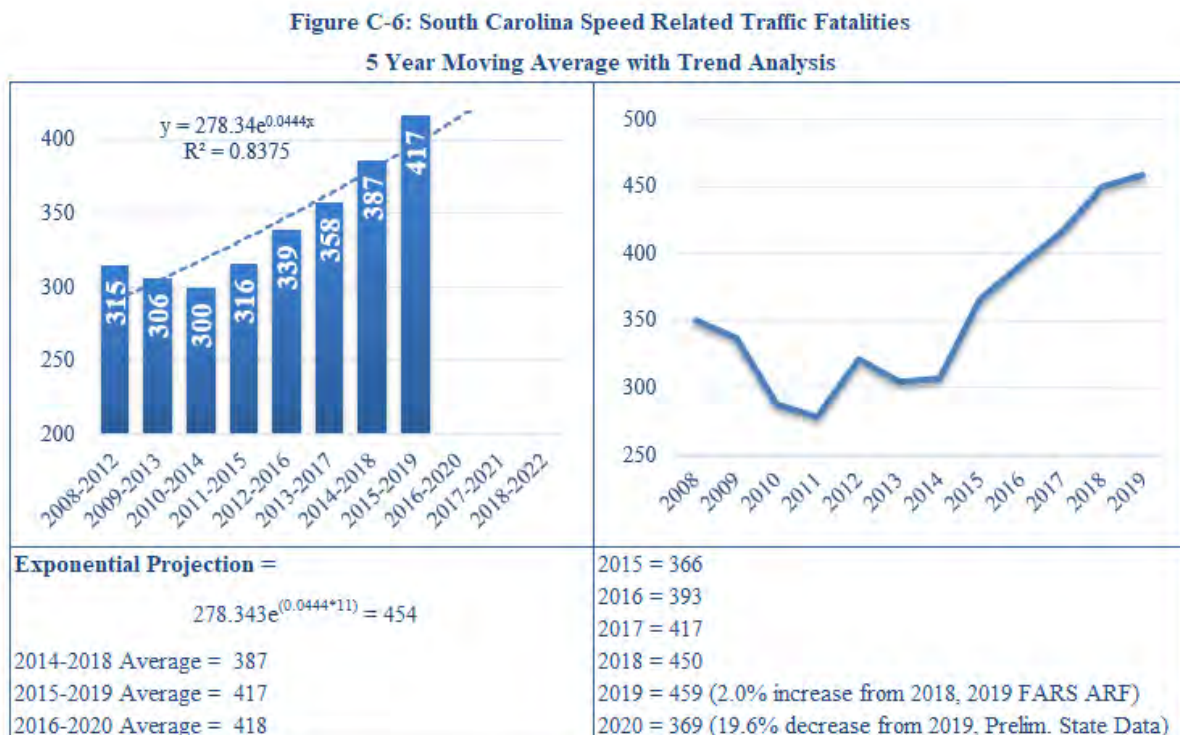


As shown in Figure C-5 above, the five year moving average with exponential trend analysis projects South Carolina will experience a five year average number of 292 alcohol-impaired driving fatalities by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 386 alcohol-impaired driving fatalities in 2020, an increase of 35.5% from 285 in 2019. Based on state preliminary data and state projections, OHSJP will set a goal of 305 alcohol-impaired driving fatalities by December 31, 2022.

NHTSA uses an imputation method to account for drivers involved in fatal crashes who have missing blood-alcohol content (BAC) results. During an internal review by the state, it was found that the imputed data elements in a large number of cases were being coded as “unknown alcohol involvement by officer determination” and should possibly have been coded as “no alcohol involvement by officer determination”. The 2015 data was recoded per NHTSA coding change, and the new change of how SC coded these cases in FARS is now in effect. These cases were imputed as alcohol-involved at a higher rate by the imputation methodology. The state is working to modify its traffic collision report form to provide more accurate data on officer determination of alcohol impairment when paired with missing test results. These cases should be imputed as alcohol-involved less frequently than those cases with “unknown” or missing test results.

South Carolina faces unique factors including the following: the state’s current DUI law, though stronger than previous years, still has major flaws; the expansion of alcoholic beverage sales to Sunday; and an annual per capita beer consumption that is significantly higher than the state’s population rank among the fifty states.

**Performance Measure: C-6) Number of speeding-related fatalities (FARS):** To decrease speeding-related traffic fatalities by 0.2% from the 2015-2019 baseline average of 417 to 416 by December 31, 2022.

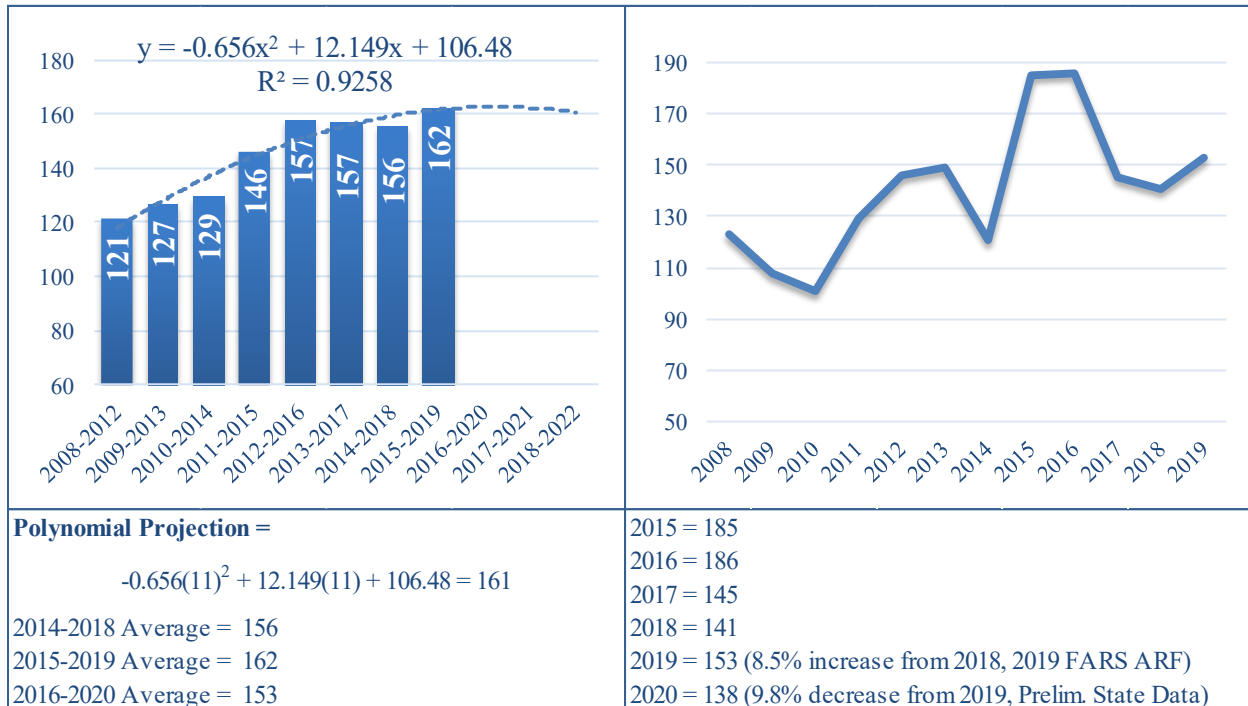


As shown in Figure C-6 above, the five year moving average with an exponential trend analysis projects South Carolina will experience a five year average number of 454 speeding-related traffic fatalities by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 369 speeding-related traffic fatalities in 2020, a decrease of 19.6% from 2019. Based on the state preliminary data and state projections, OHSJP will set a goal of 416 speeding-related traffic fatalities by December 31, 2022.

**Performance Measure: C-7) Number of motorcyclist fatalities (FARS):**

To decrease motorcyclist fatalities by 1.2% from the 2015-2019 baseline average of 162 to 160 by December 31, 2022.

**Figure C-7: South Carolina Motorcyclist Fatalities**  
**5 Year Moving Average with Trend Analysis**



*Note: Moped operators and motorcyclists are included in the FARS count of motorcyclist fatalities*

As shown in Figure C-7 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 161 motorcyclist fatalities by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 138 motorcyclist fatalities (including moped operators) in 2020, a 9.8% decrease in motorcyclist fatalities from 2019. OHSJP believes the efforts to spread public awareness through the new public facing South Carolina Department of Public Safety’s Traffic Fatality Count Dashboard, which includes a focus on motorcyclist fatalities, will have a significant impact on motorcyclist fatalities (<https://fatality-count-scdps.hub.arcgis.com/>). Therefore, OHSJP will set a goal of 160 motorcyclist fatalities in 2022, a 1.2% reduction in motorcyclist fatalities by December 31, 2022 from the 2015-2019 baseline five year average of 162.

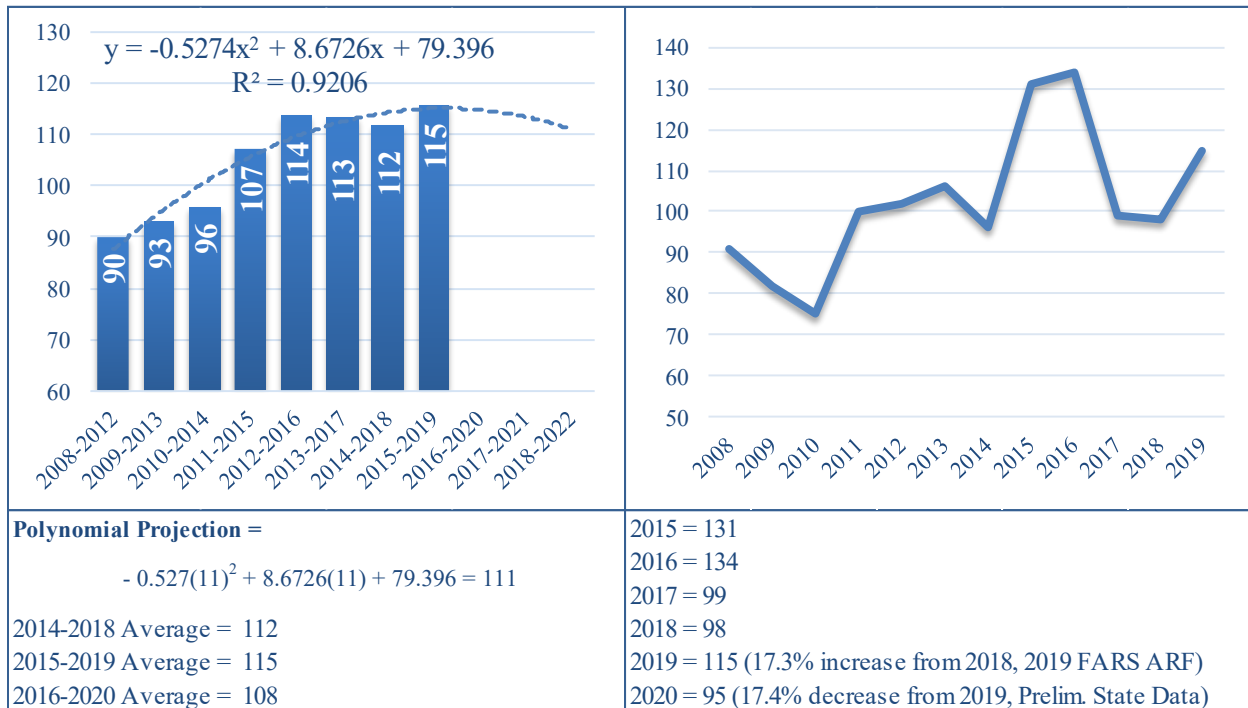
It should be noted that there are factors in South Carolina that may impact, both negatively and positively, the selected target. From a negative perspective, the state’s helmet law is only applicable to individuals under the age of 21. In addition, the state endures tremendous legislative lobby efforts from advocacy groups, such as ABATE, which have been successful in derailing attempts to prevent a universal helmet law from being enacted. From the positive side, a recent move by the SC Department of Motor Vehicles (SCDMV) has potentially improved motorcycle safety in the state. Supported by the South Carolina Motorcycle Safety Task Force, the SCDMV

began on June 3, 2013, the implementation of an existing policy which had previously not been enforced. The SCDMV is no longer issuing automatic renewals of motorcycle beginner's permits. Instead, it requires that individuals seeking permit renewals make an effort to pass the motorcycle operator skills test in order to receive a motorcycle endorsement on their driver's license. SC decided to emphasize their existing policy to prevent motorcyclists from continuously renewing their beginner permits rather than applying for a motorcycle license. The SC Motorcycle Safety Task Force believes that this policy implementation exerts some pressure among the riding community to seek motorcycle safety training in order to acquire skills necessary for passing the SCDMV motorcycle rider skills test.

On May 19, 2018, the legislature passed several changes to the laws on moped classification as a motor vehicle, licensing, and registration requirements. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped and the moped must be registered with the SC Department of Motor Vehicles (SCDMV). A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a moped license without regard to his/her eligibility for or status of any other driver's license, but this license can be revoked, suspended, or canceled by SCDMV as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH. Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

**Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS):** To decrease unhelmeted motorcyclist fatalities by 0.9% from the 2015-2019 baseline average of 115 to 114 by December 31, 2022.

**Figure C-8: South Carolina Unhelmeted Motorcyclist Fatalities**  
5 Year Moving Average with Trend Analysis



*Note: Moped operators and motorcyclists are included in the FARS count of motorcyclist fatalities*

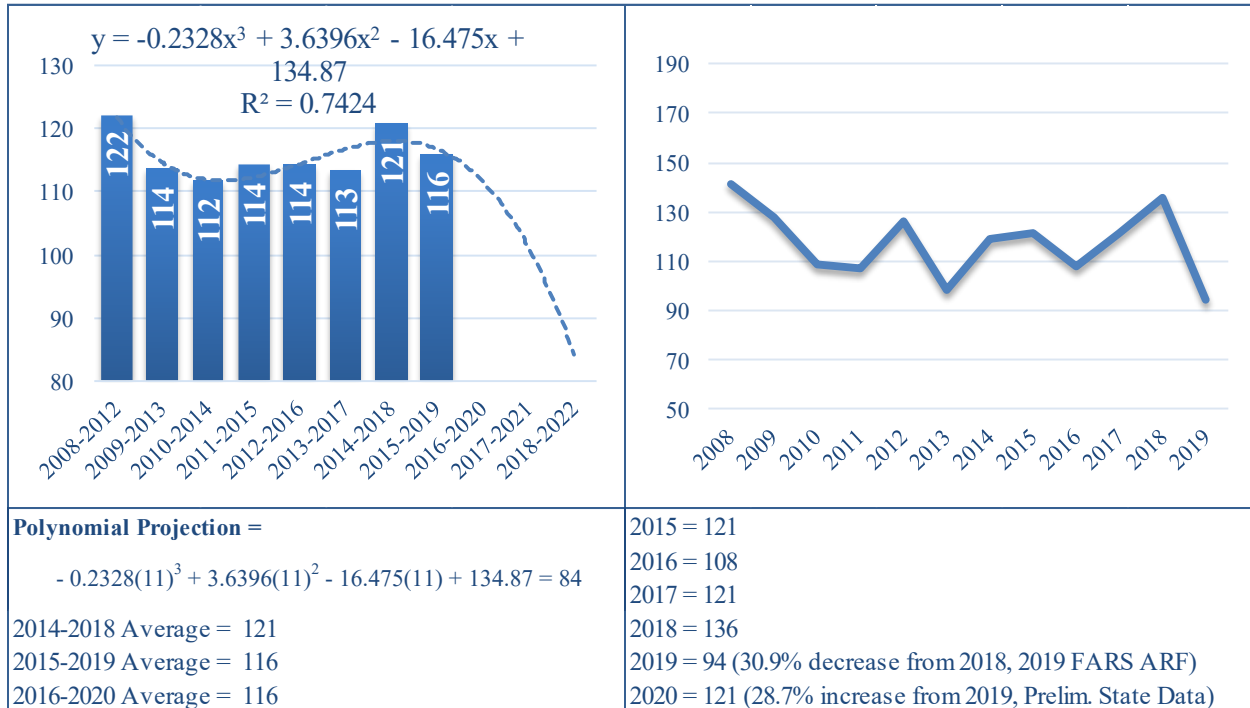
As shown in Figure C-8 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 111 unhelmeted motorcyclist fatalities by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 95 unhelmeted motorcyclist fatalities (includes moped operators) in 2020, a decrease of 17.4% from 2019. OHSJP believes the efforts to spread public awareness through the new public facing South Carolina Department of Public Safety’s Traffic Fatality Count Dashboard, which includes a focus on motorcyclists as well as helmet and safety gear use, will have a significant impact on unhelmeted motorcyclist fatalities (<https://fatality-count-scdps.hub.arcgis.com/>). Therefore, OHSJP has set a goal of 114 unhelmeted motorcyclist fatalities by December 31, 2022.

The state of South Carolina does not have a universal helmet law and has strong legislative grassroots lobbying efforts in place to fight against helmet law changes. This presents challenges in improving motorcycle safety in general and in saving motorcyclists’ lives on the highways in particular. Other states that have a universal helmet law are experiencing a decrease in unhelmeted motorcyclist fatalities. With no legislation in place to require the use of helmets for individuals 21 and over, it is expected that this problem will continue to present a challenge for the state to drive down the number of unhelmeted motorcycle fatalities.

On May 19, 2018, the legislature passed several changes to the laws on moped classification as a motor vehicle, licensing, and registration requirements. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped and the moped must be registered with the SC Department of Motor Vehicles (SCDMV). A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a moped license without regard to his/her eligibility for or status of any other driver's license, but this license can be revoked, suspended, or canceled by SCDMV as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH. Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

**Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS):** To decrease the number of drivers age 20 and under involved in fatal crashes by 0.9% from the 2015-2019 baseline average of 116 to 115 by December 31, 2022.

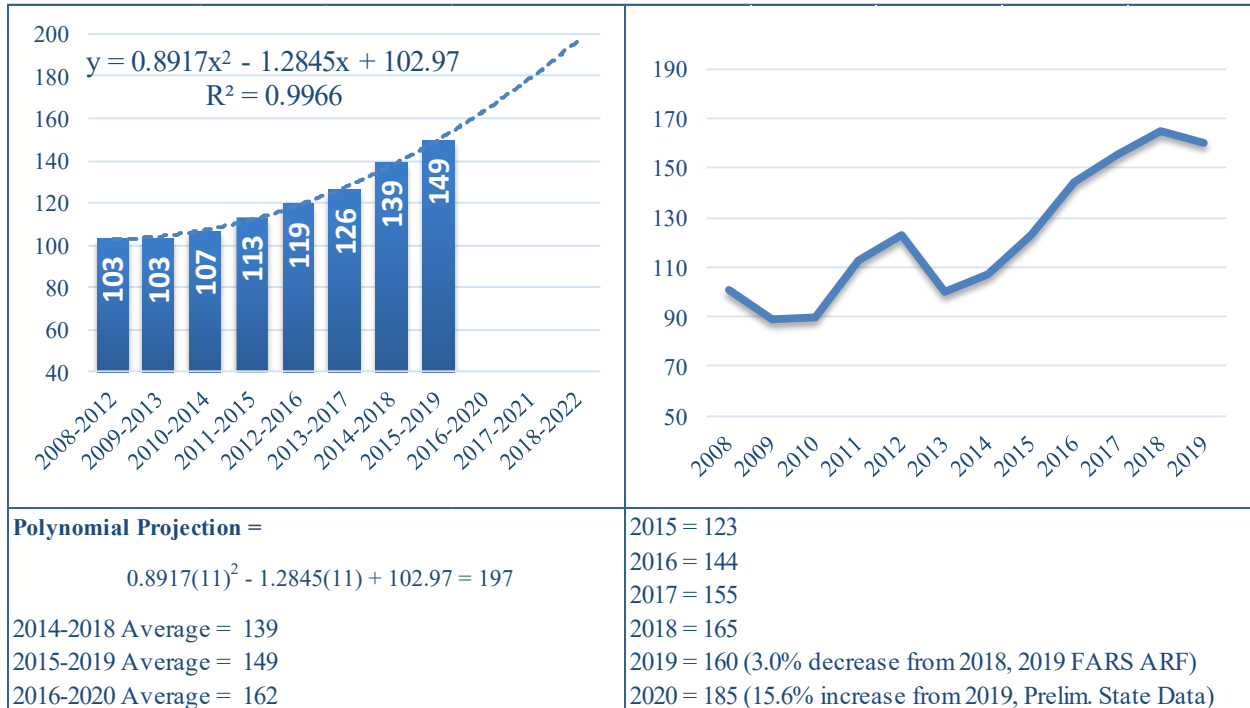
**Figure C-9: South Carolina Drivers Age 20 and Under Involved in Fatal Collisions**  
**5 Year Moving Average with Trend Analysis**



As shown in Figure C-9 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 84 drivers age 20 and under involved in fatal collisions by December 31, 2022. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 121 drivers age 20 and under involved in fatal collisions in 2020, an increase of 28.7% from 2019. Based on the preliminary state data, OHSJP will set a goal of 115 drivers age 20 and under involved in fatal collisions by December 31, 2022.

**Performance Measure: C-10) Number of pedestrian fatalities (FARS):** To decrease pedestrian traffic fatalities by 0.7% from the 2015-2019 baseline average of 149 to 148 by December 31, 2022.

**Figure C-10: South Carolina Pedestrian Traffic Fatalities**  
**5 Year Moving Average with Trend Analysis**

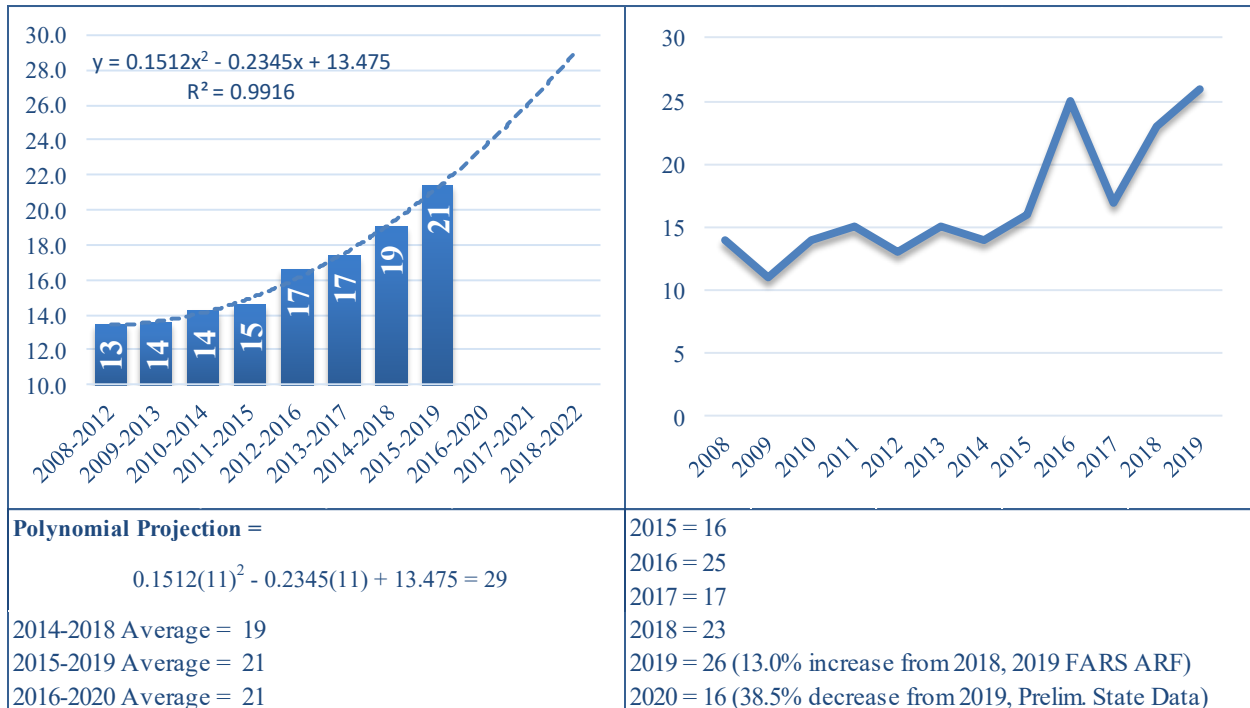


As shown in Figure C-10 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 197 pedestrian traffic fatalities by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 185 pedestrian traffic fatalities in 2020, an increase of 15.6% from 2019. The state continues its compelling Vulnerable Roadway Users billboard campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with pedestrians. OHSJP believes the efforts to spread public awareness through campaigns and the new public facing South Carolina Department of Public Safety’s Traffic Fatality Count Dashboard, which includes a focus on pedestrians, will have a significant impact on pedestrian fatalities (<https://fatality-count-scdps.hub.arcgis.com/>). Therefore, OHSJP has set a goal of 148 pedestrian traffic fatalities by December 31, 2022.



**Performance Measure: C-11) Number of bicyclists fatalities (FARS):** To decrease bicyclist traffic fatalities 4.8% from the 2015-2019 baseline average of 21 to 20 by December 31, 2022.

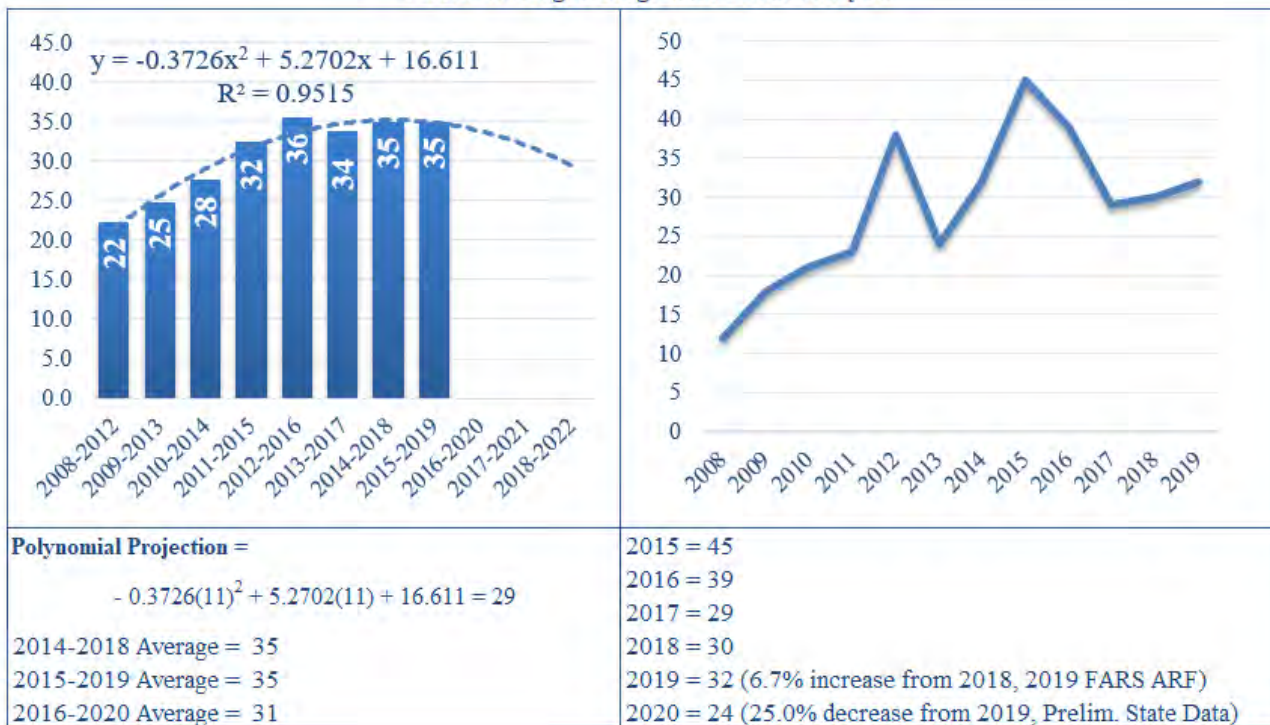
**Figure C-11: South Carolina Bicyclist Traffic Fatalities**  
**5 Year Moving Average with Trend Analysis**



As shown in Figure C-11 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 29 bicyclist traffic fatalities by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 16 bicyclist traffic fatalities in 2020, a decrease of 38.5% from 2019. The state continues its compelling Vulnerable Roadway Users billboard campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with bicyclists. Based on the preliminary state data and through campaign efforts, OHSJP will set a goal of 20 bicyclist traffic fatalities by December 31, 2022.

**Performance Measure: C-12) Number of moped fatalities (State):** To decrease moped traffic fatalities by 2.9% from the 2015-2019 baseline average of 35 to 34 by December 31, 2022.

**Figure C-12: South Carolina Moped Traffic Fatalities**  
5 Year Moving Average with Trend Analysis



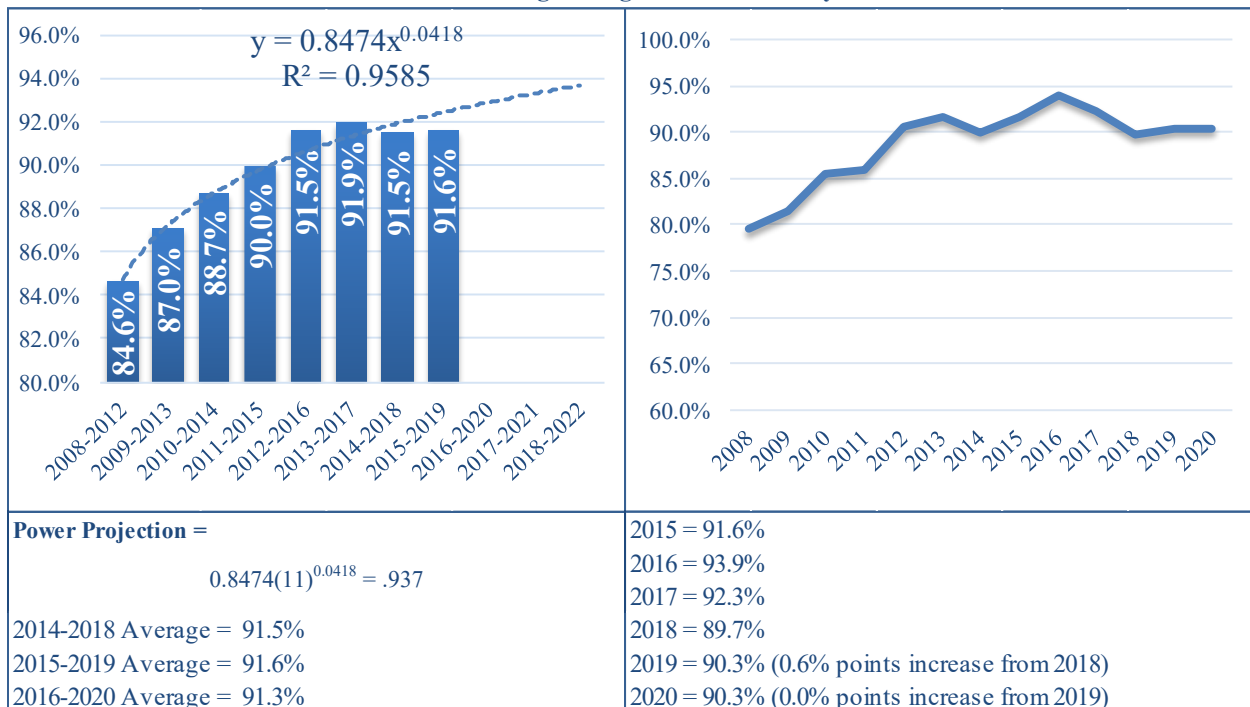
As shown in Figure C-12 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 29 moped traffic fatalities by December 31, 2022. Preliminary state data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates there were 24 moped traffic fatalities in 2020, a decrease of 25.0% from 2019. The state continues its compelling Vulnerable Roadway Users billboard campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with moped operators. Based on the polynomial trend analysis, OHSJP’s continued campaign efforts, and the 2015-2019 baseline five year average, OHSJP will set a goal of 34 moped traffic fatalities by December 31, 2022.

On May 19, 2018, the legislature passed several changes to the laws on moped classification as a motor vehicle, licensing, and registration requirements. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped and the moped must be registered with the SC Department of Motor Vehicles (SCDMV). A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a moped license without regard to his/her eligibility for or status of any other driver’s license, but

this license can be revoked, suspended, or canceled by SCDMV as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH. Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

**Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey):** To increase observed seatbelt usage rate by 0.1 percentage points from the 2019 baseline of 90.3% to 90.4% by December 31, 2022.

**Figure B-1: South Carolina Observed Seatbelt Usage Rate  
5 Year Moving Average with Trend Analysis**

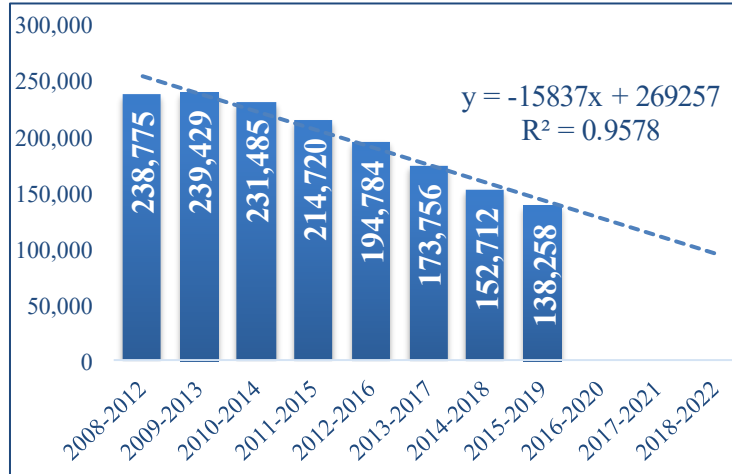


*Note: Waiver obtained for 2020 for observational seatbelt survey. 2020 rate estimated by 2019 rate.*

As shown in Figure B-1 above, the five year moving average with power trend analysis projects South Carolina will experience a five year average of 93.7% observed seatbelt usage rate by December 31, 2022. The annual seatbelt observational study was canceled in 2020 due to COVID. The 2020 observed seatbelt usage rate was estimated to be the same as 2019. OHSJP will set a goal of 90.4% observed seatbelt usage rate by December 31, 2022.

# GRANT PROGRAM ACTIVITY REPORTING

**Figure A-1: South Carolina Number of Seatbelt Citations Issued**  
5 Year Moving Average

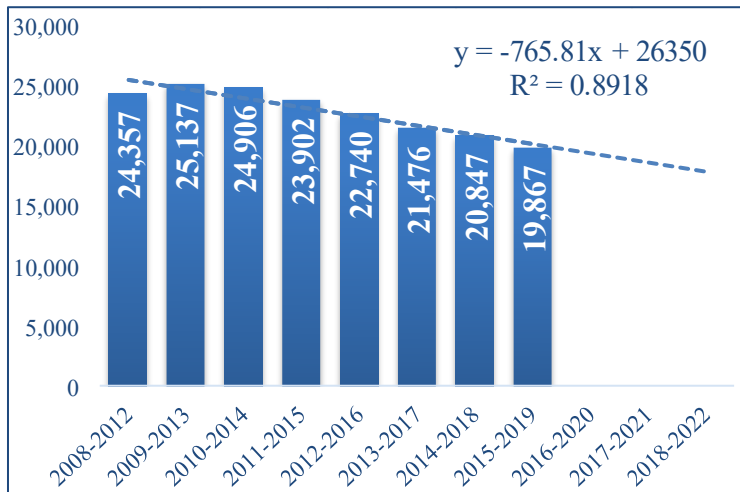


**A-1) Number of seat belt citations issued during grant-funded enforcement activities**

Seat belt citations: 52,050

Calendar Year A-1: 2020

**Figure A-2: South Carolina Number of Impaired Driving Arrests**  
5 Year Moving Average

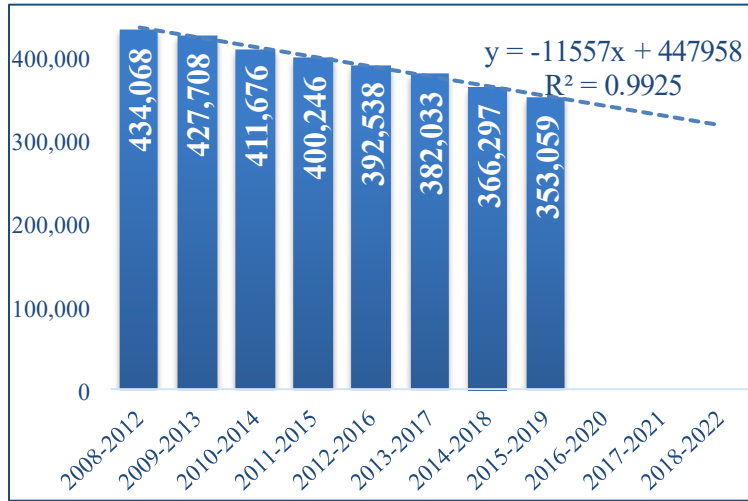


**A-2) Number of impaired driving arrests made during grant-funded enforcement activities**

Impaired driving arrests: 14,872

Calendar Year A-2: 2020

**Figure A-3: South Carolina Number of Speeding Citations Issued  
5 Year Moving Average**



**A-3) Number of speeding citations issued during grant-funded enforcement activities**

**Speeding citations: 222,647**

**Calendar Year A-3: 2020**

## PROGRAM AREA: PLANNING & ADMINISTRATION

### DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

#### Traffic Collision Fatalities

In South Carolina, the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) indicates that there were 1,001 traffic fatalities in 2019. This figure represents a decrease of 3.38% from the 1,001 traffic fatalities reported for 2018. Overall, from 2015 to 2019, fatalities increased by 2.25% in South Carolina, compared to the increase of 0.42% nationwide.

Table 1. South Carolina Basic Data							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	979	1,020	989	1,036	1,001	2.25%	-0.50%
<b>VMT*</b>	51.72	54.40	55.50	56.84	57.94	12.03%	6.09%
<b>VMT Rate**</b>	1.89	1.87	1.78	1.82	1.73	-8.47%	-5.98%
<b>Population</b>	4,891,938	4,957,968	5,021,268	5,084,156	5,148,714	5.25%	3.20%
<b>Pop Rate***</b>	20.01	20.57	19.70	20.38	19.44	-2.85%	-3.60%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)  
 2019 VMT & VMT Rate provided by South Carolina Department of Transportation  
 Population provided by U.S. Bureau of Census

\*Vehicle Miles of Travel (billions)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

Table 2. Nationwide Basic Data							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	35,477	37,803	37,471	36,830	35,627	0.42%	-3.44%
<b>VMT*</b>	3,095	3,174	3,212	3,240	3,267	5.56%	2.73%
<b>VMT Rate**</b>	1.15	1.19	1.17	1.14	1.10	-4.35%	-5.38%
<b>Population</b>	320,635,163	322,941,311	324,985,539	326,687,501	328,239,523	2.37%	1.37%
<b>Pop Rate***</b>	11.06	11.71	11.53	11.27	10.85	-1.90%	-4.76%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

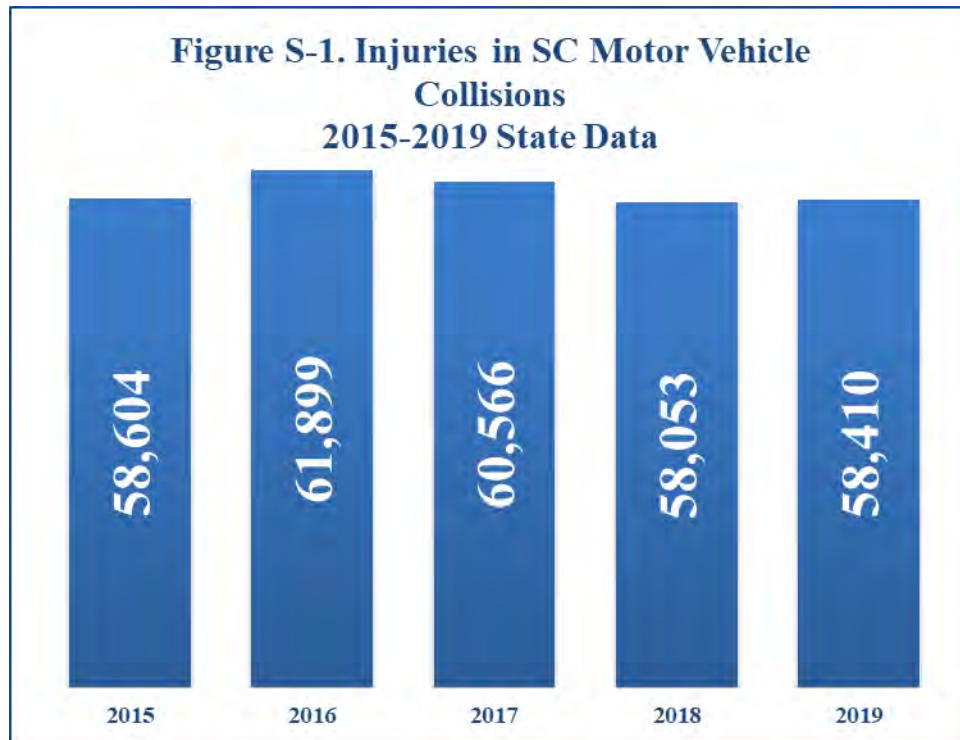
\*Vehicle Miles of Travel (billions)

\*\*Rate per 100 million vehicle miles

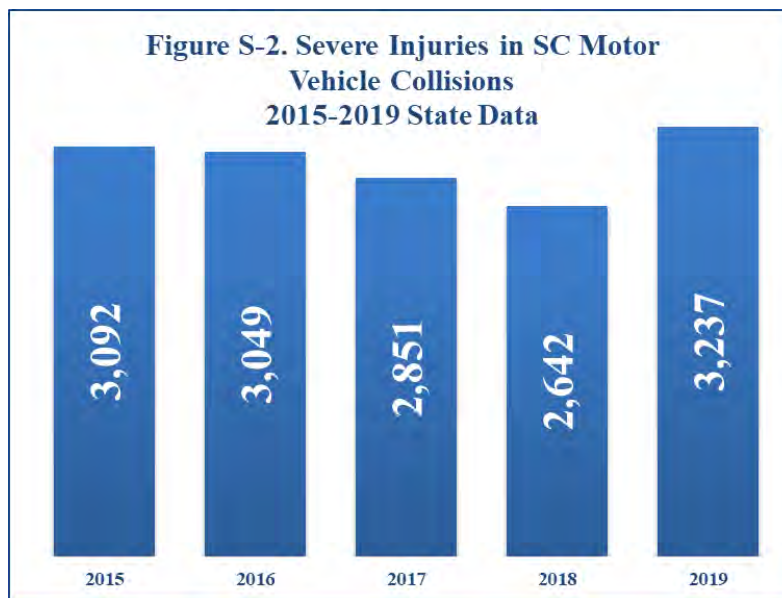
\*\*\*Rate per 100,000 population

#### Traffic Collision Injuries

**Figure S-1** contains South Carolina state data which indicates there were 297,532 persons injured in motor vehicle collisions during the five year period (2015-2019). The traffic collision data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during traffic collisions decreased from 58,604 in 2015 to 58,410 in 2019. The 2019 data represents a 0.33% decrease when compared to the number of people injured in traffic collisions in 2015. When compared to the average of the four-year period 2015-2018 (59,780.5 injuries), the 2019 figure represents a 2.29% decrease. Of the 297,532 people injured during a motor vehicle collision from 2015 to 2019, 14,871 people (**Figure S-2**), sustained severe injuries as a result of a motor vehicle collision.



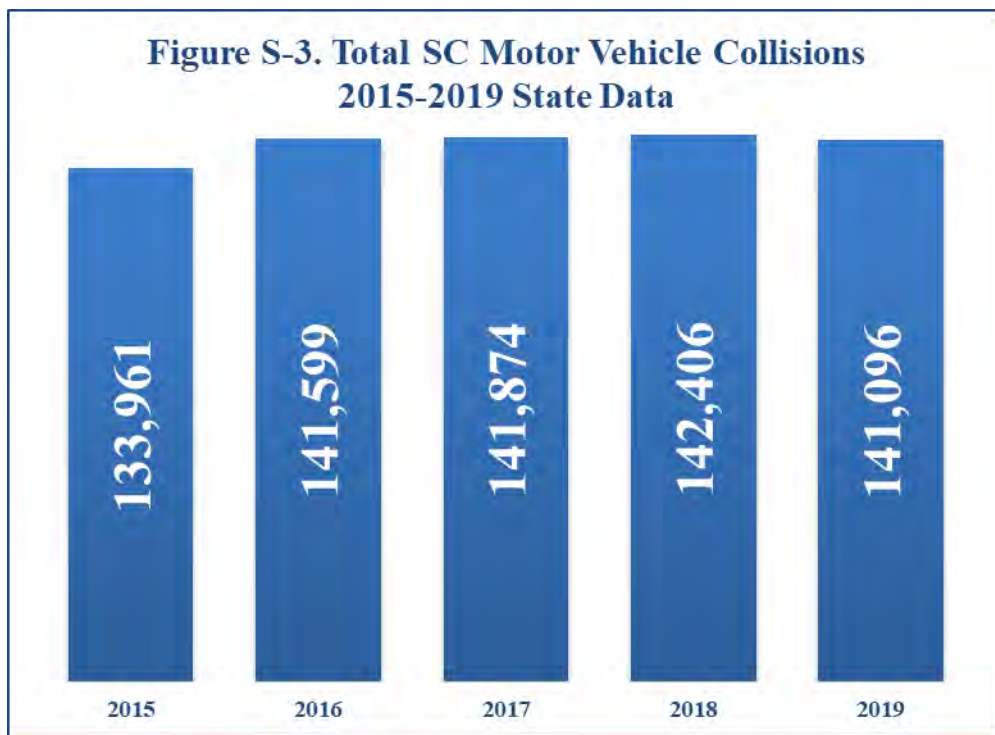
**Figure S-2** contains data regarding severe traffic collision injuries occurring in the state during the years 2015-2019. Of the 297,532 traffic collision injuries occurring during this time period, 14,871 were severe injuries. There were 3,237 traffic-related severe injuries in 2019, an increase of 4.7% when compared to 2015. The 2019 figure of 3,237 severe traffic collision injuries represents an increase of 11.3% as compared to the average of the four-year period 2015-2018 (2,908.5 severe injuries).





## Traffic Collisions

From 2015 to 2019, state data listed in **Figure S-3** shows that there were a total of 700,936 vehicle collisions in South Carolina during this five year time period. Of the 700,936 vehicle collisions reported during this time period, 16,852 (**Figure S-4**), were fatal or severe-injury collisions. From 2015 to 2019, the state experienced a 5.33% increase in the number of reported vehicle crashes. When compared to the four-year average of traffic crashes occurring from 2015 to 2018 (139,960 collisions) the 2019 figure represents a 0.81% increase. The leading counties for fatal and severe-injury collisions from 2015 to 2019 were, in decreasing order, Greenville, Charleston, Horry, Spartanburg, Richland, Anderson, Lexington, York, Berkeley, Florence, Beaufort, Orangeburg, Aiken, Dorchester, Pickens, Lancaster, Laurens, Sumter, Oconee, and Georgetown.





**Figure S-4. All SC Fatal and Severe Injury Collisions by County,  
State Data 2015-2019**

<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
<b>Greenville</b>	252	300	292	272	335	<b>1,451</b>
<b>Charleston</b>	281	272	280	263	306	<b>1,402</b>
<b>Horry</b>	299	269	278	241	242	<b>1,329</b>
<b>Spartanburg</b>	202	201	175	220	213	<b>1,011</b>
<b>Richland</b>	198	214	168	143	201	<b>924</b>
<b>Anderson</b>	161	192	174	148	152	<b>827</b>
<b>Lexington</b>	151	142	165	176	171	<b>805</b>
<b>York</b>	125	143	128	125	157	<b>678</b>
<b>Berkeley</b>	148	102	109	102	124	<b>585</b>
<b>Florence</b>	86	91	79	97	132	<b>485</b>
<b>Beaufort</b>	107	102	105	78	82	<b>474</b>
<b>Orangeburg</b>	79	96	76	103	112	<b>466</b>
<b>Aiken</b>	96	88	108	86	74	<b>452</b>
<b>Dorchester</b>	85	75	68	65	71	<b>364</b>
<b>Pickens</b>	67	61	69	78	81	<b>356</b>
<b>Lancaster</b>	86	85	65	43	58	<b>337</b>
<b>Laurens</b>	67	66	65	70	69	<b>337</b>
<b>Sumter</b>	60	68	59	50	85	<b>322</b>
<b>Oconee</b>	53	51	55	58	70	<b>287</b>
<b>Georgetown</b>	63	43	67	61	44	<b>278</b>
Colleton	56	66	50	47	45	264
Cherokee	51	48	59	47	53	258
Darlington	52	64	38	38	56	248
Greenwood	62	47	46	43	49	247
Kershaw	33	56	49	48	47	233
Jasper	43	60	31	36	55	225
Chesterfield	44	38	44	28	44	198
Chester	39	39	40	42	37	197
Williamsburg	38	38	41	33	43	193
Clarendon	32	33	36	22	46	169
Newberry	34	35	32	26	28	155
Fairfield	22	29	28	32	20	131
Dillon	24	21	27	24	28	124
Marion	23	13	20	19	35	110
Union	23	21	16	21	26	107
Marlboro	20	21	15	13	29	98
Abbeville	17	17	24	14	19	91
Hampton	23	17	16	12	23	91
Barnwell	26	15	16	19	13	89
Lee	16	13	13	25	18	85
Edgefield	17	20	14	13	14	78
Calhoun	15	13	17	15	14	74
Bamberg	13	16	11	18	9	67
Saluda	15	13	18	9	11	66
Allendale	10	9	7	12	9	47
McCormick	10	8	5	8	6	37
<b>Total</b>	<b>3,424</b>	<b>3,431</b>	<b>3,298</b>	<b>3,143</b>	<b>3,556</b>	<b>16,852</b>

## Associated Performance Measures

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	1,061
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2022	5 Year	2,850
2022	C-3) Fatalities/VMT (FARS, FHWA)	2022	5 Year	1.820
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	Annual	311
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	Annual	305
2022	C-6) Number of speeding-related fatalities (FARS)	2022	Annual	416
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	Annual	160
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	Annual	114
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2022	Annual	115
2022	C-10) Number of pedestrian fatalities (FARS)	2022	Annual	148
2022	C-11) Number of bicyclists fatalities (FARS)	2022	Annual	20
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	Annual	90.4
2022	C-12) South Carolina Moped Fatalities, with Five Year Trend Analysis	2022	Annual	34

## **Countermeasure Strategy: Highway Safety Office Program Management**

**Program Area:** Planning and Administration

### **Project Safety Impacts**

The Highway Safety Program Management countermeasure strategy enables the provision of staff and resources necessary for the implementation and management of highway safety programs intended to meet the state's goals of reducing collisions, injuries, and fatalities on South Carolina's roadways. Planned activities to be funded under this countermeasure strategy include the following programs: Planning and Administration; Occupant Protection Program Management; Police Traffic Services Program Management; Impaired Driving Countermeasures Program Management; Public Information, Outreach, and Training (PIOT); Law Enforcement Coordination (LEL program); and Traffic Records Improvements. Staff identify their respective highway safety problems using data, evaluate safety programs and activities, and provide technical assistance and training to grantees across the state.

### **Linkage between Program Area**

Highway Safety Program Management is essential within the State Highway Safety Office, and each individual program plays a pivotal role in the planning, implementation, and coordination of highway safety programs and efforts intended to reduce problematic driving behaviors and promote safe driving practices. The primary purpose of the Planning and Administration section is to coordinate highway safety programming focused on public outreach and education, aggressive traffic law enforcement, promotion of new safety technologies, the integration of public health strategies and techniques, collaboration with safety and business organizations, and cooperation with state and local governments. The Public Information, Outreach and Training (PIOT) section is a vital component of the South Carolina Highway Safety grant program which addresses various highway safety emphasis areas identified in the state. South Carolina needs a comprehensive project that focuses on the dissemination of traffic safety information to the general public and the law enforcement community. Marketing campaigns, training for highway safety professionals and sharing information at public events are key strategies to help meet performance measures and goals related to issues with occupant protection, police traffic services, DUI, and vulnerable roadway users. The LEL program encourages widespread participation in national and state traffic safety campaigns, which is of benefit given that increased traffic enforcement positively impacts driver awareness and driving behaviors. Occupant Protection, Police Traffic Services, and Impaired Driving Countermeasures Program Management serve as centralized sources enabling the program planning, implementation and coordination of programs intended to achieve and sustain positive highway safety impacts related to these respective program areas. Lastly, timely, accurate, and efficient collection and analysis of appropriate traffic records data have always been essential to highway safety and are critical in the development, implementation, and evaluation of appropriate countermeasures to reduce traffic collisions and injuries.

## Rationale

Centralized program planning, implementation, and coordination are necessary to reduce problematic driving behaviors. Allocating funds to allow for the implementation of comprehensive strategies within the state will facilitate the achievement of the state's performance targets and goals and lead to reduced collisions, severe-injuries, and fatalities.

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
PA	Highway Safety Planning & Administration	66
OP-INT	OHSJP Occupant Protection Program Management	68
PTS-INT	OHSJP Police Traffic Services Program Management	69
PTS-LEC	Law Enforcement Coordination	70
M1*ALM4HVE	Impaired Driving Countermeasures Program Management	71
TR	OHSJP Traffic Records Management	71
PIOT-SA	Public Information, Outreach, & Training	73

**Planned Activity:** Highway Safety Planning and Administration

**Planned activity number:** PA

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

### Planned Activity Description:

The 402 State and Community Highway Safety Program in South Carolina is administered by the Office of Highway Safety and Justice Programs (OHSJP) of the SC Department of Public Safety (SCDPS). The mission of the OHSJP is to develop and implement comprehensive strategies aimed at reducing the number and severity of traffic collisions on the state's streets and highways. The Program Administration area of the OHSJP will coordinate highway safety programming focused on public outreach and education, aggressive traffic law enforcement, promotion of new safety technologies, the integration of public health strategies and techniques, collaboration with safety and business organizations, and cooperation with state and local governments. Programming resources will be directed to nationally and state-identified priority areas outlined in this document. The Program Administration area will ensure monitoring of traffic data to coordinate appropriate

statewide highway safety messages to all citizens and visitors of the state. Highway safety staff members will conduct a Problem Identification meeting annually to identify highway safety problems. A Grant Solicitation Workshop will be conducted to provide information to potential applicants and to encourage the development of data-driven, evidence-based projects that will positively impact highway safety. Pre-work Conferences and a Project Management Course will be conducted during FFY 2022 with all Project Directors of newly awarded highway safety projects.

Program Administration will continue a sustained DUI enforcement initiative by implementing the 2022 Target Zero Challenge, known as the *Sober or Slammer!* campaign (corresponding to the national *Drive Sober or Get Pulled Over* campaign), on a statewide level utilizing strategies that have proven results. The campaign will run from December 1, 2021 through September 5, 2022. According to the *Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017* (Chapter 1, section 2.2), publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal collisions and deterring drunk driving. The South Carolina Law Enforcement Network (SCLLEN) will encourage participants to join the campaign and utilize these enforcement strategies in their DUI enforcement efforts statewide alongside the SCHP.

Program Administration will also continue the state's occupant protection enforcement mobilization in the time period leading up to and after the Memorial Day holiday in May 2022. The statewide campaign, known as *Buckle up, South Carolina. It's the law and it's enforced.*, will mirror the national *Click-it-or-Ticket* campaign. The 2022 campaign will once again focus on nighttime safety belt enforcement at the state and local level. This strategy will not only impact the time of day when seat belt usage rates decline, but will also result in additional DUI arrests. All major mobilizations will include outreach components that focus on the diverse population of our state.

The OHSJP will provide funding to highway safety staff and advocates to attend significant conferences and training events related to highway safety issues. Highway safety staff, other SCDPS staff, and partner agencies/groups will continue to educate and inform the citizens of the state and its visitors about the state's primary enforcement safety belt law. Highway safety staff will continue to support and assist in the further development of the Law Enforcement Network (LEN) system in the state. Sixteen (16) LENs have been formed corresponding to the sixteen judicial circuits in South Carolina. The OHSJP will continue to maintain a strong partnership with the SC Department of Transportation (SCDOT) to enhance traffic safety initiatives through a variety of activities.

The OHSJP's Planning and Administration highway safety project staff will direct the planning, development, coordination, monitoring, evaluating, and auditing of projects under the Section 402 Program. Highway safety staff are also responsible for coordinating and evaluating the highway safety efforts among the various agencies throughout the state.

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	\$221,959	\$221,959	\$0.00

**Planned Activity:** OHSJP Occupant Protection Program Management

**Planned Activity Number:** OP-INT

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

### Planned Activity Description:

Efforts to improve occupant protection issues in the state of South Carolina with an ultimate goal of reducing traffic collisions, injuries, and fatalities must have an administrative component. The project will attempt to increase safety belt and child safety seat usage during the project period through the continued coordination of occupant protection programs statewide. The project will fund an Occupant Protection/Police Traffic Services Program Coordinator (OP/PTSPC) who will be involved in planning and coordinating special public information events during *Buckle Up, America!* Week in May 2022, and the National Child Passenger Safety Awareness Week in September 2022. The OP/PTSPC will also assist in planning, coordinating, and implementing, with the assistance of the SCDPS Contractor and Public Affairs Coordinator, the *Buckle up, South Carolina. It's the law and it's enforced.* public information, education and enforcement campaign during the Memorial Day holiday of 2022. The OP/PTSPC will continue to administer all Section 402 and Section 405b-funded occupant protection programs. The OP/PTSPC will also be responsible for reviewing and monitoring grant projects and providing technical assistance to project personnel. The OP/PTSPC will also prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety Projects, the Funding Solicitation document, the Highway Safety Plan, and the Annual Evaluation Report by the required deadlines. The OP/PTSPC will work with the South Carolina Department of Health and Environmental Control to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OP/PTSPC will implement a comprehensive approach to increase the overall safety belt usage rate statewide. The OP/PTSPC will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses. The OP/PTSPC will oversee the increasing of permanent inspection stations within South Carolina by the end of the grant year.

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	\$192,429	\$48,107.25	\$0.00

**Planned Activity:** OHSJP Police Traffic Services Program Management

**Planned activity number:** PTS-INT

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

**Planned Activity Description:**

The Office of Highway Safety and Justice Programs (OHSJP) will fund a Police Traffic Services (PTS) project which will include an Occupant Protection/Police Traffic Services Program Coordinator (OP/PTSPC) who will assist in establishing funding priorities and strategies for implementing assigned Police Traffic Services projects. The OP/PTSPC will develop selected projects for funding with prospective applicants and prepare the PTS section of the annual Highway Safety Plan, the annual Summaries and Recommendations for Highway Safety Projects, the Funding Solicitation document, and the Annual Evaluation Report by the required deadlines. The OP/PTSPC will administer assigned grant-funded projects to include scheduling/conducting on-site monitoring, monthly desk monitoring, and providing technical assistance to project directors. The OP/PTSPC will give law enforcement agencies the ability to start effective selective traffic enforcement programs (STEPS), including training relative to, speed enforcement, DUI enforcement, and enforcing occupant restraint laws. The OP/PTSPC will review the grants' goals and objectives and focus task activity towards the accomplishment of the goals and objectives. The OP/PTSPC will work with the Law Enforcement Liaisons to alert the Law Enforcement Network (LEN) circuits of the importance of assisting the OHSJP in its efforts to reduce speeding-related collisions, injuries, and fatalities in the state of South Carolina. The OP/PTSPC will coordinate with the Highway Safety Grant Program Manager and Grants Administration Manager of the OHSJP to develop appropriate strategies for traffic enforcement to be included in the annual Highway Safety Funding Solicitation document and the Highway Safety Plan, and to complete assigned portions of the Summaries and Recommendations document.

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$213,972	\$53,493	\$0.00

**Planned Activity:** Law Enforcement Coordination

**Planned activity number:** PTS-LEC

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

**Planned Activity Description:**

The Law Enforcement Coordination project proposes to continue funding the Law Enforcement Support Services (LESS) division’s manager, who serves as a Law Enforcement Liaison (LEL), and one additional LEL. The LELs will work with the Law Enforcement Network (LEN) to enforce traffic safety throughout the state in priority areas. The LESS division's priorities are to develop and maintain the LEN system, to work to establish and maintain relationships between the OHSJP and law enforcement agencies around the state, and to garner law enforcement support for participation in statewide enforcement mobilization campaigns.

The Law Enforcement Coordination internal grant project will also provide LEN support grants to the sixteen (16) Law Enforcement Networks established around the state. The sixteen networks correspond to the sixteen judicial circuits in the state. The support grants will be provided through the Law Enforcement Coordination grant to assist the networks with meeting room costs, recognition awards for traffic officers, the costs to attend highway safety training and/or conferences, and educational materials. The LEN system, which includes both state and local law enforcement agencies, will allow statewide coverage and implementation of law enforcement activity, including multi-jurisdictional enforcement activities.

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$506,312	\$126,578	\$160,000



**Planned Activity:** Impaired Driving Countermeasures Program Management

**Planned activity number:** M1\*ALM4HVE

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

**Planned Activity Description:**

The project will maintain the employment of an Impaired Driving Countermeasures Program Coordinator (IDCPC) to administer impaired-driving highway safety grants during the course of the grant year. The IDCPC will assist the Public Affairs Coordinator (PAC) of the OHSJP to develop and implement a statewide public information and education campaign for the FFY 2022 grant period. The IDCPC will also be responsible for the ongoing administration of impaired driving projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring, as well as responding to requests for grant revisions.

The IDCPC will complete pertinent sections of state and federal documents to include quarterly progress reports; the Annual Report; the Highway Safety Plan; the Summaries and Recommendations; and the Impaired Driving Countermeasures grant application.

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d High	FAST Act 405d Impaired Driving High/HVE	\$278,248	\$69,562	\$0.00

**Planned Activity:** OHSJP Traffic Records Management

**Planned Activity Number:** TR

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

**Planned Activity Description:**

The project will maintain the positions necessary to facilitate the requirements of the SC Traffic Records System (TRS) and assist the Traffic Records Coordinating Committee (TRCC)

Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with South Carolina’s Traffic Records Systems. Other positions funded under this project include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Technician.

The project will continue the implementation of SCCATTS and assist the South Carolina Department of Motor Vehicles (SCDMV) in the operations of SCCATTS to the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES) and Case Management System (CMS) interfaces. The project will continue to expand the SCCATTS e-reporting system and phase out as much of the manual data entry process as possible. This will be achieved through the provision of appropriate training for staff, law enforcement officers, and court personnel on the use of the state’s electronic forms program. The project will also assist any agency or court with the e-Citation interfaces to ultimately achieve 100% electronic submission of all reports (citations, collisions, and public contacts) to SCDMV. Additionally, continued facilitation of the joint effort between the South Carolina Department of Transportation (SCDOT), South Carolina Judicial Branch (SCJB), South Carolina Department of Public Safety (SCDPS), and SCDMV in the development of the centralized citation database and associated systems.

This project addresses TRS Goal #3 of improving management and coordination of traffic records systems and affects the following Core Traffic Records System Components: Collision; Citation/Adjudication; Roadway; Injury Surveillance; Driver; and Vehicle. The project addresses each of the core Traffic Records Systems Performance Measures: Timeliness; Accuracy; Completeness; Uniformity; Accessibility; and Data Integration.

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

**Funding Sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2021	FAST Act NHTSA 402	Traffic Records (FAST)	\$62,450	\$15,612.50	\$0.00

**Planned Activity:** Public Information, Outreach, & Training

**Planned activity number:** PIOT-SA

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

**Planned Activity Description:**

The OHSJP will upgrade the quality of highway safety efforts in the state of South Carolina utilizing a multi-faceted approach, which will include marketing campaigns, training for highway safety professionals and sharing information at public events. These are key strategies to help meet performance measures and goals related to issues with occupant protection, police traffic services, DUI, and vulnerable roadway users.

This project will maintain the positions necessary to work in conjunction with program coordinators and assist a paid contractor in the development of statewide enforcement campaigns, such as *Buckle Up, South Carolina. It's the law and it's enforced* and *Sober or Slammer! Drive Sober or Get Pulled Over*. The aforementioned campaigns will contain enforcement, education, community involvement, diversity outreach, and media components in an effort to reduce DUI-related crashes, injuries, and deaths on South Carolina's roadways and increase occupant protection usage to reduce overall crashes, injuries, and fatalities. Other public information initiatives coordinated under this project include Child Passenger Safety, Distracted Driving, Motorcycle Safety, Speed Enforcement (*Operation Southern Shield*), and Vulnerable Roadway Users.

The OHSJP will continue to use a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns. However, the OHSJP, with the help of the agency's Communications Office and SC Highway Patrol Community Relations Officers, will oversee earned media efforts, such as issuing news releases, conducting press events, and coordinating media interviews. The marketing firm will continue to assist with campaigns such as *Sober or Slammer!* and *Buckle Up, SC. It's the law and it's enforced*.

In the coming year, the OHSJP must increase efforts to reach out to underserved audiences and hard-to-reach populations. The OHSJP already incorporates Hispanic-owned media (mainly TV and radio) into its media buys. However, efforts must be made to ensure that Spanish-speaking residents are getting in-depth information on printed collateral regarding traffic laws and safe driving. Additionally, the OHSJP must increase efforts to reach young men, ages 18-34, in areas where they live, work, and play. The OHSJP is also doing more to incorporate the Target Zero campaign by way of social media by using SCDPS's Facebook, Instagram, and Twitter pages and YouTube channel, as well as continuing to expand upon and explore paid social media advertising opportunities.

NHTSA promotes the importance of combining high-visibility enforcement with heightened public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals. The OHSJP will employ key strategies to promote its mission and core message of public safety.

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Safe Communities (FAST)	\$874,658	\$218,664.50	\$0.00

**PROGRAM AREA: OCCUPANT PROTECTION (ADULT AND CHILD PASSENGER SAFETY)**

**DESCRIPTION OF HIGHWAY SAFETY PROBLEMS**

South Carolina has made significant strides in improving safety belt usage rates since the passage and enactment of a primary enforcement safety belt law in 2005. At the time the law was enacted, the state’s observed safety belt usage rate stood at 69.7% statewide. Based on the results of the June 2019 statewide safety belt survey conducted by the University of South Carolina, the state’s usage rate was 90.3%. The 2019 usage rate represents a 0.6 percentage point increase from 2018, when the usage rate was 89.7%. The state remains committed to increasing restraint usage in an effort to reduce motor vehicle crash injuries and fatalities, particularly in the light of the state’s relatively high unbelted fatality rate (see **Table 7**).

**Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities**

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	308	315	308	331	299	-2.92%	-5.23%
<b>VMT Rate**</b>	0.60	0.58	0.55	0.58	0.52	-13.33%	-9.96%
<b>Pop Rate***</b>	6.30	6.35	6.13	6.51	5.81	-7.78%	-8.11%
<b>Pct. Of Total</b>	31.46%	30.88%	31.14%	31.95%	29.87%	-1.59%	-1.49%
<b>Observed Belt Use</b>	91.60%	93.90%	92.30%	89.70%	90.30%	-1.30%	-1.57%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

2019 VMT provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

In South Carolina's FFY 2020 HSP, the focus for occupant protection was to increase the observed seatbelt usage rate by 0.1 percentage points from the 2013-2017 baseline average of 91.9% to 92% by December 31, 2020. Because the state utilized the National Highway Traffic Safety Administration's (NHTSA) waiver of the requirement for states to conduct an annual seatbelt use survey during calendar year 2020, the observed seatbelt usage rate for 2020 is unknown at this time. However, the state will continue to strive to increase the safety belt usage rate through educational programs aimed at the state's citizens, particularly minority groups who lag behind their non-minority counterparts in belt usage rates, the enforcement of the safety belt law, and the continuation of a Memorial Day safety belt and child passenger safety seat enforcement mobilization which conforms to the national *Click it or Ticket* model, called *Buckle Up, South Carolina*. The state also desires to see an increase in the correct usage of child passenger safety seats. Occupant Protection Programs that are funded by the highway safety program will train NHTSA Child Passenger Safety technicians and instructors, conduct child passenger safety seat check events, certify child passenger safety fitting stations, conduct educational presentations, target minority groups, and emphasize child passenger safety seat use and enforcement during the statewide Memorial Day occupant protection enforcement mobilization.

Since the state utilized NHTSA's waiver of the annual seat belt usage survey requirement for calendar year 2020, the information provided below is based on the results of the state's most recent survey, conducted in calendar year 2019.

As indicated previously, the state of South Carolina has seen a steady increase in safety belt use rates since the passage and enactment of a primary safety belt law, from 69.7% in 2005 to 90.3% in 2019. **Figure 20** demonstrates this increase as compared to the national rate for the time period 2015-2019. As seen in **Figure 20**, South Carolina's observed seat belt usage rate was above the national rate for the 2015-2018 time period and slightly lower than the national rate in 2019. In 2018, South Carolina's rate was 0.1% higher than the national rate (89.7% and 89.6%, respectively). Observed seat belt use rates in South Carolina ranged from a low of 91.6% in 2015 to a high of 93.9% in 2016 before dipping in 2017 and 2018 before rising to the 2019 rate of 90.3%.

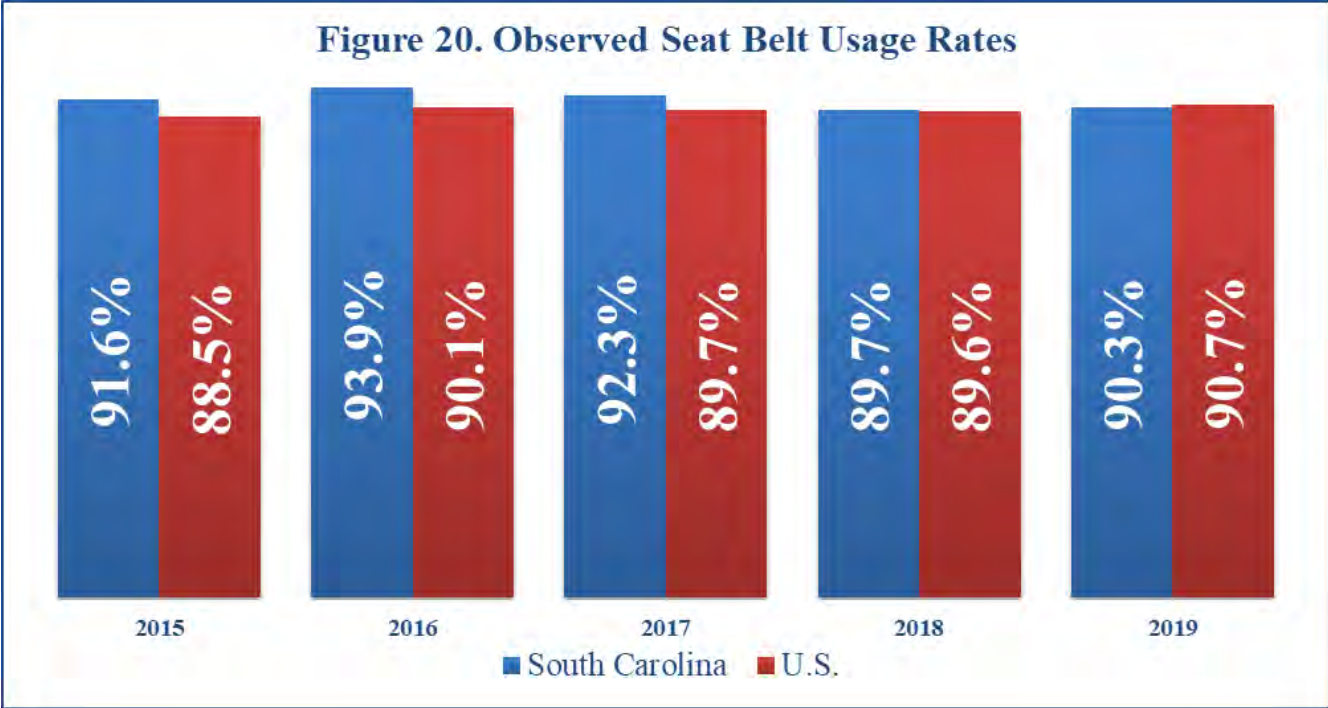
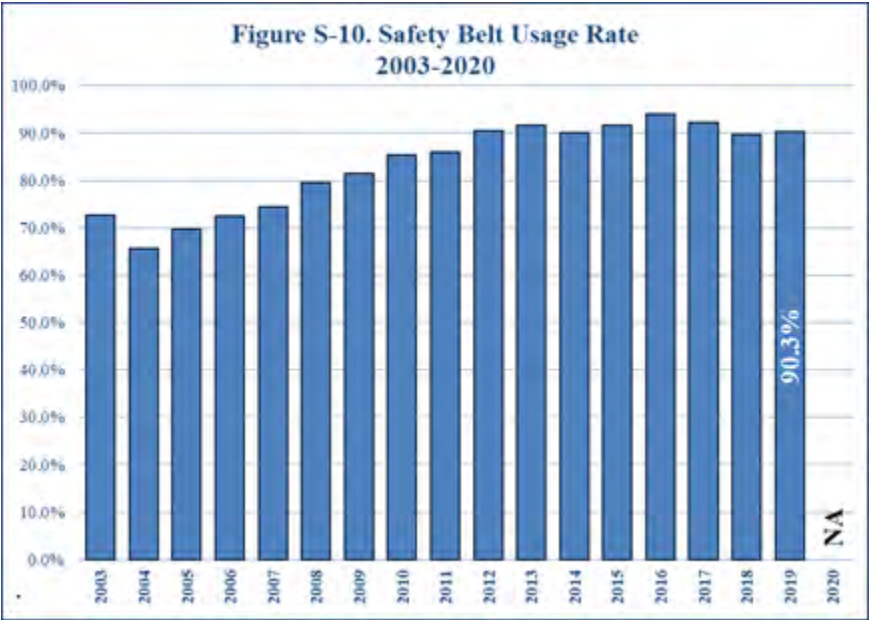


Figure S-10 demonstrates the increase in the state’s safety belt usage rate since 2003



As shown in **Table S-8**, surveys conducted by the University of South Carolina show that South Carolina has made tremendous progress towards improving the statewide belt usage rate. The progress has been significant since 2009, with nonwhite belt use moving from 74.1% in CY 2009 (compared to whites at 84.7%) to 87.5% for nonwhites in 2019 (compared to 92% for whites). This represents noteworthy forward momentum. Over a 10-year period, nonwhite belt use has

moved from 10.6% below that of the majority population belt use, to only 4.5% below the majority population. Additionally, from 2018 to 2019, belt usage among non-white drivers increased by 1.4% percentage points. The progress over the years can be attributed to the state of South Carolina's efforts to maintain a diverse approach to messaging along with maintaining safety belt law enforcement efforts. Obviously, there remains a need to continuously educate the public as to the benefits of safety belt usage, but existing efforts to address this issue have been beneficial.

**Table S-8 South Carolina Observed Seatbelt Use Rate, 2009-2019**

	6/09	6/10	6/11	6/12	6/13	6/14	6/15	6/16	6/17	6/18	6/19
Male	77.1	82.3	81.8	87.6	89.8	88.3	88.6	92.5	89.7	88.2	87.8
Female	87.8	90.6	89.4	93.3	93.9	91.6	95.0	95.5	94.9	91.6	92.8
Driver	81.3	86.0	86.4	90.0	91.0	89.9	91.5	93.4	91.6	89.5	90.6
Passenger	82.1	85.4	85.6	90.0	94.6	89.3	91.3	95.8	95.7	90.5	88.2
Urban	82.3	87.4	85.6	91.4	91.0	89.0	91.7	93.7	91.7	89.5	90.1
Rural	79.5	80.5	87.0	88.5	94.2	93.1	91.3	94.2	94.3	90.3	91.0
White	84.7	88.5	86.5	91.3	93.1	91.6	92.6	93.9	94.1	91.7	92.0
Non-white	74.1	80.6	82.2	87.8	87.5	85.1	87.5	93.6	86.8	86.1	87.5
Cars	84.3	86.6	88.2	92.0	92.3	90.7	93.1	94.5	92.8	89.9	91.2
Trucks	75.0	81.7	78.7	86.0	90.0	86.9	85.0	90.4	89.7	89.4	86.9
Overall	81.5	85.4	86.0	90.5	91.7	90.0	91.6	93.9	92.3	89.7	90.3

The following data sections outline specifically the problems being faced by the state of South Carolina in terms of occupant protection and demonstrate the foundation upon which the state has built its response to the problems for its FFY 2022 Highway Safety Plan.

Traffic Collision Fatalities

In 2019, traffic collisions claimed 35,627 lives throughout the nation, a decrease of 1,203 lives when compared to the 36,830 lives lost nationally in 2018. In 2019, vehicle miles traveled (VMT) increased to 3,267 from 3,240 billion in 2018 (see **Table 2**). Traffic fatalities in the United States decreased by 3.27% in 2019 as compared to the prior year. The VMT increased by 5.56% from 2015 to 2019.

A comparison of South Carolina data (**Table 1**) with national data (**Table 2**) indicates that South Carolina's 2015-2019 average population-based traffic fatality rate (20.02 per 100,000 persons) was higher than the national rate (11.28) during the same time period. South Carolina's VMT increased by 12.03% from the 2015 figure to the 2019 figure, and there was an increase of 6.09% in 2019 compared to the previous four year average. Total fatalities in 2019 decreased from the previous year; however, the state still continues to have a problem with unbelted traffic collision fatalities, low seatbelt usage rates among minority populations, and a high number of fatalities among drivers on rural roadways.

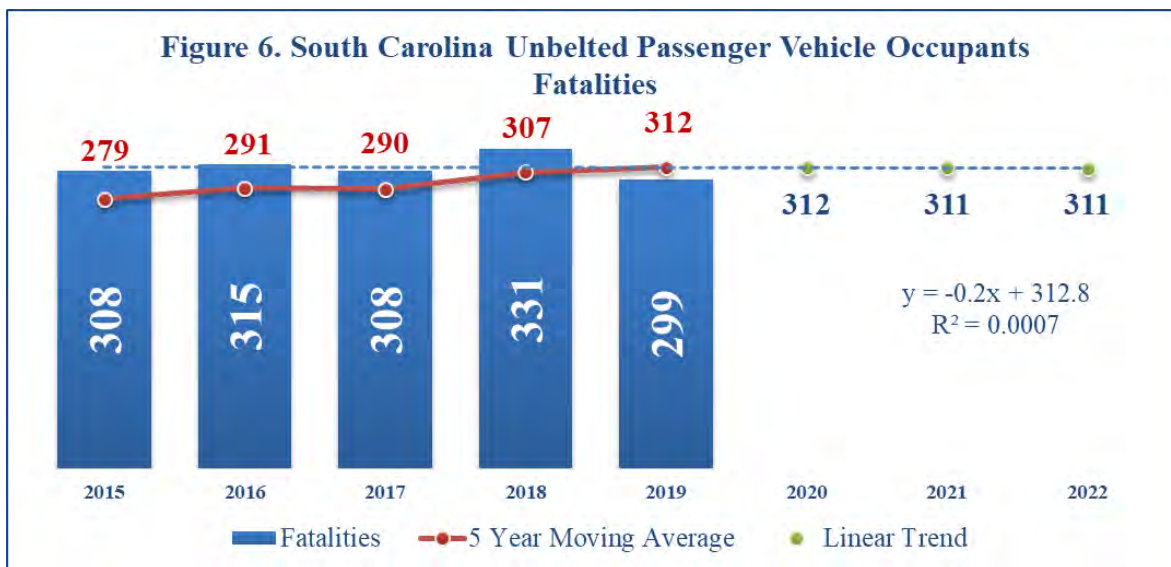
Table 1. South Carolina Basic Data							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
Total Fatalities	979	1,020	989	1,036	1,001	2.25%	-0.50%
VMT*	51.72	54.40	55.50	56.84	57.94	12.03%	6.09%
VMT Rate**	1.89	1.87	1.78	1.82	1.73	-8.47%	-5.98%
Population	4,891,938	4,957,968	5,021,268	5,084,156	5,148,714	5.25%	3.20%
Pop Rate***	20.01	20.57	19.70	20.38	19.44	-2.85%	-3.60%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)  
 2019 VMT & VMT Rate provided by South Carolina Department of Transportation  
 Population provided by U.S. Bureau of Census  
 \*Vehicle Miles of Travel (billions)  
 \*\*Rate per 100 million vehicle miles  
 \*\*\*Rate per 100,000 population

Table 2. Nationwide Basic Data							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
Total Fatalities	35,477	37,803	37,471	36,830	35,627	0.42%	-3.44%
VMT*	3,095	3,174	3,212	3,240	3,267	5.56%	2.73%
VMT Rate**	1.15	1.19	1.17	1.14	1.10	-4.35%	-5.38%
Population	320,635,163	322,941,311	324,985,539	326,687,501	328,239,523	2.37%	1.37%
Pop Rate***	11.06	11.71	11.53	11.27	10.85	-1.90%	-4.76%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)  
 \*Vehicle Miles of Travel (billions)  
 \*\*Rate per 100 million vehicle miles  
 \*\*\*Rate per 100,000 population

Figure 6 shows the numbers of unbelted passenger vehicle occupants (i.e. occupants of passenger cars, light trucks, and vans) killed in South Carolina from 2015 through 2019. The number of unbelted passenger-vehicle-occupant fatalities was at its highest level in 2018 (331 fatalities) and at its lowest level in 2019 (299). The 2019 (299) count represents a 5.23% decrease compared to the 2015-2018 average (315.5 fatalities) and a 2.92% decrease from the 2015 total.



In South Carolina, observed safety belt use decreased 1.3% in 2019 (90.3%) when compared to the 2015-2019 average (91.5%). In 2018, observed seat belt usage was at its lowest level (89.7%) during the five-year period and at its highest in 2016 (93.9%).



In South Carolina, unbelted passenger vehicle fatalities accounted for 29.87% of all traffic-related fatalities in 2019. This is a 1.54% decrease when compared to the prior four-year average (31.36%) and a 1.59% decrease when comparing 2015 to 2019.

According to NHTSA’s FARS data, in South Carolina, restraint use among fatally-injured passenger-vehicle occupants was below that of the nation for the past five (5) years (**Table 27**). The 2019 restraint use percentage for fatally-injured passenger vehicle occupants in South Carolina represents a 1.64% increase compared to the average of the previous four years (45.75%). The US as a whole also saw a slight increase (1.41%) in this index compared to the average of the previous four years (48.03%).

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	308	315	308	331	299	-2.92%	-5.23%
<b>VMT Rate**</b>	0.60	0.58	0.55	0.58	0.52	-13.33%	-9.96%
<b>Pop Rate***</b>	6.30	6.35	6.13	6.51	5.81	-7.78%	-8.11%
<b>Pct. Of Total</b>	31.46%	30.88%	31.14%	31.95%	29.87%	-1.59%	-1.49%
<b>Observed Belt Use</b>	91.60%	93.90%	92.30%	89.70%	90.30%	-1.30%	-1.57%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

2019 VMT provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

Restraint Use	2015	2016	2017	2018	2019
<b>South Carolina</b>	45.3%	45.0%	46.3%	46.4%	46.5%
<b>U.S.</b>	47.5%	47.7%	48.5%	48.4%	48.7%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

In 2019 in South Carolina, as indicated in **Table S-9**, 455 motor vehicle occupants were totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 110, or 24.18%, were fatally injured. In addition, 213 occupants were partially ejected and 27 of those, or 12.68%, were fatally injured. Of the 343,321 occupants not ejected, 511, or 0.15%, were fatally injured.

Ejection Status	Fatal Injury	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Not Injured	Total	Percent
Not Ejected	511	2,150	11,709	39,635	289,316	343,321	97.93%
Partially Ejected	27	23	27	34	102	213	0.06%
Totally Ejected	110	166	98	38	43	455	0.13%
Not Applicable	0	6	32	56	4,454	4,548	1.30%
Unknown	2	21	17	157	1,850	2,047	0.58%
<b>Total</b>	<b>650</b>	<b>2,366</b>	<b>11,883</b>	<b>39,920</b>	<b>295,765</b>	<b>350,584</b>	<b>100.0%</b>

As indicated in **Table S-10**, during the period 2015-2019, there were 2,647 individuals totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those,

614, or 23.20%, were fatally injured. In addition, 1,073 were partially ejected, and 153 of those, or 14.26%, were fatally injured. Of the 1,711,070 occupants not ejected, 2,530 or 0.15% were fatally injured.

<b>Ejection Status</b>	<b>Fatal Injury</b>	<b>Incapacitating Injury</b>	<b>Non-incapacitating Injury</b>	<b>Possible Injury</b>	<b>Not Injured</b>	<b>Total</b>	<b>Percent</b>
Not Ejected	2,530	9,855	50,644	211,264	1,436,777	1,711,070	97.96%
Partially Ejected	153	163	124	145	488	1,073	0.06%
Totally Ejected	614	805	599	290	339	2,647	0.15%
Not Applicable	3	24	101	370	21,717	22,215	1.27%
Unknown	6	51	91	916	8,670	9,734	0.56%
<b>Total</b>	<b>3,306</b>	<b>10,898</b>	<b>51,559</b>	<b>212,985</b>	<b>1,467,991</b>	<b>1,746,739</b>	<b>100.0%</b>

As shown in **Table S-11**, estimates indicate that, of the 608 occupant fatalities with known restraint usage in 2019, 308 (50.66%) were not restrained, and 300 (49.34%) were restrained. According to State Data, from 2015 to 2019 there were 3,120 fatalities in which the restraint use was known in South Carolina. Of this number, 1,619, or 51.89%, were unrestrained.

<b>Year</b>	<b>Known Restraint Use</b>	<b>Unrestrained</b>	<b>Percent Unrestrained</b>
2015	605	319	52.73%
2016	619	328	52.99%
2017	623	322	51.69%
2018	665	342	51.43%
2019	608	308	50.66%
<b>Total</b>	<b>3,120</b>	<b>1,619</b>	<b>51.89%</b>

County data shows interesting trends in terms of unrestrained traffic collision fatalities, particularly at night. As shown in **Table 28**, for the years 2015-2019, 56.59% of South Carolina’s passenger vehicle occupant fatalities that occurred at night were unrestrained. The following six counties accounted for the highest percentages of unrestrained nighttime passenger vehicle occupant fatalities: Edgefield (7 fatalities, 7 [100%] unrestrained); Newberry (10 fatalities, 10 [100%] unrestrained); Marion (16 fatalities, 12 [75%] unrestrained); Sumter (23 fatalities, 17 [73.91%] unrestrained); Union (10 fatalities, 7 [70%] unrestrained); and Barnwell (13 fatalities, 9 [69.23%] unrestrained).

Of the 46 counties in the state, Dillon, Laurens, and Chester had the smallest percentages of unrestrained night-time fatalities (16 fatalities, 5 [31.25%] unrestrained); (44 fatalities, 14 [31.82%] unrestrained) and (25 fatalities, 8 [32%] unrestrained).

**Table 28. Unrestrained Passenger Vehicle Occupant Fatalities at Night(8pm-6am) by County**

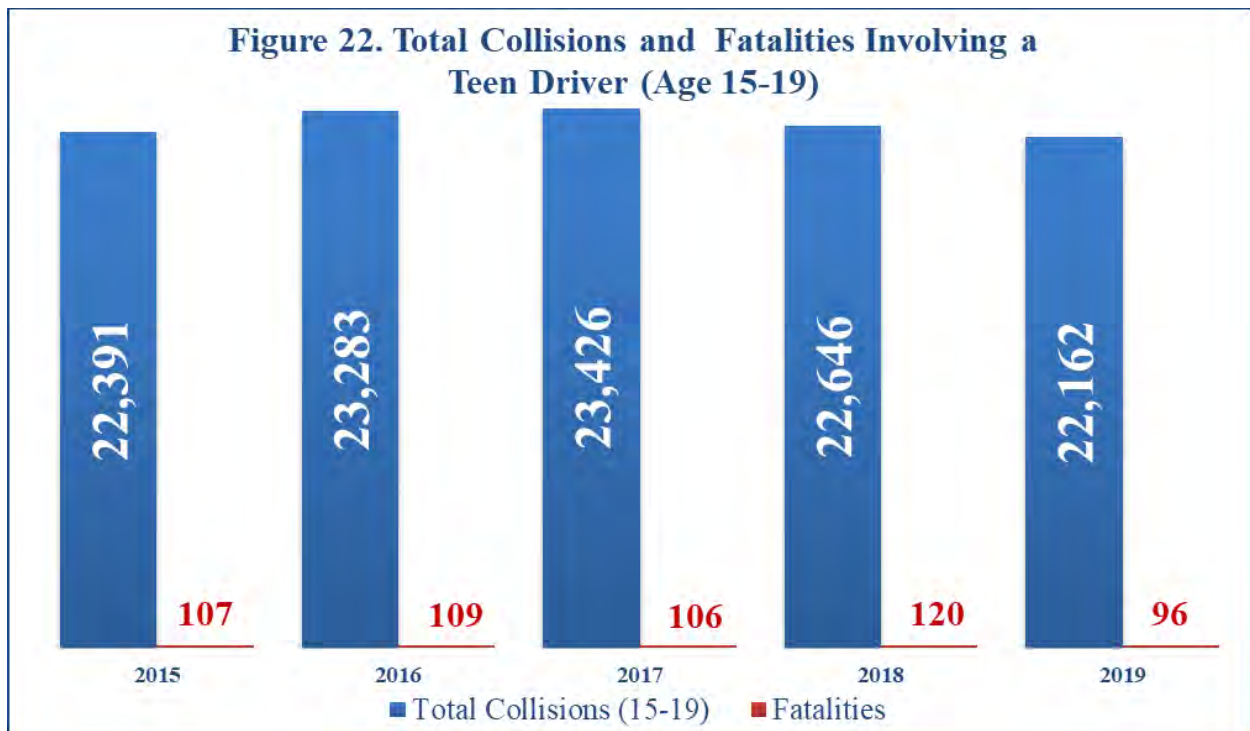
County	2015	2016	2017	2018	2019	2019 Total Passenger Vehicle Occupant Fatalities at Night	2015-2019 Unrestrained Vehicle Occupant Fatalities at Night	2015-2019 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Abbeville	0	1	3	2	1	1	7	11	63.64%
Aiken	4	2	12	6	5	10	29	50	58.00%
Allendale	0	0	2	1	2	2	5	8	62.50%
Anderson	4	9	7	5	7	11	32	55	58.18%
Bamberg	2	2	0	2	0	0	6	10	60.00%
Barnwell	3	2	3	1	0	2	9	13	69.23%
Beaufort	3	2	6	4	2	6	17	31	54.84%
Berkeley	7	7	3	7	5	9	29	57	50.88%
Calhoun	4	4	1	2	0	0	11	18	61.11%
Charleston	10	10	12	14	16	29	62	113	54.87%
Cherokee	2	0	4	2	3	7	11	23	47.83%
Chester	2	5	0	1	0	4	8	25	32.00%
Chesterfield	3	3	4	2	2	5	14	25	56.00%
Clarendon	2	4	2	4	3	4	15	31	48.39%
Colleton	10	6	4	5	3	6	28	47	59.57%
Darlington	8	7	3	3	4	4	25	37	67.57%
Dillon	1	1	1	0	2	4	5	16	31.25%
Dorchester	7	5	4	4	4	7	24	39	61.54%
Edgefield	0	1	4	2	0	0	7	7	100.0%
Fairfield	0	1	3	4	1	2	9	15	60.00%
Florence	3	6	5	11	3	5	28	51	54.90%
Georgetown	2	1	3	4	2	5	12	21	57.14%
Greenville	14	14	10	9	16	27	63	117	53.85%
Greenwood	4	0	0	3	1	1	8	17	47.06%
Hampton	1	0	0	0	3	4	4	7	57.14%
Horry	9	12	16	10	11	17	58	97	59.79%
Jasper	0	7	3	2	6	10	18	30	60.00%
Kershaw	4	4	8	0	1	3	17	25	68.00%
Lancaster	1	2	1	2	5	5	11	18	61.11%
Laurens	4	2	4	1	3	5	14	44	31.82%
Lee	4	1	1	3	0	2	9	14	64.29%
Lexington	14	8	9	13	6	13	50	91	54.95%
McCormick	0	1	0	0	2	4	3	5	60.00%
Marion	2	3	4	1	2	2	12	16	75.00%
Marlboro	3	0	1	4	1	1	9	14	64.29%
Newberry	1	3	2	1	3	3	10	10	100.0%
Oconee	1	2	2	2	3	5	10	21	47.62%
Orangeburg	9	2	3	10	8	17	32	64	50.00%
Pickens	1	3	6	4	5	6	19	31	61.29%
Richland	11	13	9	11	8	12	52	80	65.00%
Saluda	0	0	1	2	0	0	3	5	60.00%
Spartanburg	17	10	9	12	11	19	59	99	59.60%
Sumter	6	6	1	2	2	2	17	23	73.91%
Union	4	3	0	0	0	1	7	10	70.00%
Williamsburg	2	8	1	2	4	6	17	26	65.38%
York	3	3	3	5	5	18	19	48	39.58%
<b>Total</b>	<b>192</b>	<b>186</b>	<b>180</b>	<b>185</b>	<b>171</b>	<b>306</b>	<b>914</b>	<b>1,615</b>	<b>56.59%</b>

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

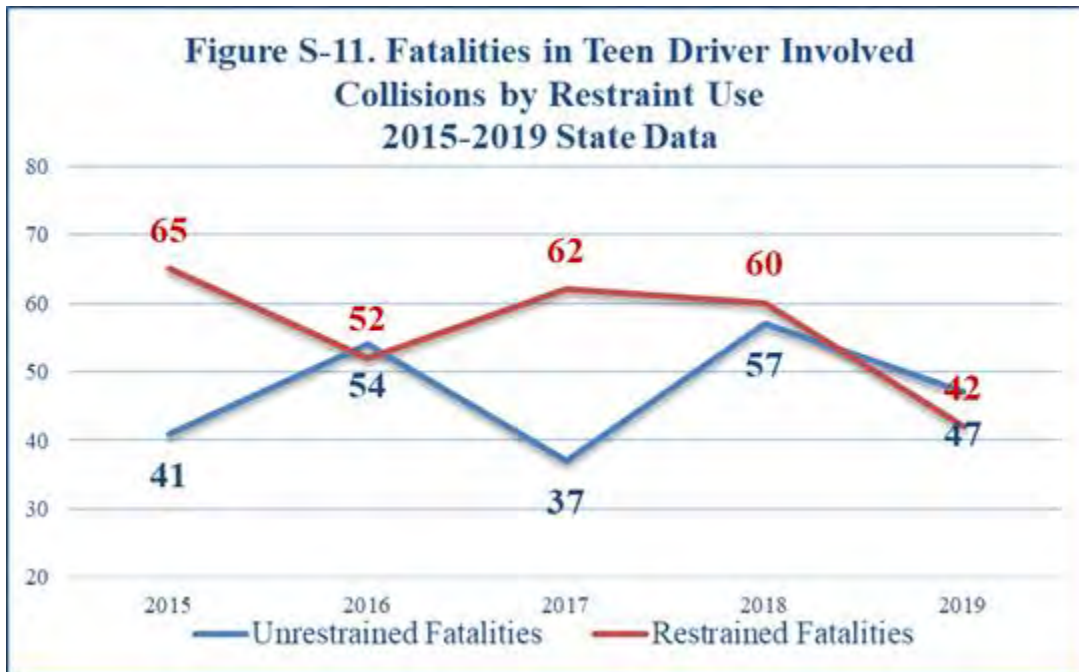
Analyzing teen driver data shows challenging statistics for this age group relative to safety belt use, particularly in terms of traffic fatalities in the state from 2015 to 2019. As shown in **Table S-12** and **Figure 22**, state data from 2015 to 2019 indicates that drivers between the ages of 15 and

19 were involved in 113,908 traffic collisions, or 16.3% of the total number of collisions during that time period. The number of collisions involving a teen driver decreased 1.02% in 2019 compared to the year 2015.

Table S-12 South Carolina Collisions (Involving Teen Drivers Age 15-19), 2015-2019 - SC				
Year	Total Collisions	Involving a Teen Driver (age 15-19)	Percent	# of Fatalities involving a Teen Driver
2015	133,961	22,391	16.7%	107
2016	141,599	23,283	16.4%	109
2017	141,874	23,426	16.5%	106
2018	142,406	22,646	15.9%	120
2019	141,096	22,162	15.7%	96
<b>Total</b>	<b>700,936</b>	<b>113,908</b>	<b>16.3%</b>	<b>538</b>



Also, shown in **Figure S-11**, are the number of fatalities that occurred when a teen driver was involved in the collision by restraint usage. There were a total of 538 such fatalities from 2015 to 2019. Of those in which restraint usage was known (517), 236, or 45.65% were unrestrained.



Restraint usage among fatally-injured persons in traffic collisions in which a teen was driving is shown in **Table S-11**, **Table S-13** and **Figure S-11**. There were 107,917 traffic collisions that involved a teen driver in which restraint devices were used by all occupants from 2015 to 2019. These collisions resulted in the deaths of 281 persons. Conversely, there were 3,115 collisions that involved a teen driver in which restraint devices were not used for at least one occupant, resulting in the deaths of 236 persons.

**Table S-11 Restraint Usage of Vehicle Occupant Fatalities,  
State Data 2015-2019**

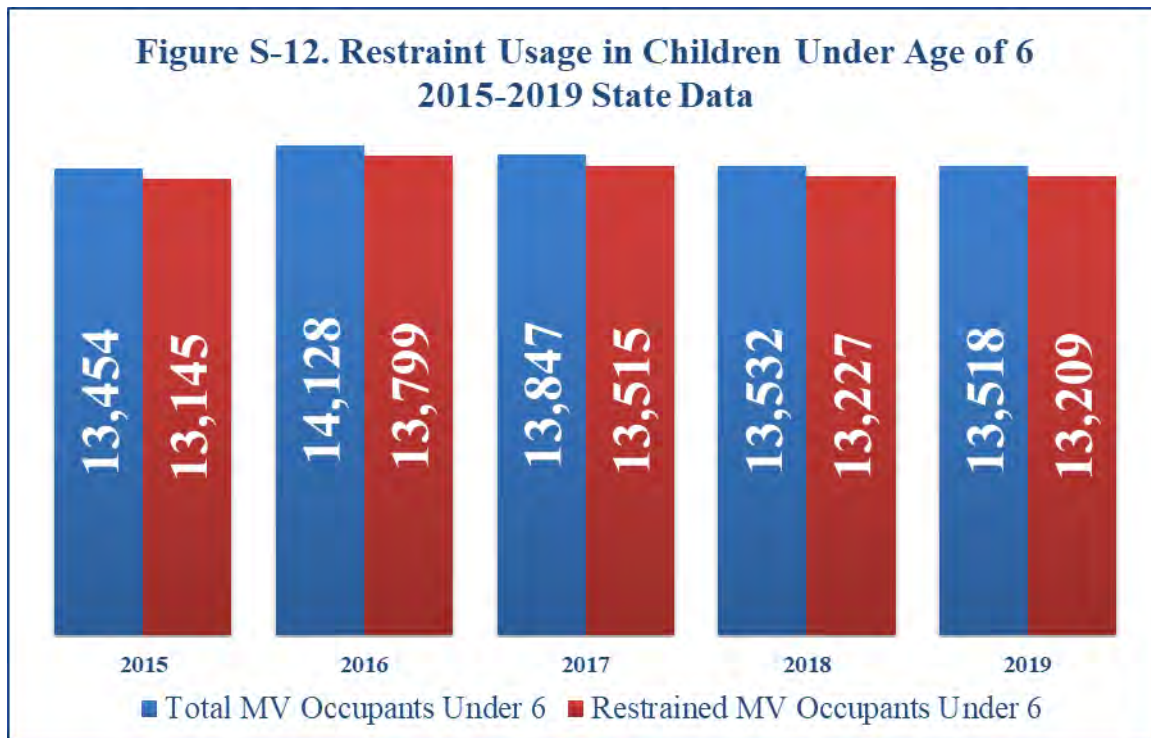
Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2015	605	319	52.73%
2016	619	328	52.99%
2017	623	322	51.69%
2018	665	342	51.43%
2019	608	308	50.66%
<b>Total</b>	<b>3,120</b>	<b>1,619</b>	<b>51.89%</b>

**Table S-13. Collisions Involving a Teen Driver (Age 15-19) and Restraint Usage,  
State Data 2015-2019**

Year	All Occupants Restrained Collision	Restraint Collision Fatalities	At Least One Occupant Unrestrained Collision	Unrestrained Collision Fatalities	Unknown Restraint Collision	Unknown Restraint Collision Fatalities
2015	21,190	65	641	41	560	1
2016	21,983	52	705	54	595	3
2017	22,257	62	622	37	547	7
2018	21,534	60	570	57	542	3

Table S-13. Collisions Involving a Teen Driver (Age 15-19) and Restraint Usage, State Data 2015-2019						
Year	All Occupants Restrained Collision	Restraint Collision Fatalities	At Least One Occupant Unrestrained Collision	Unrestrained Collision Fatalities	Unknown Restraint Collision	Unknown Restraint Collision Fatalities
2019	20,953	42	577	47	632	7
<b>Total</b>	<b>107,917</b>	<b>281</b>	<b>3,115</b>	<b>236</b>	<b>2,876</b>	<b>21</b>

After analyzing the traffic data relative to the use of appropriate restraints by children, there is a slightly more promising outlook for the state than for teen drivers. During the calendar years 2015-2019, 68,479 children under six years of age were motor vehicle occupants involved in traffic collisions in South Carolina (**Figure S-12**). During this five-year period, 66,895 of those children were restrained by a safety restraint device. These figures show that 4.5% of children injured in South Carolina traffic collisions during the five-year period, 2015-2019, were unrestrained.



### Traffic Collision Injuries

The state data listed in **Figure S-3** shows that in 2019 there were 141,096 motor vehicle collisions in South Carolina. **Figure S-1** for 2019 also indicates that there were 58,410 reported traffic collision injuries during the year, compared to 58,604 reported in 2015. State data in **Figure S-1** shows a decrease of 0.33% in total traffic collision injuries since 2015, from 58,604 total injuries to 58,410 in 2019. However, the 2019 figure is lower than the average of the four prior years 2015-



2018 (59,780.5). The number of total traffic collision injuries in 2019 (58,410) increased by 0.61% compared to the number of total injuries in 2018 (58,053).

State data listed in **Table S-14** shows that during the five-year period from 2015 to 2019 in South Carolina, there were 1,746,739 motor vehicle occupants (i.e. occupants of passenger cars, trucks, vans, and SUVs) involved in collisions; of these, 278,808 were injured and of those, 14,306, or 5.1%, were unrestrained.

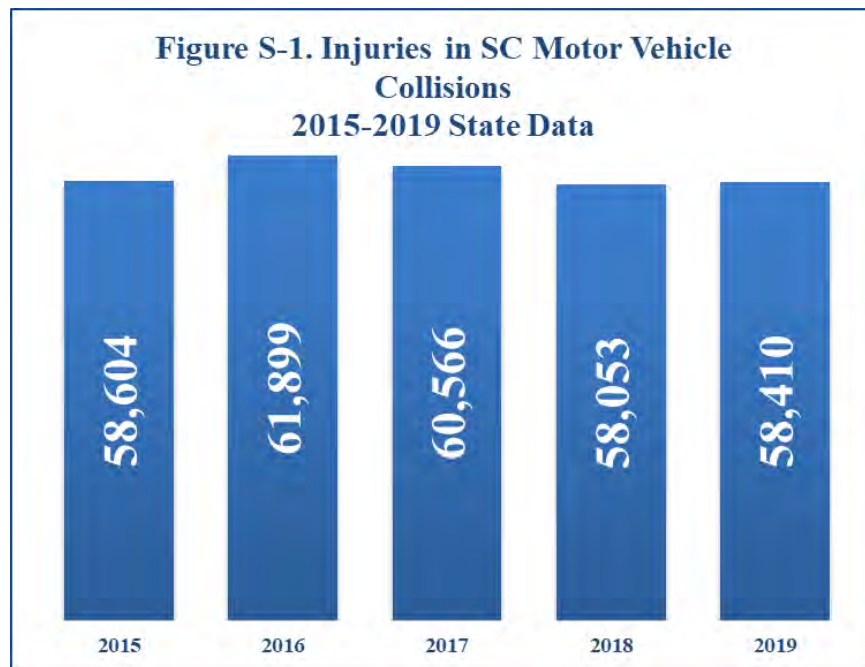
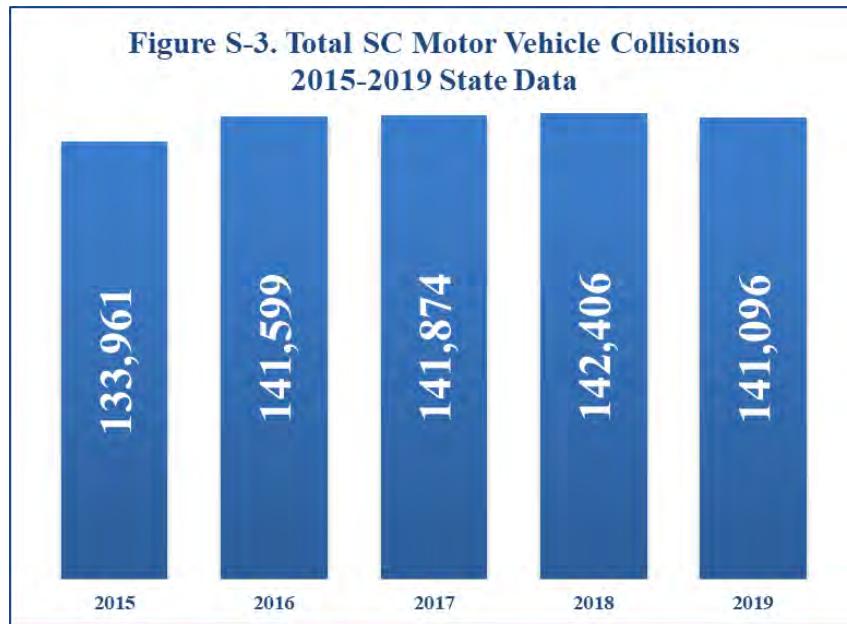


Table S-14 Passenger Vehicle Occupant Injuries* and Restraint Usage, State Data 2015-2019				
Year	Total MV Occupants	Total MV Occupants Injured	Total MV Injured Occupants Unrestrained	Percent Injured Unrestrained
2015	334,156	54,852	2,917	5.3%
2016	354,521	57,922	2,967	5.1%
2017	354,103	56,521	2,828	5.0%
2018	353,375	54,694	2,805	5.1%
2019	350,584	54,819	2,789	5.1%
<b>Total</b>	<b>1,746,739</b>	<b>278,808</b>	<b>14,306</b>	<b>5.1%</b>

\*Includes fatally injured occupants.

Figure S-13 provides a graphical representation of the total number of passenger vehicle occupants injured and the percentage unrestrained during collisions that occurred from 2015 to 2019.

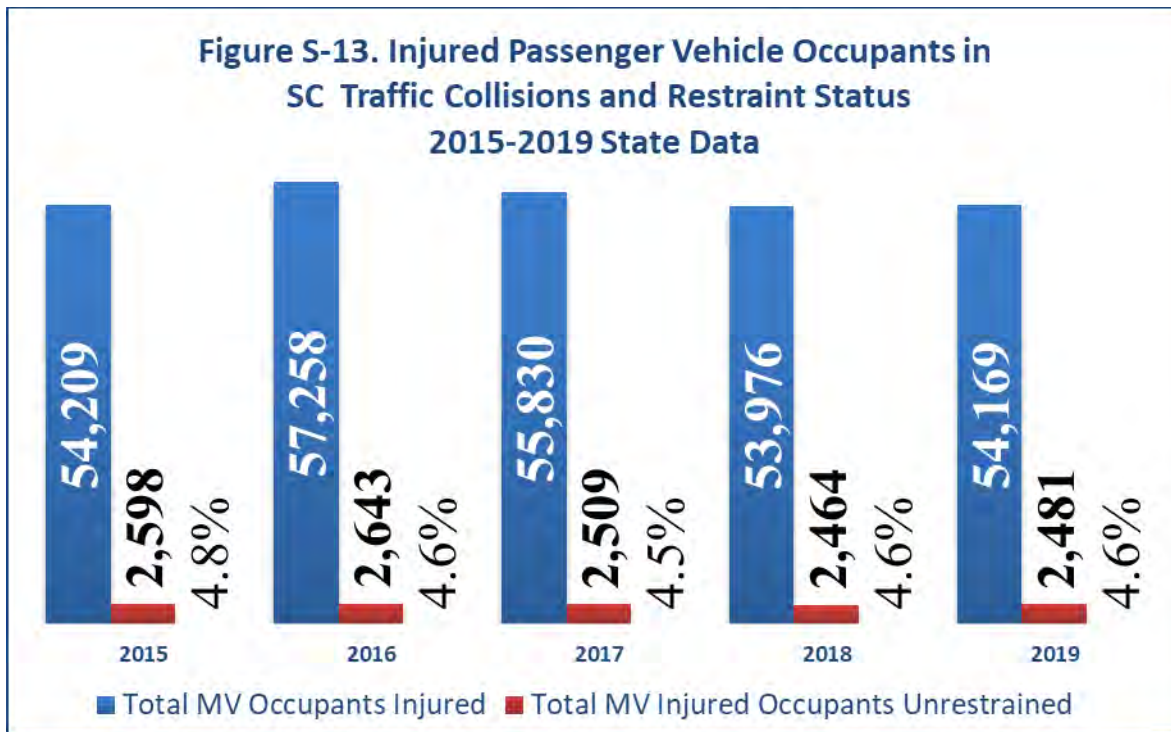


Table S-15 displays information related to passenger vehicle occupants under the age of six who sustained injuries in passenger vehicle collisions. During the calendar years 2015-2019, 68,479 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. Of those children, 9,403, or 13.7%, suffered some type of injury. Of the 9,403 injured, 427, or 4.5%, were unrestrained. During the five-year period, 46 occupants under the age of six were killed in traffic collisions. Informal surveys conducted at seat check events by the SC Department of Health and Environmental Control (SCDHEC), indicate that proper usage of child safety seats is historically less than 15% in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide, since misuse of safety seats may result in death or serious injury to a child.

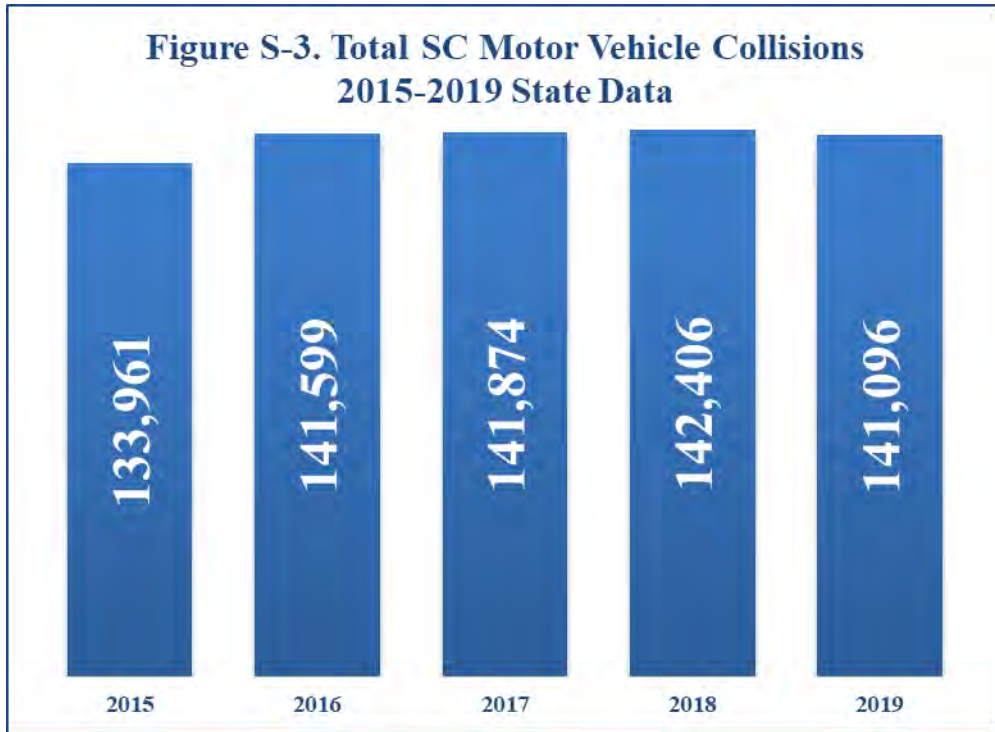


<b>Year</b>	<b>Under 6 MV Occupants</b>	<b>Under 6 Fatalities</b>	<b>Under 6 Injured</b>	<b>Under 6 Injured Unrestrained</b>	<b>Percent Injured Unrestrained</b>
2015	13,454	14	1,949	86	4.4%
2016	14,128	10	2,030	90	4.4%
2017	13,847	8	1,906	95	5.0%
2018	13,532	8	1,800	80	4.4%
2019	13,518	6	1,718	76	4.4%
<b>Total</b>	<b>68,479</b>	<b>46</b>	<b>9,403</b>	<b>427</b>	<b>4.5%</b>

Traffic Collisions

There were 700,936 total traffic collisions in South Carolina from 2015 to 2019. This total includes fatal collisions, injury collisions, and property-damage-only collisions. State data in **Figure S-3** shows a decrease of 0.92% in total collisions from 2018 (142,406) compared to 2019 (141,096). The 2019 figure represents an increase of 0.81% as compared to the average of the previous four years of 2015-2018 (139,960). From 2015 to 2019, the 700,936 total collisions involved 1,746,739 passenger vehicle occupants (see **Table S-16**). Of those occupants, 25,153, or 1.44%, were unrestrained. These figures indicate that 98.56% of all occupants involved in traffic collisions during this time period were utilizing some sort of safety restraint device.

<b>Year</b>	<b>Total MV Occupants</b>	<b>Total MV Occupants Unrestrained</b>
2015	334,156	5,042
2016	354,521	5,197
2017	354,103	5,142
2018	353,375	4,859
2019	350,584	4,913
<b>Total</b>	<b>1,746,739</b>	<b>25,153</b>



During the calendar years 2015-2019 (see **Table S-17** below), 68,479 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. During this five-year period, 66,895 of those children were restrained by a safety restraint device. These figures indicate that approximately 98% of children involved in 2015-2019 traffic collisions were utilizing some sort of safety restraint device.

**Table S-17 Passenger Vehicle Occupants Under Age Six  
in SC Crashes and Restraint Usage,  
State Data 2015-2019**

Year	Under 6 MV Occupants	Under 6 Number Restrained	Under 6 Injured Unrestrained
2015	13,454	13,145	86
2016	14,128	13,799	90
2017	13,847	13,515	95
2018	13,532	13,227	80
2019	13,518	13,209	76
<b>Total</b>	<b>68,479</b>	<b>66,895</b>	<b>427</b>

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	Annual	311
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	Annual	0.904
2022	C-3R) South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis	2022	Annual	2.56
2022	C-3U) South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis	2022	Annual	1.18

### Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on Page No.
Highway Safety Office Program Management	65
Child Passenger Safety Technicians	89
Child Restraint System Inspection Station(s)	93
Short-term, High Visibility Seat Belt Law Enforcement	99

#### **Countermeasure Strategy:** Child Passenger Safety Technicians

**Program Area:** Occupant Protection (Adult and Child Passenger Safety)

#### **Project Safety Impacts**

The overall projected traffic safety impact of the chosen countermeasure strategy will be a greater number of children who survive automobile collisions without severe-injuries because this countermeasure strategy will increase the number of CPS technicians certified to educate the public on proper child restraint use.

#### **Linkage Between Program Area**

State data indicates that during the years 2015-2019, 68,479 children under six years of age were occupants involved in traffic collisions in South Carolina. During this five-year period, 66,895 of those children were restrained by a safety restraint device. These figures indicate that

approximately 98% of children involved in 2015-2019 traffic collisions were utilizing some sort of safety restraint device. Although approximately 98% of children were utilizing some sort of safety restraint device, informal studies conducted by the South Carolina Department of Environmental Control indicate that only 15% of child safety seats are properly installed. Given that 85% of child safety seats are improperly installed, there is a significant need for increased opportunities to educate the public on the proper use of child safety seats. CPS technicians are a valuable resource to aid the reduction of the misuse of child restraints. CPS technicians have completed the National Highway Traffic Safety Administration (NHTSA) Standardized Child Passenger Safety Training Course, which was designed to train safety professionals and other interested parties in the fundamentals of correctly choosing and installing the proper car seat for child passengers. Individuals who successfully complete the course are certified to educate the public on the proper use of child restraints and provide caregivers with “hands-on” assistance. By increasing the number of technicians trained to educate the public in the proper use of child restraints and to provide caregivers with "hands on" assistance, the number of parents/caregivers who properly restrain the children under their care will also increase.

Increasing the number of properly restrained children will increase the number of children who survive traffic collisions and decrease the number of children who survive but sustain severe injuries. Reducing the number of child fatalities and severe injuries among children who were occupants in collisions are significant positive traffic safety impacts.

The OP/PTS PC will work with the SCDHEC to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OP/PTS PC will implement a comprehensive approach to increase the overall safety belt usage rate above 90% with a target of 100% safety belt usage. The OP/PTS PC will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses. The OP/PTS PC will also oversee efforts aimed at increasing the number of permanent fitting stations within South Carolina, especially in underserved areas of the state. In 2022, DHEC will augment its child restraint efforts by continuing its Diversity Outreach Project for high-risk populations (children of Hispanic and African-American descent), spearheaded by the Emergency Management Services and Trauma Division, and will include collaboration and coordination with DHEC's Office of Minority Health Division and DHEC's Public Health Regional professionals. The Diversity Outreach Project will target non-white children and their parents who are less likely than their white counterparts to use safety restraints. The county areas of Cherokee, Abbeville, Allendale, Bamberg, Colleton, Dillon, Laurens, Lee, and McCormick are targeted for development of Occupant Protection safety education and CPS fitting stations since these counties serve the at-risk population of drivers on rural roadways and do not currently have CPS fitting stations. The efforts of the Diversity Outreach Project will be supplemented using communications and outreach statewide. These activities will occur by the end of the grant year.

### **Rationale**

The state currently complies with countermeasures deemed highly effective by the Countermeasures that Work guide, such as statewide primary safety belt enforcement, short-term

high-visibility belt law enforcement following the national *Click it or Ticket* model, combined nighttime seat belt and alcohol enforcement, and communications and outreach strategies for lower belt use groups. South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement. In addition, the state has implemented countermeasures that have not clearly been demonstrated as effective overall, but may have an impact in specific areas, such as the development of inspection stations for child safety seats.

**Planned activity in countermeasure strategy**

Unique Identifier	Planned Activity Name	Description Located on Page No.
OP-2	Recruiting, Training, and Maintaining Child Passenger Safety Technicians	91

**Planned Activity:** Recruiting, Training, and Maintaining Child Passenger Safety Technicians

**Planned activity number:** OP-2

**Primary Countermeasure Strategy ID:** Child Passenger Safety Technicians

**Planned Activity Description:**

Recruiting of Technicians

The typical audience for the NHTSA Child Passenger Safety Technician training is composed of law enforcement, firefighters, and emergency medical personnel. Recruitment of agencies to participate in the SC Fitting Station Network is accomplished through a number of avenues. Word-of-mouth advertising about the program from agency to agency in areas surrounding currently staffed fitting stations generates a great deal of interest in the training. As SCDHEC Vehicle Occupant Protection project staff travel throughout the state, visits are made to agencies that do not currently have trained CPS Technicians. Focus is concentrated on areas of the state that have few or no fitting stations. For law enforcement agencies that are members of the South Carolina Law Enforcement Network (SCLLEN), funding is sometimes available through the SCLLEN to pay registration fees, enabling an agency with a tight budget to train personnel, with the only investment required being time away from the office. Law enforcement officers attending the CPS Technician training also earn Continuing Law Enforcement Education units (CLEEs). Fire and rescue agencies are quickly becoming the predominant agency requesting training, and efforts are under way to secure continuing education credit for firefighters as well. The state also trains a large number of SC Highway Patrol Troopers as CPS Technicians.

SCDHEC will continue to recruit CPS technicians through partnerships with public health agency staff, law enforcement, fire departments, EMS, Safe Kids Coalitions, health educators in the private sector, and various community organizations.

### Training of Technicians

In order to ensure that the state addresses the identified highway safety challenges of the high rural fatality rate and low seatbelt usage rate among minority populations, in FFY 2022, the SCDHEC SC Vehicle Occupant Protection project will hold 12 Child Passenger Safety Technician courses in counties in which the majority of the state's identified at-risk populations (minority drivers and drivers on rural roadways) are located. SCDHEC's target is to certify 120 new CPS technicians in FFY 2022, and to provide three (3) continuing education classes to recertify 30 CPS technicians. Once certified/recertified, these technicians will be eligible to staff inspection stations and participate in inspection events held in FFY 2022.

Child Passenger Safety (CPS) Technician training is conducted at the site of the host agency, and invitations are sent to surrounding agencies requesting that they also send personnel. Agencies sending personnel to the CPS Technician training are encouraged to become a part of the SCCPS Fitting Station Network. Agencies participating in the SCCPS Fitting Station Network must list themselves on the NHTSA website as a permanent fitting station. Once an agency becomes a NHTSA- recognized fitting station, they are eligible to receive both convertible child restraint and booster seats from the SCDHEC. The seats are kept on hand so that if a seat is deemed unsafe during an inspection, a replacement can be offered as a trade for the unsafe seat. The child must be present so the seat can be fitted to the child, and during this time, the parent/guardian receives education on the proper use and installation of the child restraint system. The Lower Anchors and Tethers for Children (LATCH) Restraint System manual is also provided to the fitting station.

### Retention of Technicians

South Carolina currently has a recertification rate of approximately 47% - 51%. After a class is held, technicians are encouraged to contact SCDHEC staff with any needs the agency may have for daily operation or recertification. SCDHEC staff offer a one-day training that provides six continuing education units (CEU) and verification of seat installations. A copy of the CEU curriculum is provided to CPS Technician Instructors so that they may offer the class in their area. Continuing education is offered at the SCCPS Summit held in September of every other year, and this Summit also provides an opportunity for seat installation verification. SCDHEC staff members send an email to technicians a few months before their certification expires, offering assistance with any aspect of the recertification process. The OHSJP also pays the initial technician and renewal fees of the Occupant Protection/Police Traffic Services Program Coordinator and Troopers of the SC Highway Patrol in order to certify as many individuals as possible.

**Intended Subrecipient(s):** South Carolina Department of Health and Environmental Control

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021/2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$190,615 (for entire grant)	\$47,653.75	\$190,615

## Countermeasure Strategy: Child Restraint System Inspection Station(s)

**Program Area:** Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The overall projected traffic safety impact of the chosen countermeasure strategy will be a greater number of children who survive automobile collisions without severe-injuries because this countermeasure strategy will increase the availability of locations in which parents/guardians may receive education from certified CPS technicians on proper child restraint use.

### Linkage Between Program Area

State data indicates that during 2015-2019, 68,479 children under six years of age were occupants involved in traffic collisions in South Carolina. During this five-year period, 66,895 of those children were restrained by a safety restraint device. These figures indicate that approximately 98% of children involved in 2015-2019 traffic collisions were utilizing some sort of safety restraint device. Although approximately 98% of children were utilizing some sort of safety restraint device, informal surveys conducted by SCDHEC indicate that 15% of child safety seats are properly installed. Given that 85% of child safety seats are improperly installed, there is a significant need for increased opportunities to educate the public on the proper use of child safety seats.

### Rationale

The state currently complies with countermeasures deemed highly effective by the *Countermeasures that Work* guide, such as statewide primary safety belt enforcement, short-term high-visibility belt law enforcement following the national *Click it or Ticket* model, combined nighttime seat belt and alcohol enforcement, and communications and outreach strategies for lower belt use groups. South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement. In addition, the state has implemented countermeasures that have not clearly been demonstrated as effective overall,

but may have an impact in specific areas, such as the development of inspection stations for child safety seats.

**Planned activity in countermeasure strategy**

Unique Identifier	Planned Activity Name	Description Located on Page No.
OP-1	Increasing the number of Inspection Stations	94

**Planned Activity:** Increasing the number of Inspection Stations

**Planned Activity Number:** OP-1

**Primary Countermeasure Strategy ID:** Child Restraint System Inspection Station(s)

**Planned Activity Description:**

A partnership between the SC Department of Public Safety (SCDPS) and the SC Department of Health and Environmental Control (SCDHEC) will continue in FFY 2022 with the implementation of the South Carolina Vehicle Occupant Protection grant project. The main focus of the project will be to educate and train local law enforcement and other first responders, public health agency staff, and parents/caregivers concerning the proper usage of Child Passenger Safety (CPS) and occupant restraint devices. Two full-time Child Passenger Safety (CPS) Technician Instructors with the SC Department of Health and Environmental Control (SCDHEC) will be funded to ensure that training is taking place statewide to certify new CPS technicians and recertify current technicians. The project will seek to increase all forms of vehicle occupant protection, particularly among the state’s identified at-risk populations of minorities and drivers on rural roadways, by educating the public about the importance of safety belt use and supporting national and statewide emphases. The project will also provide staff to serve as the state contacts for National Safe Kids in terms of CPS certification and will continue to coordinate diversity outreach efforts with the Office of Highway Safety and Justice Programs. With the OHSJP’s partnerships with SCDHEC, Safe Kids, and highway safety sub-grantees, thirty-five (35) of the forty-six (46) counties in the state have at least one Child Restraint Inspection Station (as of April 13, 2021). This represents 92.9% of the statewide population, according the US Census (2010), having access to a Child Restraint Inspection Station. At each child safety seat inspection station and during seat check events, educational material is distributed to better educate parents on the proper way to ensure the safety of their children while riding as passengers in automobiles. Presentations are also conducted across the state at churches, day care centers, schools, and civic organizations by the SCDHEC Child Passenger Safety (CPS) Technician Instructors, Safe Kids coalitions, and South Carolina Highway Patrol’s Community Resource Officers.



In an effort to curtail the misuse of child safety seats, South Carolina has established an active network of child inspection stations across the state in order for the public to have access to someone who will assist with the proper installation of child safety seats. Each inspection station in the state is staffed with nationally-certified child passenger safety technicians who are available during official posted hours and/or by appointment. According to the most recent US Census (2010), South Carolina has a population of 4,625,364 people within 46 counties. Inspection stations are located in 35 of the 46 counties. Using data from the census, counties containing inspection stations have a total population of 4,295,337. Based on both the census data and locations of fitting stations, SC fitting stations reach 92.9% of the state's population. Still, more efforts are needed, especially for the state's high risk populations.

In 2022, the Diversity Outreach Project will continue its work to increase fitting stations in areas where Hispanic and African American individuals reside. Data indicate that these populations are at-risk given the historically low seatbelt utilization rate among these populations when compared to their white counterparts. The project is a collaboration between SCDPS, SCDHEC's EMS and Trauma Division, SCDHEC's Office of Minority Health, and SCDHEC's Public Health Regional professionals. Additionally, through this project, special efforts will be made to place fitting stations in the rural counties of Cherokee, Abbeville, Allendale, Bamberg, Colleton, Dillon, Laurens, Lee, and McCormick in an effort to improve seatbelt and child restraint use for one of the state's additional at-risk populations: drivers on rural roadways.

The table below contains a listing of each of the inspection stations in South Carolina that are staffed with a certified CPS technician and includes the total number of inspection stations that service rural and urban areas and high risk populations (minority and low income). As of April 6, 2021, South Carolina has 877 nationally certified child passenger safety technicians, and 26 of those are certified instructors.

In an effort to provide services to underserved areas within the state, the OHSJP provides child safety seats and educational materials to the SC Highway Patrol's Occupant Protection Division. The SC Highway Patrol has Community Relation Officers (CRO) throughout the state who currently handle all CPS events and provide installation of child safety seats. In addition, safety materials, law cards, and fitting station listings are placed in all health districts (one health department is located in each county) and pediatricians' offices across the state.

Currently, South Carolina's technician-to-child ratio ranks sixth nationally based on the 2019 Safe Kids Annual Report and fourth nationally in classes taught per population.

**South Carolina's Child Restraint Inspection Stations Serving Urban Rural and At-Risk Populations Staffed with a Nationally Certified Child Passenger Safety Technician**

Fitting Stations Statewide staffed with a Nationally Certified Passenger Safety Technician and Serving At-Risk Populations			
	Organization Name	County	Rural/Urban
1	Aiken Department of Public Safety	Aiken	Urban
2	Town of Hilton Head Fire and Rescue	Beaufort	Urban
3	North Charleston Fire Department, Station 6	Charleston	Urban
4	Summerville Fire and Rescue Headquarters	Dorchester	Urban
5	Safe Kids Pee Dee	Florence	Urban
6	Midway Fire/Rescue	Georgetown	Urban
7	Georgetown City Fire Headquarters	Georgetown	Rural
8	Georgetown County Fire	Georgetown	Rural
9	Greer Fire Department	Greenville	Rural
10	Parker Fire Department	Greenville	Urban
11	Safe Kids Lakelands	Greenwood	Rural
12	Myrtle Beach Fire Department Station 6	Horry	Urban
13	Myrtle Beach Police Department	Horry	Urban
14	North Myrtle Beach DPS	Horry	Urban
15	Camden Fire Department	Kershaw	Rural
16	Lugoff Fire Department	Kershaw	Rural
17	Lexington Police Department	Lexington	Urban
18	Cayce Public Safety	Lexington	Urban
19	Batesburg-Leesville Police Department	Lexington	Rural
20	Newberry County Sheriff	Newberry	Rural
21	Seneca Fire Department	Oconee	Rural
22	OBC Safe Kids/The Regional Medical Center	Orangeburg	Urban
23	Easley Fire Department #2	Pickens	Rural
24	SCDHEC	Richland	Urban
25	City of Columbia Police Department	Richland	Urban
26	Safe Kids of the Piedmont/Spartanburg Regional Medical Center	Spartanburg	Urban
27	North Spartanburg Fire Department	Spartanburg	Urban
28	Reidville Fire Department	Spartanburg	Rural
29	Safe Kids Sumter/Prisma Health Tuomey	Sumter	Rural
30	Simpsonville Police Department	Greenville	Urban
31	Berea Fire Department	Greenville	Urban
32	Piedmont EMS	York	Urban
33	Irmo Fire District	Richland	Urban
34	Piedmont Park Fire Dept	Greenville	Urban
35	Anderson City Fire Department Station 1	Anderson	Urban
36	International Center of York County	York	Urban

	Richland County Sheriff's Dept	Richland	Urban
38	Marion City Fire Department	Marion	Rural
	Safe Kids Aiken County/Tri-Development Center	Aiken	Urban
40	Beaufort County First Steps	Beaufort	Urban
	Goose Creek Police Department	Berkeley	Urban
42	Hartsville Fire Department	Darlington	Rural
	Boiling Springs Fire Department	Spartanburg	Rural
44	Conway Police Department	Horry	Rural
	Horry County Fire/Rescue	Horry	Rural
46	Westview Fairforest Fire Department Headquarters	Spartanburg	Urban
	Pelham-Batesville Fire Department	Spartanburg	Rural
48	Lexington County Sheriff Department	Lexington	Urban
	Britax Child Safety, Inc. PCS	York	Urban
50	The Medical University of South Carolina	Charleston	Urban
	Safe Kids Anderson County	Anderson	Urban
52	Charleston Fire Department	Charleston	Urban
	West Columbia Police Department	Lexington	Urban
54	Isle of Palms Fire Department	Charleston	Urban
	Lancaster County EMS	Lancaster	Rural
56	Jasper County First Steps	Jasper	Rural
	Fairfield County Sheriff's Office	Fairfield	Rural
58	Clover Police Department	York	Rural
	Beaufort Fire Department Station 1	Beaufort	urban
60	St. John's Fire Department	Charleston	Urban
	Greenville Memorial Hospital	Greenville	Rural
62	Special Needs Clinic	Greenville	Urban
	Walhalla Fire Department	Oconee	Rural
64	Boiling Springs Fire Department	Greenville	Urban
	Bluffton Township Fire District	Beaufort	Urban
66	Clear Springs Fire and Rescue	Greenville	Urban
	York County Coroner's Office	York	Urban
68	Sumter County EMS	Sumter	Rural
	Williamsburg County Fire	Williamsburg	Rural
70	Summerville Fire and Rescue Station 2	Dorchester	Urban
	Summerville Fire and Rescue Station 3	Dorchester	Urban
72	Summerville Fire and Rescue Station 4	Dorchester	Urban
	Summerville Fire and Rescue Station 5	Dorchester	Urban
74	Charleston County EMS	Charleston	Urban
	Irmo Police Department	Richland	Urban
76	Lake City Fire Department	Florence	Rural
	St. Andrews Fire Department	Charleston	Urban

78	Berkeley County Sheriff's Office	Berkeley	Urban
79	Anderson City Fire Department Station 2	Anderson	Urban
80	Anderson City Fire Department Station 3	Anderson	Urban
81	City of Dillon Fire Department	Dillon	Rural
82	Bennettsville Fire Department	Marlboro	Rural
83	Manning Fire Department	Clarendon	Rural
84	Hanahan Fire/EMS	Berkeley	Rural
	Baby CSI	Dorchester	Urban
86	Mauldin Fire Department	Greenville	Rural
87	City of Newberry Fire Department	Newberry	Rural
88	Alicia Stephenson	Berkeley	Urban
89	Union County EMS	Union	Rural
90	Saluda County Sheriff's Department	Saluda	Rural
91	Lando Fire Department	Chester	Rural
92	Pickens City Fire Department	Pickens	Rural
93	Boiling Springs Fire Department Station 12	Greenville	Urban
94	Boiling Springs Fire Department Station 14	Greenville	Urban
	Boiling Springs Fire Department Station 15	Greenville	Urban
96	LCHCS/Barnwell Pediatrics	Barnwell	Rural
97	Chester Police Department	Chester	Rural
98	Camden Fire Department Station 2	Kershaw	Rural
99	Prisma Health Patewood Campus	Greenville	Urban
100	North Charleston Fire Department Station 1	Charleston	Urban
101	North Charleston Fire Department Station 2	Charleston	Urban
102	North Charleston Fire Department Station 9	Charleston	Urban
103	North Charleston Fire Department Station 8	Charleston	Urban
104	North Charleston Fire Department Station 10	Charleston	Urban
105	North Charleston Fire Department Station 11	Charleston	Urban
106	North Charleston Fire Department Station 12	Charleston	Urban
107	North Charleston City Hall	Charleston	Urban
108	St. James Santee Family Healthcare Center/Georgetown Pediatric Center	Georgetown	Rural
109	Georgetown City Fire Department Station 2	Georgetown	Rural
110	Westview Fairforest Fire Department Station 2	Spartanburg	Urban
111	Port Royal Fire Station	Beaufort	Urban
112	Beaufort/Port Royal Fire Station	Beaufort	Urban
113	Chesterfield Sheriff's Department	Chesterfield	Rural
114	Anderson County DHEC Office	Anderson	Urban
115	Beaufort Fire Department Station 2	Beaufort	Urban
116	Isle of Palms Police Department	Charleston	Urban
117	Mt. Pleasant Fire Department	Charleston	Urban

118	Myrtle Beach Fire Department Station 1	Horry	Urban
119	Myrtle Beach Fire Department Station 2	Horry	Urban
120	Myrtle Beach Fire Department Station 3	Horry	Urban
121	Myrtle Beach Fire Department Station 4	Horry	Urban
122	Myrtle Beach Fire Department Station 5	Horry	Urban
123	South Carolina Center for Community Literacy	Richland	Urban
124	Calhoun County EMS	Calhoun	Rural
125	A Step Above CDC	Lancaster	Rural
126	South Carolina State Fire Office	Richland	Urban
127	Hampton County Sheriff's Office	Hampton	Rural
128	Irmo Fire District Northlake	Lexington	Urban
129	Tandem Health	Sumter	Rural
130	Greenwood City Police Department	Greenwood	Rural

**Intended Subrecipient(s):** South Carolina Department of Health and Environmental Control

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021/2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$190,615 (for entire grant)	\$47,653.75	\$190,615

**Countermeasure Strategy:** Short-term, High Visibility Seat Belt Law Enforcement

**Program Area:** Police Traffic Services

**Project Safety Impacts**

The state will use two strategies to address the Occupant Protection issues plaguing South Carolina. In order to increase the safety belt usage rate, the state will continue its existing educational program which is intended to alert the state's citizens, particularly minority groups, who lag behind their non-minority counterparts in belt usage rates, to the primary enforcement safety belt law. Additionally, the state will continue to conduct a statewide occupant protection enforcement mobilization during and around the Memorial Day holiday each year to coincide with national enforcement mobilizations.

Aggressively enforcing the primary safety belt law and continuing a Memorial Day safety belt and child passenger safety seat high-visibility enforcement mobilization which conforms to the national *Click it or Ticket* model help increase the safety belt usage rate as well as the correct usage

of child passenger safety seats. Occupant Protection programs that are funded by the highway safety program will train NHTSA Child Passenger Safety technicians and instructors, conduct child passenger safety seat check events, certify child passenger safety fitting stations, conduct educational presentations, and emphasize child passenger safety seat use and enforcement during the statewide Memorial Day Occupant Protection Enforcement Mobilization.

It is anticipated that performance of the chosen countermeasure strategy will provide a beneficial traffic safety impact in the area of occupant protection in FFY 2022.

**Linkage Between Program Area**

Based on the analysis of the problem identification data, South Carolina faces significant issues related to Occupant Protection. Allocating funds to high-visibility enforcement of the state's primary seatbelt law will facilitate the state's achievement of the outlined Occupant Protection performance targets. Achievement of these performance targets will serve to reduce collisions, severe-injuries, and fatalities in the state.

**Rationale**

The state currently complies with countermeasures deemed highly effective by the *Countermeasures that Work* guide, such as statewide primary safety belt enforcement, short-term high-visibility belt law enforcement following the national *Click it or Ticket* model, combined nighttime seat belt and alcohol enforcement, and communications and outreach strategies for lower belt use groups. South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement. In addition, the state has implemented countermeasures that have not clearly been demonstrated as effective overall, but may have an impact in specific areas, such as the development of inspection stations for child safety seats.

**Planned activity in countermeasure strategy**

Unique Identifier	Planned Activity Name	Description Located on Page No.
PTS-OP	High Visibility Enforcement of Seat Belt Law	100

**Planned Activity:** High visibility enforcement of seat belt law

**Planned activity number:** PTS-OP

**Primary Countermeasure Strategy ID:** Short-term, High Visibility Seat Belt Law Enforcement

**Planned Activity Description:**

The state of South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2022 holiday period from May 23 – June 5, 2022,

known as *Buckle Up, South Carolina. It's the law and it's enforced. (BUSC)*, modeled after the national *Click-It-or-Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. The campaign will focus on nighttime safety belt enforcement to attempt to reduce unrestrained traffic fatalities and injuries, especially during these hours. The 2022 *BUSC* campaign media plan will follow similarly the media buy plan implemented for the 2021 *BUSC* campaign. The SC Highway Patrol (SCHP), the SC State Transport Police (STP), and the Law Enforcement Network system in South Carolina, which is composed of local law enforcement agencies statewide, have indicated that they will again participate in 2022. This level of participation will again allow the OHSJP to cover 100% of the state's population. Additionally, all Police Traffic Services subgrantees have an objective to participate in the *BUSC* campaign and have an objective specifically related to increasing Occupant Protection violation citations. Diversity outreach is accomplished through focusing placement of paid media on stations and during time slots that attract African American, Hispanic, youth, and rural male audiences. These demographic groups have shown statistically to have lower safety belt use rates than non-minority, urban and female counterparts. Campaign on-air messages, both radio and television will be translated/dubbed into Spanish and aired on Hispanic television and radio stations statewide. The paid media components of this effort will include airing television and radio spots to alert the general public of the enforcement mobilization and to send the message that law enforcement in the state is serious about enforcing the state's occupant protection laws. The campaign will utilize the state's enforcement slogan, *Buckle up, South Carolina. It's the law, and it's enforced. (BUSC)*. The OHSJP will also hold press events in key media markets of the state to enhance the effort and to alert the general public regarding the enforcement and media components of the campaign. The mobilization crackdown will be coordinated through the SC Law Enforcement Network. Saturation patrols, nighttime seatbelt enforcement, and direct enforcement strategies will be employed to focus on occupant protection violations.

**Intended Subrecipients**

<b>Agency</b>	<b>County</b>	<b>Project Title</b>
South Carolina Highway Patrol	Horry & Greenville	SCHP Greenville and Horry County Traffic Enforcement Project
Moncks Corner Police Department	Berkeley	Moncks Corner Traffic Enforcement Unit
Town of Port Royal Police Department	Beaufort	Town of Port Royal Traffic Enforcement Team
Chesterfield County Sheriff's Office	Chesterfield	Chesterfield County Traffic Enforcement Unit
Town of Mount Pleasant Police Department	Charleston	Mount Pleasant Traffic Enforcement Unit
Town of Lexington	Lexington	Town of Lexington Police Traffic Services Enhancement

Georgetown County Sheriff's Office	Georgetown	Georgetown County Sheriff's Office Traffic Enforcement Unit
Oconee County Sheriff's Office	Oconee	Traffic Safety/Speed Enforcement Program
Berkeley County Sheriff's Office	Berkeley	Berkeley County Sheriff's Traffic Safety Unit
City of Goose Creek Police Department	Berkeley	Traffic Enforcement Officers
City of Myrtle Beach Police Department	Horry	Myrtle Beach Traffic Enforcement Unit
City of Orangeburg Police Department	Orangeburg	Traffic Enforcement Unit
City of Spartanburg Police Department	Spartanburg	City of Spartanburg Traffic Unit
Lancaster Police Department	Lancaster	Lancaster Police Department Traffic Enforcement Unit
Sumter County Sheriff's Office	Sumter	Sumter County General Traffic Enforcement Grant
Town of Summerville	Dorchester	Summerville Specialized Traffic Enforcement
York County Sheriff's Office	York	Continuation of Traffic Enforcement Unit

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021/2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,610,969 (total for PTS-OP and PTS-EU)	\$652,742.25	\$2,610,969

### Major Purchases and Dispositions (PTS-EU and PTS-OP)

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Police Vehicle	1	\$41,022	\$41,022	90%	\$36,920
In-Car Camera and Accessories	1	\$10,587	\$10,587	90%	\$9,528
Portable Radio and Accessories	1	\$5,778	\$5,778	90%	\$5,200



Mobile Radio and Accessories	1	\$5,111	\$5,111	90%	\$4,600
Police Vehicles	4	\$28,611	\$114,444	90%	\$103,000
Mobile Radio and Accessories	4	\$9,312	\$37,248	90%	\$33,254
In-Car Camera and Accessories	4	\$5,726	\$22,904	90%	\$20,612
Police Vehicle	1	\$38,333	\$38,333	90%	34,500
In-Car Camera and Accessories	1	\$7,778	\$7,778	90%	\$7,000

## PROGRAM AREA: POLICE TRAFFIC SERVICES

### DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

#### Traffic Collision Fatalities

According to NHTSA's FARS data, a speeding-related fatality is defined as one that occurred in a collision in which a driver was charged with a speeding-related offense, or in which an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor.

Data (shown in **Table 6** and **Figure 21**) indicates that speeding-related fatalities from 2015 to 2019 were at their lowest level in 2015 (366 fatalities) and at their highest level during 2019 (459 fatalities). The 459 speeding-related fatalities in South Carolina in 2019 represent a 25.41% increase when compared to the 2015 total (366). South Carolina's population-based fatality rate followed a somewhat similar pattern as the number of speeding-related fatalities, with the highest rate in 2019 (8.91) and the lowest rate in 2015 (7.48). South Carolina's 2019 speeding-related population-based fatality rate (8.91 deaths per 100,000 population) is 9.46% higher than the 2015-2018 average (8.14) and 19.12% higher than the 2015 rate.

In 2015, 37.39% of all traffic fatalities in South Carolina were speeding-related, the lowest of proportion of the five-year period. This proportion was at its highest in 2019 (45.85%). The 2019 percentage (45.85) is 5.47% higher than the average of the previous four years. Additionally, the 2019 proportion of speeding-related fatalities to total traffic fatalities increased 8.46% when compared to this same proportion for 2015.

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	366	393	417	450	459	25.41%	12.92%

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>VMT Rate**</b>	0.71	0.72	0.75	0.79	0.79	11.27%	6.40%
<b>Pop Rate***</b>	7.48	7.93	8.30	8.85	8.91	19.12%	9.46%
<b>Pct. Of Total</b>	37.39%	38.53%	42.16%	43.44%	45.85%	8.46%	5.47%

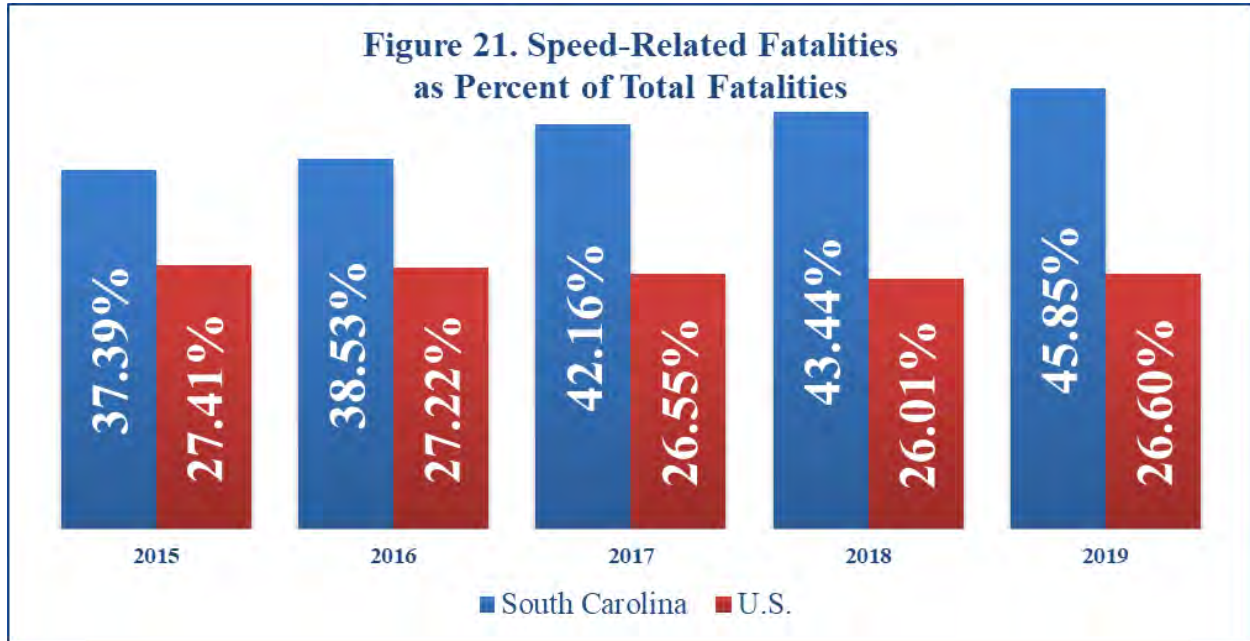
NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

2018 VMT provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population



As shown in **Table 29**, speeding-related fatalities decreased throughout the nation (4.12%) in 2019 when compared to the prior four-year average. The population-based fatality rate also decreased (5.32%) nationally when compared to the prior four-year average. The nation's five-year average for the speeding-related percentage of total fatalities was 26.76% from 2015 through 2019, with the 2019 figure (26.60%) representing a 0.81% decrease when compared to the 2015 figure and a 0.20% decrease when compared to the 2015-2019 average. South Carolina experienced an overall upward trend in two key traffic indices, total speeding-related fatalities and total speeding-related fatality population-based rate, during the period of 2015-2019. Additionally, South Carolina's percentage of fatalities that were speeding-related remained greater than that of the nation during the entire 2015-2019 period. In 2019, 45.85% of South Carolina's total traffic fatalities were speeding-related, compared to 26.60% for the nation.

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	9,723	10,291	9,947	9,579	9,478	-2.52%	-4.12%
<b>VMT Rate**</b>	0.31	0.32	0.31	0.30	0.29	-6.45%	-6.45%
<b>Pop Rate***</b>	3.03	3.19	3.06	2.93	2.89	-4.62%	-5.32%
<b>Pct. Of Total</b>	27.41%	27.22%	26.55%	26.01%	26.60%	-0.81%	-0.20%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

According to NHTSA’s FARS data (**Table 30**), from 2015 to 2019, the counties accounting for the highest percentages of the speeding-related fatalities in South Carolina were: Spartanburg (7.24%); Horry (6.04%); Charleston (5.56%); Richland (5.42%); Greenville (4.94%); Lexington (4.56%); Anderson (4.03%); and Laurens (3.84%).

As shown in **Table 30**, the counties with the most speeding-related fatalities from 2015 to 2019 were: Spartanburg (151); Horry (126); Charleston (116); Richland (113); Greenville (103); Lexington (95); Anderson (84); and Orangeburg (82). Two of these eight counties experienced a decrease in the number of speeding-related fatalities in 2019 when compared to the prior four-year averages: Richland (-13.98%) and Anderson (-13.04%).

Table 30. Speed-Related Fatalities by County						Total 2015-2019		% Change: 2019 vs. prior 4-yr Avg.
County	2015	2016	2017	2018	2019	N	%	
Abbeville	2	4	6	0	1	13	0.62%	-66.67%
Aiken	7	20	20	12	17	76	3.65%	15.25%
Allendale	1	0	0	2	1	4	0.19%	33.33%
Anderson	13	21	17	18	15	84	4.03%	-13.04%
Bamberg	3	2	0	1	0	6	0.29%	0
Barnwell	3	2	3	0	1	9	0.43%	-50.00%
Beaufort	8	6	10	7	7	38	1.82%	-9.68%
Berkeley	12	15	15	11	14	67	3.21%	5.66%
Calhoun	5	4	6	7	2	24	1.15%	-63.64%
Charleston	23	19	26	19	29	116	5.56%	33.33%
Cherokee	7	3	7	6	7	30	1.44%	21.74%
Chester	9	7	3	4	6	29	1.39%	4.35%
Chesterfield	5	3	6	6	6	26	1.25%	20.00%
Clarendon	7	10	12	9	10	48	2.30%	5.26%
Colleton	6	7	7	9	7	36	1.73%	-3.45%
Darlington	10	13	8	11	9	51	2.45%	-14.29%
Dillon	4	6	7	5	4	26	1.25%	-27.27%
Dorchester	9	11	8	3	13	44	2.11%	67.74%
Edgefield	0	2	4	4	2	12	0.58%	-20.00%
Fairfield	3	5	5	9	0	22	1.06%	-100.0%
Florence	21	12	13	19	15	80	3.84%	-7.69%
Georgetown	5	2	6	7	8	28	1.34%	60.00%
Greenville	14	22	14	26	27	103	4.94%	42.11%
Greenwood	5	5	4	6	3	23	1.10%	-40.00%
Hampton	2	0	1	1	4	8	0.38%	300.0%
Horry	21	15	26	30	34	126	6.04%	47.83%
Jasper	7	13	6	6	4	36	1.73%	-50.00%
Kershaw	9	7	7	7	6	36	1.73%	-20.00%
Lancaster	3	4	5	4	7	23	1.10%	75.00%
Laurens	15	16	18	18	13	80	3.84%	-22.39%
Lee	3	3	3	6	2	17	0.82%	-46.67%
Lexington	13	14	16	27	25	95	4.56%	42.86%
McCormick	1	3	1	1	5	11	0.53%	233.3%
Marion	7	4	5	5	7	28	1.34%	33.33%
Marlboro	6	3	6	5	4	24	1.15%	-20.00%
Newberry	7	1	6	4	5	23	1.10%	11.11%
Oconee	5	2	8	7	9	31	1.49%	63.64%
Orangeburg	13	15	16	17	21	82	3.93%	37.70%
Pickens	4	5	12	10	9	40	1.92%	16.13%

County	2015	2016	2017	2018	2019	Total 2015-2019		% Change: 2019 vs. prior 4-yr Avg.
						N	%	
Richland	14	29	23	27	20	113	5.42%	-13.98%
Saluda	0	1	2	0	1	4	0.19%	0.00%
Spartanburg	35	15	21	43	37	151	7.24%	29.82%
Sumter	5	9	9	8	11	42	2.01%	41.94%
Union	5	7	4	4	3	23	1.10%	-40.00%
Williamsburg	3	10	6	5	8	32	1.53%	33.33%
York	6	16	9	14	20	65	3.12%	77.78%
<b>Total</b>	<b>366</b>	<b>393</b>	<b>417</b>	<b>450</b>	<b>459</b>	<b>2,085</b>	<b>100.0%</b>	<b>12.92%</b>

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

South Carolina's speed-related population-based fatality rate increased about 9.46% in 2019 (8.91 fatalities per 100,000 population) compared to the average of the previous four years (8.14). The counties with the highest average of speed-related population-based fatality rates during the 2015-2019 period (see **Table 31**) were Calhoun (32.73); Clarendon (28.27); Jasper (25.34); Laurens (23.94); McCormick (23.13); Williamsburg (20.49); Lee (19.56); and Fairfield (19.51). It should be noted that the population-based fatality rates can vary drastically from year to year and thus should be considered with caution.

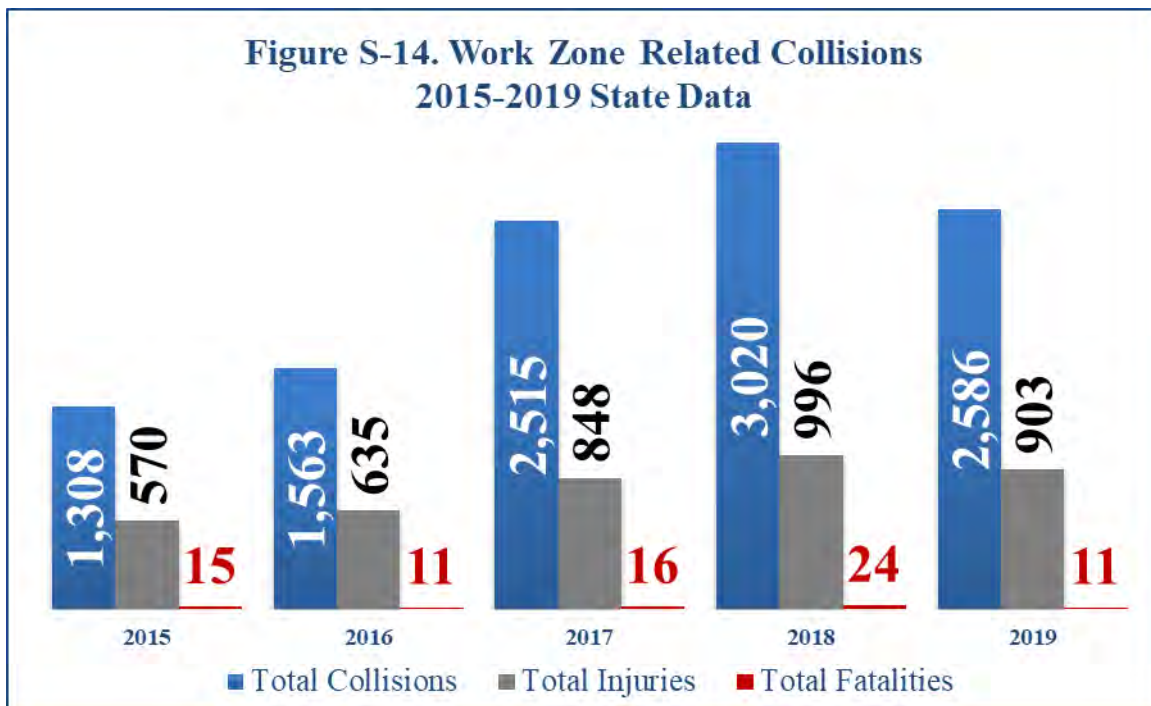
County	2015	2016	2017	2018	2019	2015-2019 Average	% Change: 2019 vs. prior 4-yr Avg.
Abbeville	8.07	16.22	24.42	0.00	4.08	10.56	-66.52%
Aiken	4.22	11.96	11.88	7.08	9.95	9.02	13.21%
Allendale	10.60	0.00	0.00	22.41	11.51	8.91	39.45%
Anderson	6.71	10.74	8.58	8.99	7.41	8.48	-15.40%
Bamberg	20.43	13.81	0.00	7.01	0.00	8.25	-100.0%
Barnwell	13.77	9.26	14.05	0.00	4.79	8.37	-48.30%
Beaufort	4.45	3.28	5.36	3.71	3.64	4.09	-13.21%
Berkeley	5.91	7.19	6.99	4.97	6.14	6.24	-1.98%
Calhoun	33.88	27.13	40.83	48.07	13.74	32.73	-63.33%
Charleston	5.91	4.79	6.47	4.68	7.05	5.78	29.10%
Cherokee	12.39	5.29	12.30	10.51	12.22	10.54	20.68%
Chester	27.77	21.67	9.29	12.38	18.61	17.94	4.67%
Chesterfield	10.84	6.50	13.05	13.08	13.14	11.32	20.95%
Clarendon	20.57	29.19	35.28	26.67	29.63	28.27	6.11%
Colleton	16.03	18.63	18.64	23.89	18.58	19.15	-3.71%
Darlington	14.81	19.33	11.94	16.48	13.51	15.21	-13.62%
Dillon	12.84	19.53	22.95	16.33	13.12	16.96	-26.75%
Dorchester	5.89	7.04	5.03	1.87	7.98	5.56	61.05%
Edgefield	0.00	7.51	14.90	14.74	7.34	8.90	-21.02%
Fairfield	13.12	22.09	22.13	40.22	0.00	19.51	-100.0%
Florence	15.14	8.66	9.39	13.74	10.85	11.55	-7.54%
Georgetown	8.14	3.25	9.70	11.25	12.76	9.02	57.88%
Greenville	2.85	4.41	2.76	5.05	5.16	4.05	36.85%
Greenwood	7.15	7.12	5.67	8.50	4.24	6.54	-40.42%
Hampton	10.02	0.00	5.13	5.17	20.81	8.23	309.7%
Horry	6.80	4.67	7.82	8.72	9.60	7.52	37.16%
Jasper	25.49	46.29	21.04	20.59	13.30	25.34	-53.08%
Kershaw	14.14	10.88	10.73	10.64	9.02	11.08	-22.26%
Lancaster	3.48	4.45	5.41	4.21	7.14	4.94	62.77%
Laurens	22.58	24.02	26.94	26.91	19.26	23.94	-23.30%
Lee	16.85	17.14	17.25	34.69	11.88	19.56	-44.68%
Lexington	4.62	4.89	5.51	9.17	8.37	6.51	38.38%
McCormick	10.36	31.34	10.47	10.63	52.84	23.13	236.6%

<b>Table 31. Speed-Related Fatalities by County: Rate per 100,000 Population</b>							
<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019 Average</b>	<b>% Change: 2019 vs. prior 4-yr Avg.</b>
Marion	22.03	12.59	15.98	16.10	22.83	17.91	36.92%
Marlboro	21.75	11.12	22.48	18.95	15.32	17.92	-17.54%
Newberry	18.53	2.64	15.63	10.41	13.01	12.04	10.22%
Oconee	6.59	2.61	10.34	8.94	11.31	7.96	58.90%
Orangeburg	14.58	16.96	18.25	19.54	24.37	18.74	40.59%
Pickens	3.29	4.06	9.72	7.99	7.09	6.43	13.23%
Richland	3.45	7.09	5.59	6.52	4.81	5.49	-15.02%
Saluda	0.00	4.95	9.85	0.00	4.88	3.94	31.96%
Spartanburg	11.80	4.99	6.85	13.69	11.57	9.78	24.00%
Sumter	4.67	8.41	8.46	7.52	10.31	7.87	41.94%
Union	18.02	25.30	14.60	14.64	10.98	16.71	-39.46%
Williamsburg	9.23	31.34	19.22	16.34	26.34	20.49	38.43%
York	2.39	6.20	3.38	5.11	7.12	4.84	66.56%
<b>Total</b>	<b>7.48</b>	<b>7.93</b>	<b>8.30</b>	<b>8.85</b>	<b>8.91</b>	<b>8.30</b>	<b>9.51%</b>

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)

## Work Zone Traffic Fatalities

**Figure S-14** indicates that from 2015 to 2019 work zone traffic fatalities decreased (26.7%) in 2019 as compared to 2015. The fatality number for 2019 is lower than the average number of fatalities for the previous four years, 2015-2018 (16.50 fatalities). It should be noted that with traffic collision fatality numbers this small, significant percentage increases can be seen with a relatively small increase in the data.



According to state data, there were 10,992 work zone-related collisions in South Carolina from 2015 to 2019. These collisions resulted in 77 fatalities and 3,952 persons injured. Types of work zone-related collisions include shoulder/median work, lane shift/crossover, intermittent/moving work, lane closures, and other areas that may be in or around the actual work zone.

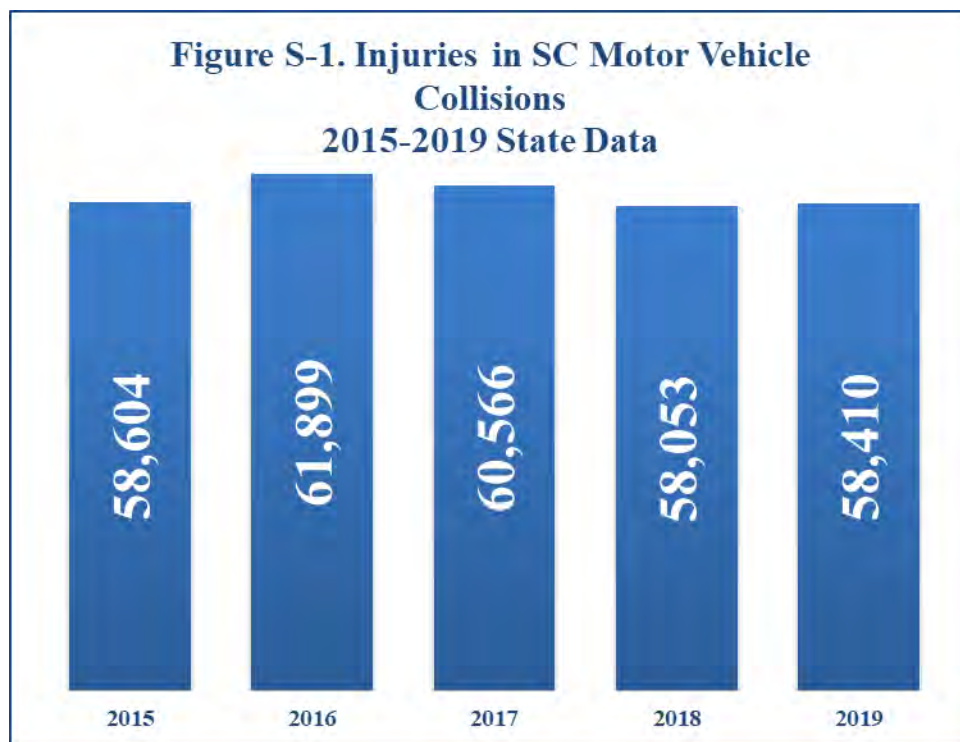
State data indicates that work zone-related collisions and injuries increased overall from 2015 to 2018, though the 2019 figures do represent a decline when compared to 2018. The data also show that work zone-related collisions increased approximately 98% from 2015 to 2019, with 1,308 total collisions in 2015 and 2,586 total collisions in 2019. Injuries as a result of work zone-related collisions have risen by 58.4% from 570 persons injured in 2015 to 903 persons injured in 2019. It should be noted, however, that the numbers in these types of collisions are relatively small when compared to total collisions, injuries, and fatalities. Therefore, percentages can be affected with relatively minor changes in the data. However, the state takes each collision, injury, and fatality seriously and will continue to address this traffic safety issue through a project fully funded by the South Carolina Department of Transportation (SCDOT).



In June 2006, the South Carolina Highway Patrol (SCHP) was awarded a three-year grant for \$1,750,000 from the SCDOT to reduce work zone speeding-related fatalities. Thus, the Safety Improvement Team (SIT) Campaign was implemented. The project has been successful in holding the line on work zone fatalities and has been maintained annually at the same level of funding beyond the initial three-year project grant. The SCHP strategically places a team of officers in, near, and around high-priority work zones for increased visibility and speed enforcement. Each of four enforcement teams composed of six Troopers supervised by a Corporal, work in four distinct regions of the state (Upstate, Midlands, Lowcountry, and Pee Dee). Though the project is not funded with NHTSA dollars, it still represents a valuable tool in the state’s arsenal to reduce collisions, injuries, and fatalities.

Traffic Collision Injuries

State data shows a decrease of 0.33% in total traffic collision injuries, from 58,604 total injuries in 2015 to 58,410 in 2019. The 2019 figure represents a decrease of 2.29% when compared to the average of the four prior years 2015-2018 (59,780.5).

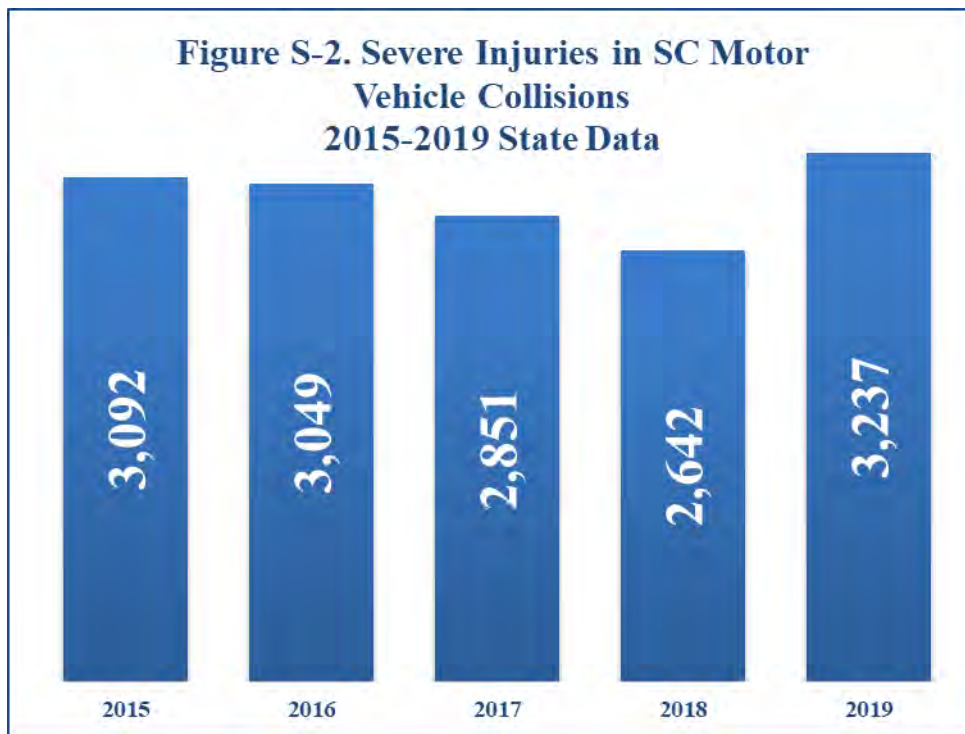


**Table S-18** shows the number of speeding-related collisions for the state of South Carolina during the years 2015-2019. Of the 58,410 total traffic-related injuries reported in 2019, 18,319 or 31.36%, occurred in speeding-related collisions. Injuries sustained in speeding-related traffic collisions decreased from 20,442 in 2015 to 18,319 in 2019, a decrease of 10.39%. On average, for the years 2015-2018, injuries occurring in speeding-related traffic collisions accounted for 33.75% of all traffic collision injuries. The 2019 figure for speeding-related collision injuries

(18,319) is 9.21% lower than the average for speeding-related collision injuries (20,177.75) from 2015 to 2018.

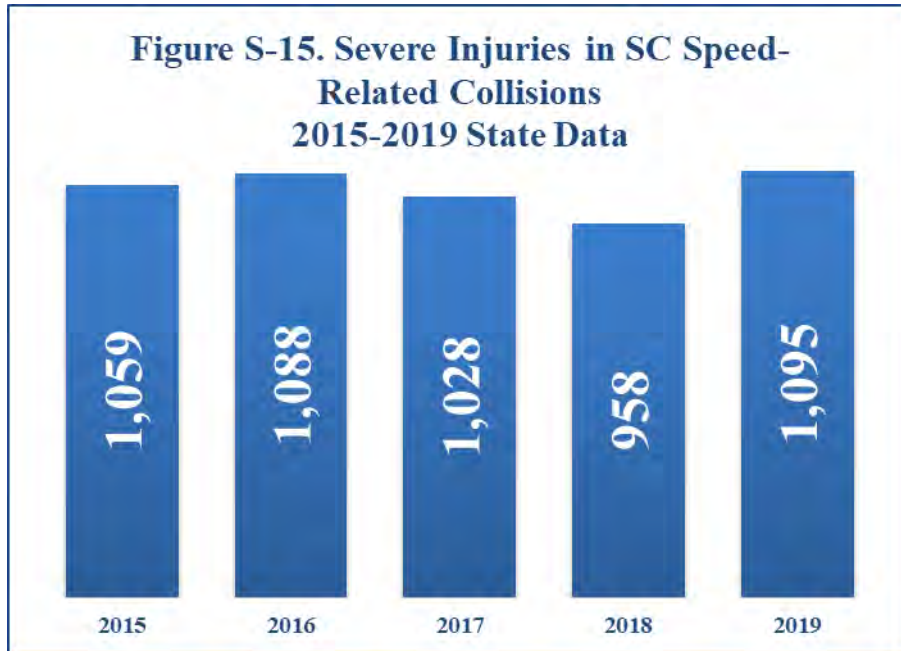
<b>Year</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>All Persons Injured</b>
2015	13,410	31,855	20,442
2016	13,783	32,668	20,954
2017	13,391	32,861	20,273
2018	12,854	32,917	19,042
2019	12,478	30,517	18,319
<b>Total</b>	<b>65,916</b>	<b>160,818</b>	<b>99,030</b>

State data shows an increase of 4.69% in severe injuries, from 3,092 in 2015 to 3,237 in 2019. Severe injuries in 2019 increased by 22.52% compared to the number of severe injuries in 2018 (2,642). The 2019 figure represents an increase of 11.29% when compared to the average number of severe injuries for the years 2015-2018 (2908.50).



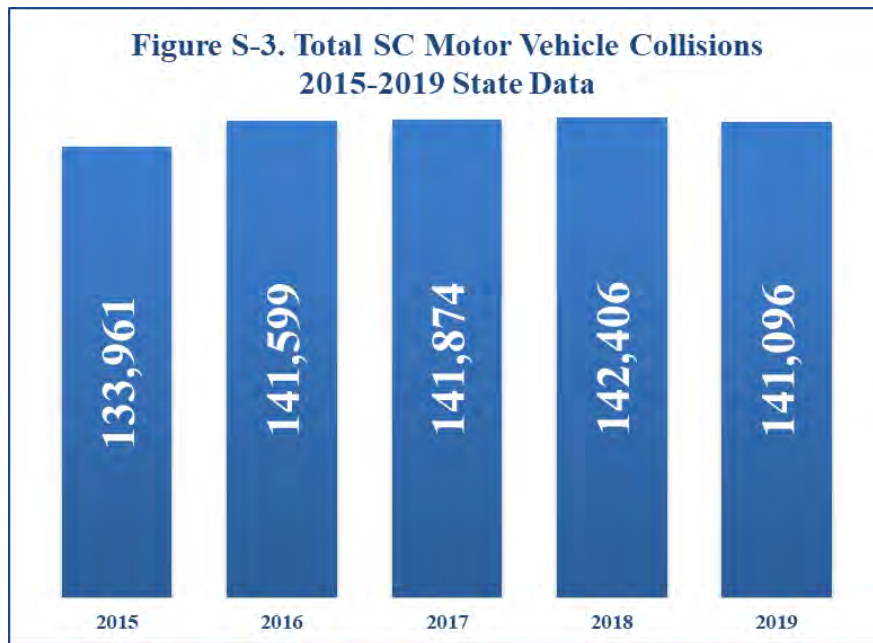
In **Figure S-15**, state data from 2015-2019 shows that the number of severe injuries occurring in speed-related collisions increased 3.40% in South Carolina, from 1,059 severe injuries in 2015 to 1,095 in 2019. The 2019 figure also represents a 6.00% increase when compared to the average number of severe injuries in speed-related collisions for the four years 2015-2018 (1,033.25). Of the 3,237 total traffic-related severe injuries reported in 2019, 1,095, or 33.83%, occurred in speed-related collisions.





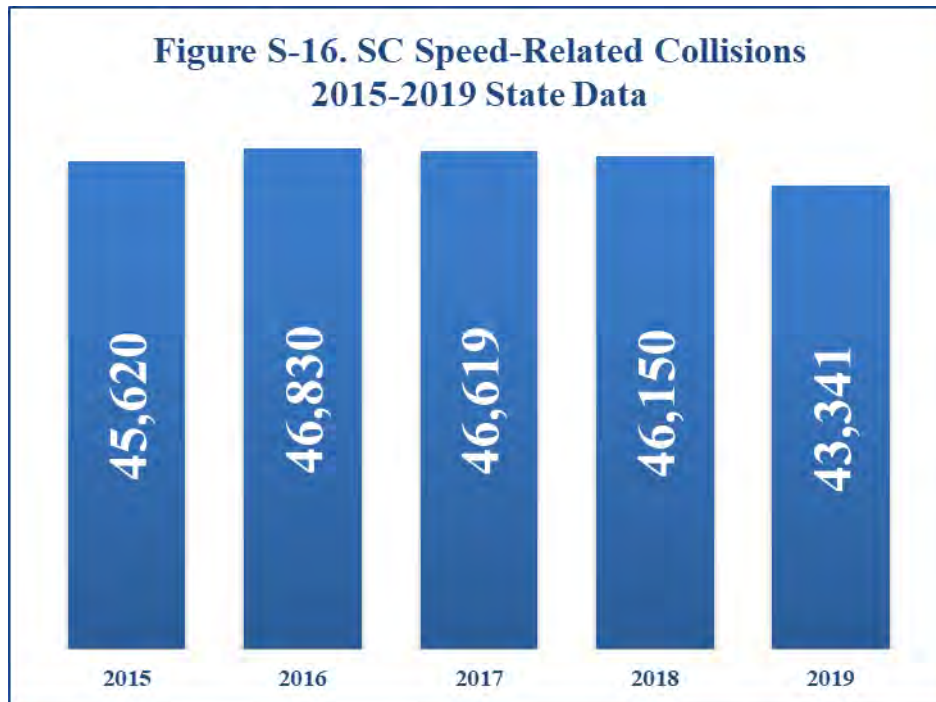
Traffic Collisions

There were 700,936 total traffic collisions in South Carolina from 2015 to 2019. This total includes fatal collisions, injury collisions, and property-damage-only collisions. There was a decrease, 0.92%, in total collisions from 2018 (142,406) to 2019 (141,096). The 2019 figure represents an increase of 5.33% as compared to 2015 and an increase of 0.81% as compared to the average of the previous four years of 2015-2018 (139,960).



There were 228,560 total speeding-related traffic collisions in South Carolina from 2015 to 2019 (**Figure S-16**). Speeding-related collisions accounted for 32.61% of the total number of traffic

collisions in the state during the five-year period. In 2019, speeding-related collisions decreased by 6.09% when compared to 2018, from 46,150 in 2018 to 43,341 in 2019. The 2019 figure also represents a decrease of approximately 5% when compared to the 2015 figure (45,620) and a decrease of 6.40% when compared to the average number of speeding-related collisions (46,305.75) for the four-year period 2015-2018.



#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-6) Number of speeding-related fatalities (FARS)	2022	Annual	416

#### Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on Page No.
Highway Safety Office Program Management	65
Short-term, High Visibility Law Enforcement	113
Traffic Safety Officer Training	118

## **Countermeasure Strategy: Short-term, High Visibility Law Enforcement**

**Program Area:** Police Traffic Services

### **Project Safety Impacts**

Traffic law enforcement plays a crucial role in deterring impaired driving, increasing safety belt and child restraint usage, encouraging compliance with speed laws, and reducing other unsafe driving actions. A combination of highly-visible enforcement, public information, education, and training is needed to achieve a significant impact in reducing traffic collision injuries and fatalities in South Carolina. This can be accomplished through establishing full-time traffic enforcement units (PTS units) that include comprehensive highly-visible enforcement efforts relative to speeding, DUI, occupant protection, and other traffic laws. It should be noted that on many occasions a speeding-related violation results in a more severe violation, such as driving under suspension, DUI, or other serious criminal violations.

Comprehensive traffic enforcement efforts involving components such as selective traffic enforcement, public education activities, and accountability standards, can lead to noticeable traffic safety impacts.

### **Linkage Between Program Area**

Based on the analysis of the problem identification data, South Carolina faces significant issues in speeding-related indices. Allocating funds to the establishment of full-time traffic enforcement units that include comprehensive highly-visible selective traffic enforcement efforts and public education will facilitate the state's achievement of the outlined speed-related performance targets. Achievement of these performance targets will serve to reduce collisions, severe-injuries, and fatalities in the state.

### **Rationale**

PTS enforcement units will use countermeasures demonstrated to be highly effective in NHTSA's *Countermeasures That Work* document. Some of these countermeasures include the enforcement of speed limits through the use of measuring equipment such as Radars and/or Lidars, (CTW, Chapter 3: Section 2.3, [pp. 3- 29 to 3-31]) and Communications and Outreach Supporting Enforcement (CTW, Chapter 3: Section 4.1, [p. 3-31 to 3-32]). PTS enforcement units will also use countermeasures outlined in the document that have proven successful in DUI enforcement (pp. 1-21 to 1-28) and occupant restraint enforcement. An example of this type of combined enforcement would be to emphasize nighttime safety belt enforcement (pp. 2-15 to 2-16), while conducting a sustained DUI enforcement effort (p. 2-17) simultaneously.

### **Planned activities in countermeasure strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>	<b>Description Located on Page No.</b>
M4HVE	DUI Enforcement Teams	137

164AL	Alcohol Impaired Driving Enforcement Teams	141
PTS-EU	PTS Enforcement Units	114

**Planned Activity:** PTS Enforcement Units

**Planned activity number:** PTS-EU

**Primary Countermeasure Strategy ID:** Short-term, High Visibility Law Enforcement

**Planned Activity Description:**

A total of seventeen (17) PTS enforcement units will be developed and implemented in those areas identified during the Problem Identification process as areas in which the analysis of traffic collision and citation data indicate a major traffic safety problem. The PTS projects selected for funding are located in counties identified as having a significant problem with speeding-related traffic collisions, serious injuries, and fatalities (see charts titled “SC Fatal and Severe Injury Collisions 2015-2019 (2019 Preliminary)” and SC Fatal and Severe Injury Speed\Too Fast for Conditions Collisions 2015-2019 (2019 Preliminary)” below. Priority counties are highlighted in red). This includes county sheriffs’ offices and municipal law enforcement agency projects identified by the supporting data. These projects will fund a total of 40,440-62,820 hours of general traffic and speed enforcement activity in municipalities located in priority counties. These projects will also encompass DUI enforcement efforts as each project requires the persons performing grant-funded activity hours (Section 402-funded) to engage in aggressive DUI enforcement activity.

SC Fatal and Severe Injury Collisions 2015-2019 (2019 Preliminary)						
County	2015	2016	2017	2018	2019	2015-2019
Greenville	252	300	292	272	335	1,451
Charleston	281	272	280	263	308	1,404
Horry	299	269	278	241	242	1,329
Spartanburg	202	201	175	220	214	1,012
Richland	198	214	168	143	202	925
Anderson	161	192	174	148	153	828
Lexington	151	142	165	176	172	806
York	125	143	128	125	158	679
Berkeley	148	102	109	102	124	585
Florence	86	91	79	97	132	485
Beaufort	107	102	105	78	82	474
Orangeburg	79	96	76	103	111	465
Aiken	96	88	108	86	74	452
Dorchester	85	75	68	65	71	364
Pickens	67	61	69	78	81	356
Lancaster	86	85	65	43	57	336
Laurens	67	66	65	70	67	335
Sumter	60	68	59	50	85	322
Oconee	53	51	55	58	69	286

<b>SC Fatal and Severe Injury Collisions 2015-2019 (2019 Preliminary)</b>						
<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>
<b>Georgetown</b>	63	43	67	61	43	277
<b>Colleton</b>	56	66	50	47	45	264
<b>Cherokee</b>	51	48	59	47	53	258
<b>Darlington</b>	52	64	38	38	56	248
<b>Greenwood</b>	62	47	46	43	49	247
<b>Kershaw</b>	33	56	49	48	47	233
<b>Jasper</b>	43	60	31	36	55	225
<b>Chesterfield</b>	44	38	44	28	44	198
<b>Chester</b>	39	39	40	42	37	197
<b>Williamsburg</b>	38	38	41	33	43	193
<b>Clarendon</b>	32	33	36	22	46	169
<b>Newberry</b>	34	35	32	26	28	155
<b>Fairfield</b>	22	29	28	32	20	131
<b>Dillon</b>	24	21	27	24	28	124
<b>Marion</b>	23	13	20	19	35	110
<b>Union</b>	23	21	16	21	26	107
<b>Marlboro</b>	20	21	15	13	29	98
<b>Hampton</b>	23	17	16	12	23	91
<b>Abbeville</b>	17	17	24	14	19	91
<b>Barnwell</b>	26	15	16	19	13	89
<b>Lee</b>	16	13	13	25	18	85
<b>Edgefield</b>	17	20	14	13	14	78
<b>Calhoun</b>	15	13	17	15	14	74
<b>Bamberg</b>	13	16	11	18	9	67
<b>Saluda</b>	15	13	18	9	11	66
<b>Allendale</b>	10	9	7	12	9	47
<b>McCormick</b>	10	8	5	8	6	37
	<b>3,424</b>	<b>3,431</b>	<b>3,298</b>	<b>3,143</b>	<b>3,557</b>	<b>16,853</b>

<b>SC Fatal and Severe Injury Speed/Too Fast for Conditions Collisions 2015-2019 (2019 Preliminary)</b>						
<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>
<b>Greenville</b>	64	78	83	79	101	405
<b>Horry</b>	86	71	91	69	73	390
<b>Spartanburg</b>	77	67	67	89	83	383
<b>Charleston</b>	80	71	76	70	69	366
<b>Richland</b>	62	86	61	56	56	321
<b>Lexington</b>	59	46	55	74	73	307
<b>Anderson</b>	52	67	49	51	57	276
<b>York</b>	42	53	44	48	51	238
<b>Berkeley</b>	55	44	40	34	45	218
<b>Orangeburg</b>	31	37	38	47	64	217
<b>Aiken</b>	45	42	46	34	29	196
<b>Laurens</b>	37	44	34	37	37	189
<b>Florence</b>	29	36	25	38	35	163
<b>Beaufort</b>	33	34	38	31	25	161
<b>Pickens</b>	22	26	25	30	29	132
<b>Darlington</b>	26	34	17	18	22	117
<b>Sumter</b>	13	26	24	19	30	112
<b>Lancaster</b>	28	24	18	19	22	111
<b>Dorchester</b>	30	24	23	16	17	110
<b>Oconee</b>	21	13	24	26	21	105
<b>Georgetown</b>	19	17	27	22	14	99
<b>Kershaw</b>	13	20	23	18	20	94
<b>Jasper</b>	17	29	17	15	15	93
<b>Greenwood</b>	24	20	15	10	21	90
<b>Clarendon</b>	14	19	21	15	19	88
<b>Williamsburg</b>	13	15	16	19	23	86
<b>Chester</b>	19	17	17	16	15	84
<b>Newberry</b>	18	19	21	13	12	83
<b>Cherokee</b>	17	20	17	13	15	82
<b>Chesterfield</b>	20	13	23	10	14	80
<b>Colleton</b>	16	20	19	15	9	79
<b>Dillon</b>	13	12	16	12	13	66
<b>Fairfield</b>	11	19	10	17	5	62
<b>Marion</b>	16	6	8	7	17	54
<b>Marlboro</b>	13	10	9	9	13	54
<b>Union</b>	11	13	9	7	8	48
<b>Calhoun</b>	5	6	8	10	12	41
<b>Abbeville</b>	5	10	12	4	10	41
<b>Hampton</b>	9	6	5	5	15	40
<b>Lee</b>	5	7	9	10	5	36
<b>Barnwell</b>	10	4	7	8	6	35
<b>Edgefield</b>	5	10	7	5	6	33
<b>Saluda</b>	8	7	9	2	5	31
<b>Allendale</b>	3	3	4	7	6	23
<b>Bamberg</b>	7	5	2	7	0	21
<b>McCormick</b>	3	4	1	3	4	15
	<b>1,206</b>	<b>1,254</b>	<b>1,210</b>	<b>1,164</b>	<b>1,241</b>	<b>6,075</b>

During FFY 2022, PTS Enforcement projects throughout the state will participate in Law Enforcement Networks established in the 16 Judicial Circuits in South Carolina. They will participate in statewide and national highway safety campaigns and enforcement crackdown/mobilization programs. These campaigns include DUI crackdowns (*Sober or Slammer!*), occupant protection mobilizations (*Buckle Up, South Carolina*), focused roadway corridor speed enforcement (*Operation Southern Shield*), and combined enforcement activity, to include nighttime safety belt enforcement. The PTS projects will conduct traffic safety presentations to increase community awareness of traffic safety-related issues and issue press releases of the projects' activities.

Law Enforcement Networks will continue to meet and share information among agencies, to disseminate information from the Office of Highway Safety and Justice Programs, and to conduct multi-jurisdictional traffic enforcement activities.

The OHSJP has continued the implementation of Data Driven Approaches to Crime and Traffic Safety (DDACTS) since 2012, which is a hot spot locator-type approach to deploying law enforcement. Several law enforcement agencies across the state have been trained in DDACTS, and they are provided information on the data sources available to them in order to best utilize their resources. This data includes traffic corridor information relative to their respective agencies, which will allow them to focus on the roadways upon which traffic collisions, injuries, and fatalities are occurring. It is always available upon request and some agencies even use their own internal data/records when selecting safety checkpoint and saturation patrol locations.

### Intended Subrecipients

Agency	County	Project Title
South Carolina Department of Public Safety, Highway Patrol	Greenville and Horry	SCHP Greenville and Horry County Traffic Enforcement Project
Mount Pleasant Police Department	Charleston	Mount Pleasant Traffic Enforcement Unit
City of Spartanburg Police Department	Spartanburg	City of Spartanburg Traffic Unit
Town of Lexington	Lexington	Town of Lexington Police Traffic Services Enhancement
City of Myrtle Beach	Horry	Myrtle Beach Traffic Enforcement Unit
York County Sheriff's Office	York	Continuation of Traffic Enforcement Unit
City of Goose Creek PD	Berkeley	Traffic Enforcement Officer
Berkeley County	Berkeley	Berkeley County Sheriff's Traffic Safety Unit
Moncks Corner Police Department	Berkeley	Moncks Corner Traffic Enforcement Unit

Sumter County Sheriff's Office	Sumter	Sumter County General Traffic Enforcement Grant
City of Orangeburg	Orangeburg	Traffic Enforcement Unit
Town of Port Royal	Beaufort	Town of Port Royal Traffic Enforcement Team
Town of Summerville	Dorchester	Summerville Traffic Enforcement
Lancaster Police Department	Lancaster	Lancaster Police Department Traffic Enforcement Unit
Georgetown County Sheriff's Office	Georgetown	Georgetown County Sheriff's Office Traffic Enforcement Unit
Oconee County Sheriff's Office	Oconee	Oconee County Sheriff's Office Traffic Safety/Speed Enforcement Program
Chesterfield County Sheriff's Office	Chesterfield	Chesterfield County Traffic Enforcement Unit

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021/2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,610,969 (total for PTS-OP and PTS-EU)	\$652,742.25	\$2,610,969

**Major purchases and dispositions** – see pages 102-103 for a list of equipment that corresponds to PTS-EU and PTS-OP projects.

**Countermeasure Strategy:** Traffic Safety Officer Training

**Program Area:** Police Traffic Services

**Project Safety Impacts**

Well-trained traffic enforcement officers are an essential aspect of helping to reduce the number of traffic-related collisions, injuries, and fatalities through a variety of enforcement strategies. Reducing traffic-related collisions, injuries and fatalities throughout the state is considered to be a significant traffic safety impact.

**Linkage Between Program Area**



Based on the analysis of the problem identification data, South Carolina faces significant issues in speeding-related indices. Allocating funds to the provision of educational programs that accompany traffic enforcement projects will produce well-rounded, well-trained traffic enforcement officers. These highly trained traffic enforcement officers will facilitate the state's achievement of the outlined speeding-related performance targets. Achievement of these performance targets will serve to reduce traffic collisions, severe-injuries, and fatalities in the state.

**Rationale**

The enforcement/investigative training provided by the SC Criminal Justice Academy as part of the Traffic Safety Officer (TSO) Program is designed to enhance law enforcement officers' ability to quickly and accurately identify drivers exhibiting problematic driving behaviors, such as driving while impaired. If these highly trained officers conduct high visibility enforcement (short-term or sustained) and/or general traffic enforcement, it would serve as a high-level deterrent to the dangerous driving behaviors cited as contributing factors for the numerous traffic collisions that occur in the state. As such, allocating funds for the countermeasure strategy of law enforcement training will facilitate the state's achievement of the outlined performance targets, which will ultimately serve to reduce collisions, severe-injuries, and fatalities in the state.

**Planned activity in countermeasure strategy**

Unique Identifier	Planned Activity Name	Description Located on Page No.
PTS-TSO	Traffic Safety Officer Training	119

**Planned Activity:** Traffic Safety Officer Training

**Planned activity number:** PTS-TSO

**Primary Countermeasure Strategy ID:** Traffic Safety Officer Training

**Planned Activity Description:**

The South Carolina Criminal Justice Academy (SCCJA) coordinates the Traffic Safety Officer (TSO) Certification program and other extensive law enforcement training programs with the primary purpose of reducing fatalities and injuries on the state's roadways. SCCJA provides comprehensive traffic enforcement/investigative training to the state's traffic law enforcement officers. Officers trained in the collision investigation courses will be able to determine the cause(s) of motor vehicle collisions and cite the individual(s) responsible with the appropriate charge(s). Professionally trained officers will also be able to proficiently prosecute violators which will result in higher conviction rates, which will in turn help to deter traffic infractions. The Traffic Safety Officer Program will provide professional training to the law enforcement officers of South Carolina during the FFY 2022 grant year in the following classes: At-Scene Collision

Investigation, Technical Collision Investigation, Traffic Collision Reconstruction, Motorcycle Collision Reconstruction, Pedestrian/Bicycle Collision Reconstruction, and Commercial Vehicle Collision Reconstruction. Data Master DMT Operator Certification, Data Master DMT Operator Recertification, Advanced DUI and Standardized Field Sobriety Testing (SFST), SFST Recertification, Advanced Roadside Impaired Driving Enforcement, Speed and Measurement Device Operator Program, Speed Measurement Device Instructor Program.

**Intended Subrecipient(s):** South Carolina Criminal Justice Academy

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021/2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$403,305	\$100,826.25	\$403,305

**PROGRAM AREA: IMPAIRED DRIVING (DRUG & ALCOHOL)**

**DESCRIPTION OF HIGHWAY SAFETY PROBLEMS**

The state of South Carolina has been committed to reducing the occurrence of alcohol-impaired driving and the resulting traffic collisions, injuries, and fatalities. The state has experienced significant reductions in alcohol-impaired driving traffic fatalities in recent years. The most recent Fatality Analysis Reporting System (FARS) data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 285 people died on South Carolina roadways in 2019 as a result of alcohol-impaired driving collisions.

Data in **Table 5** shows that in 2015, there were 306 alcohol-impaired driving fatalities in South Carolina. This number fluctuated each year until reaching a low for the five-year period of 285 in 2019. The 285 alcohol-impaired driving fatalities in 2019 represent an 8.36% decrease from the 2015-2018 average, and a 6.86% decrease from the 2015 total (306). The VMT-based alcohol-impaired traffic fatality rate for 2019 (0.49) represented a 14.04% decrease from the prior four-year average and a 16.95% decrease when compared to the 2015 rate (0.59). South Carolina’s alcohol-impaired population-based fatality rate followed a similar pattern as the VMT rate and total fatalities, with the 2019 rate (5.54 deaths per 100,000 population) representing an 11.18% decrease when compared to the 2015-2018 average (6.24) and an 11.50% decrease when compared to the rate in 2015 (6.26).

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	306	343	305	290	285	-6.86%	-8.36%
<b>VMT Rate**</b>	0.59	0.63	0.55	0.51	0.49	-16.95%	-14.04%

Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Pop Rate***</b>	6.26	6.92	6.07	5.70	5.54	-11.50%	-11.18%
<b>Pct. Of Total</b>	31.26%	33.63%	30.84%	27.99%	28.47%	-2.79%	-2.46%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

2019 VMT provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

NHTSA's FARS data (**Table 1**) for calendar year (CY) 2019 shows that 1,001 people were killed in South Carolina traffic collisions. In the period from 2015 through 2019, NHTSA's FARS indicates that there were 5,025 traffic fatalities in South Carolina. This resulted in an average of about 1,005 traffic fatalities per year over the five-year period. Over this period, traffic fatalities increased from 979 in 2015 to 1,001 in 2019. The 2019 count represents a 0.50% decrease, when compared to the average of the prior four years (1,006 fatalities), and a 2.25% increase when compared to the count in 2015.

Table 1. South Carolina Basic Data							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	979	1,020	989	1,036	1,001	2.25%	-0.50%
<b>VMT*</b>	51.72	54.40	55.50	56.84	57.94	12.03%	6.09%
<b>VMT Rate**</b>	1.89	1.87	1.78	1.82	1.73	-8.47%	-5.98%
<b>Population</b>	4,891,938	4,957,968	5,021,268	5,084,156	5,148,714	5.25%	3.20%
<b>Pop Rate***</b>	20.01	20.57	19.70	20.38	19.44	-2.85%	-3.60%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

2019 VMT provided by South Carolina Department of Transportation

\*Vehicle Miles of Travel (billions)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

**Table 15** indicates that nationwide, alcohol-impaired traffic fatalities decreased by 5.30% in 2019 compared to the average of the four prior years, and VMT-based and population-based fatality rates decreased by 8.15% and 6.65%, respectively, when compared to the average of the four prior years. Nationally, the alcohol-impaired VMT-based fatality rate decreased by 6.06% in 2019 when compared to 2015, and the percent of alcohol-impaired fatalities declined by 0.51%. All indices (total fatalities, VMT rate, population-based fatality rate, and percent of total) declined both nationally and statewide when compared to 2015, though the magnitude of the statewide declines exceeded those overserved nationally.

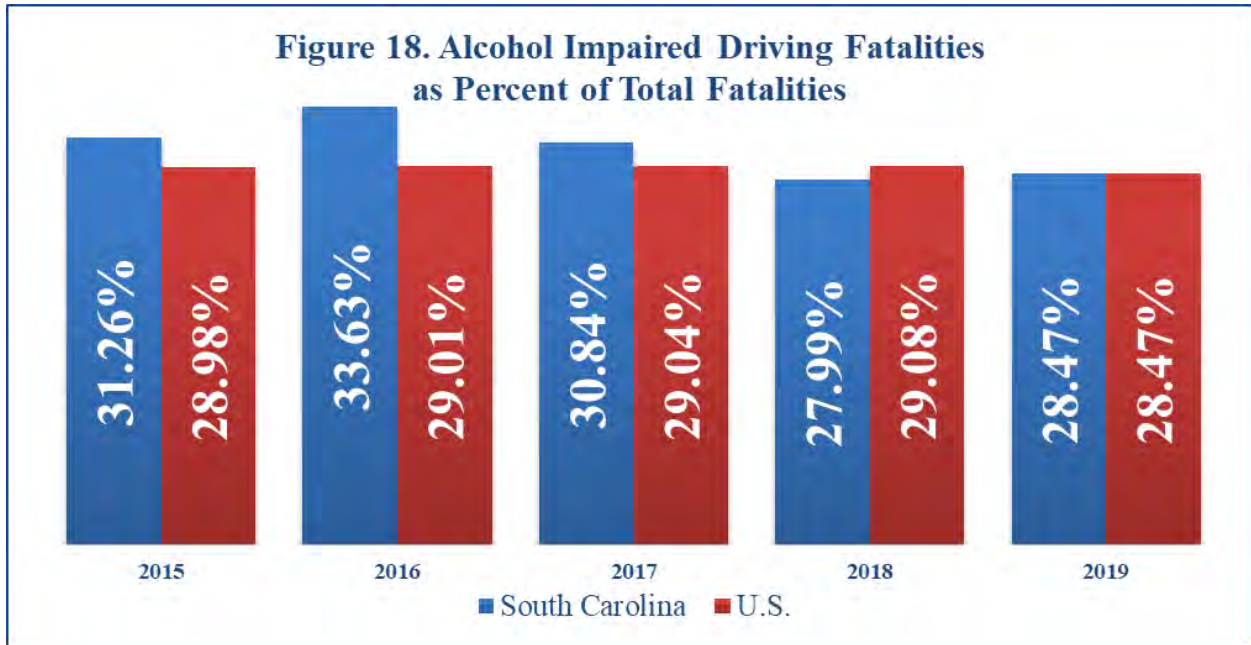
Table 15. Nationwide Alcohol-Impaired Driving Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	10,280	10,967	10,880	10,710	10,142	-1.34%	-5.30%
<b>VMT Rate**</b>	0.33	0.35	0.34	0.33	0.31	-6.06%	-8.15%
<b>Pop Rate***</b>	3.21	3.40	3.35	3.28	3.09	-3.74%	-6.65%
<b>Pct. Of Total</b>	28.98%	29.01%	29.03%	29.08%	28.47%	-0.51%	-0.56%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

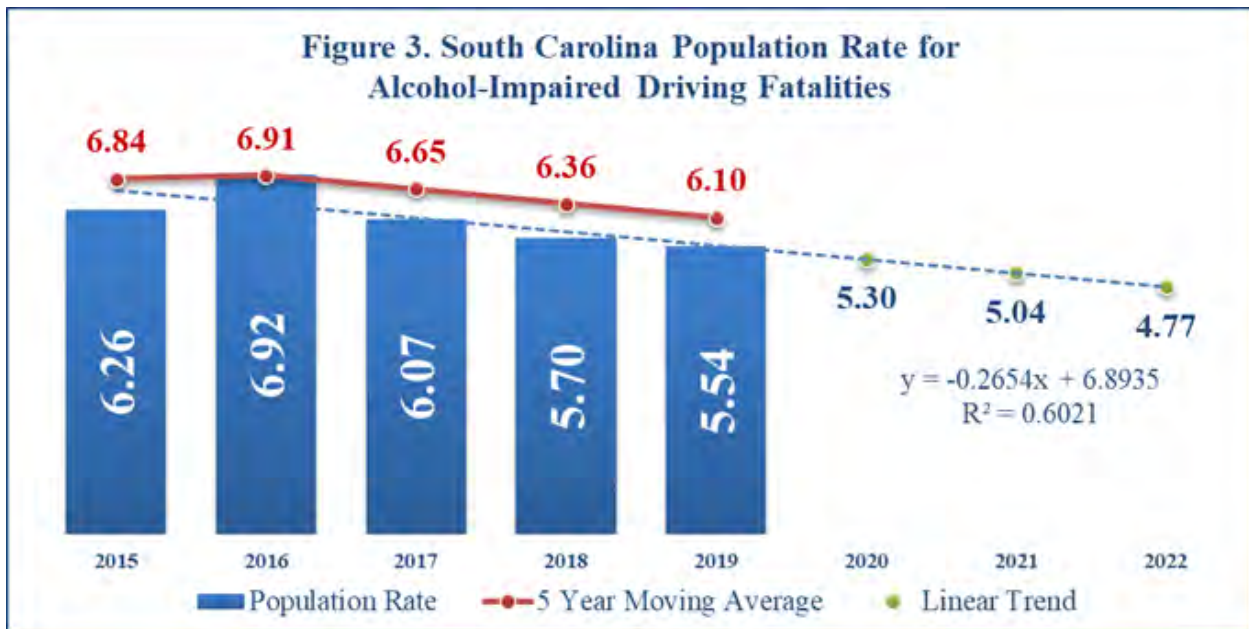
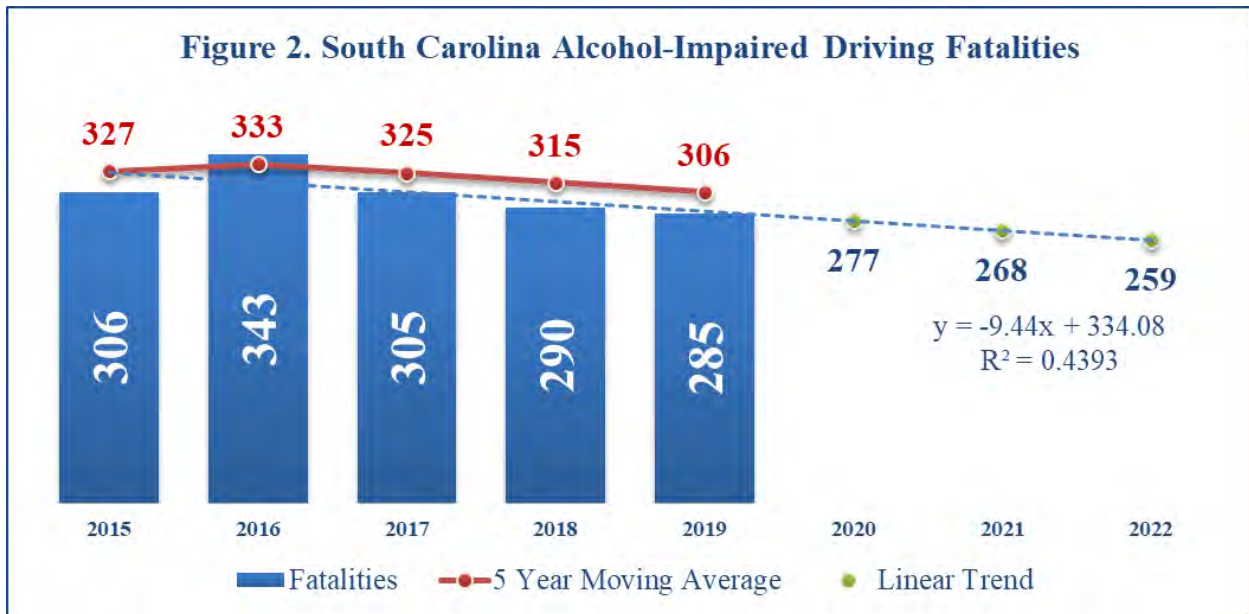
\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

As shown in **Figure 18**, the percentage of fatalities in South Carolina that involved alcohol-impaired driving was above that of the nation from 2015 to 2017. However, in 2018, 27.99% of all fatalities in South Carolina were alcohol-impaired driving fatalities, which was 3.75% lower than the nationwide percentage during that same year. In 2019, the percentage of alcohol-impaired driving fatalities were the same in South Carolina as they were nationwide.



**Figure 2** and **Figure 3** are based on NHTSA’s FARS data and display graphically the downward trends in South Carolina in terms of two key indices of alcohol-impaired driving fatality data: alcohol-impaired driving fatalities and the population-based alcohol-impaired driving fatality rate.



## Alcohol-Impaired Driving Fatalities: Counties

Table 16 shows the alcohol-impaired driving fatalities by county for South Carolina. According to NHTSA’s FARS data, from 2015 to 2019, the five counties with the most alcohol-impaired driving fatalities were Greenville (108); Charleston (106); Horry (103); Richland (94) and Lexington (88). Of these five counties, three showed a decrease in the number of 2019 traffic fatalities when compared to the respective prior four-year average: Greenville (-19.47%), Richland (-17.01%) and Lexington (-37.37%). The remaining two experienced increases in the number of 2019 traffic fatalities when compared to the respective prior four-year average: Charleston (19.80%) and Horry (31.10%). Throughout the five-year period 2015-2019, the counties with the highest percentages of alcohol-impaired driving fatalities as compared to the total traffic fatalities were Lee (56.25%); Barnwell (54.55%); Williamsburg (43.55%); Union (38.71%); and Chesterfield (38.46%).

<b>Alcohol-Impaired Driving (A-I) Fatalities*</b>									
County	2015	2016	2017	2018	2019	Total A-I Fatalities	Total Fatalities	% A-I	% Change: 2019 vs. prior 4-yr Avg.
Abbeville	2	1	0	0	1	5	22	22.73%	14.29%
Aiken	10	13	6	7	8	44	157	28.03%	-16.67%
Allendale	0	0	1	2	2	5	16	31.25%	158.1%
Anderson	8	14	16	10	8	55	215	25.58%	-36.40%
Bamberg	2	1	0	2	0	5	18	27.78%	-100.0%
Barnwell	4	3	4	1	1	12	22	54.55%	-71.93%
Beaufort	3	9	8	5	1	25	109	22.94%	-80.00%
Berkeley	10	13	12	13	5	54	170	31.76%	-57.11%
Calhoun	2	3	2	2	0	9	37	24.32%	-91.11%
Charleston	15	19	19	29	25	106	332	31.93%	19.80%
Cherokee	4	1	7	3	5	20	75	26.67%	36.00%
Chester	3	8	7	3	1	22	69	31.88%	-86.54%
Chesterfield	9	3	4	3	5	25	65	38.46%	11.92%
Clarendon	6	6	5	4	3	24	87	27.59%	-34.30%
Colleton	10	8	5	5	6	33	101	32.67%	-12.59%
Darlington	10	9	4	8	4	35	108	32.41%	-42.86%
Dillon	2	6	2	1	1	12	46	26.09%	-82.76%
Dorchester	11	7	7	2	8	34	120	28.33%	13.86%
Edgefield	0	1	0	4	1	5	22	22.73%	-30.43%
Fairfield	0	5	3	5	3	17	52	32.69%	-3.76%
Florence	10	10	15	12	14	61	178	34.27%	21.96%
Georgetown	4	0	3	4	3	14	65	21.54%	14.81%
Greenville	24	25	21	19	18	108	385	28.05%	-19.47%
Greenwood	6	3	5	4	1	19	59	32.20%	-73.48%
Hampton	2	0	0	0	2	5	22	22.73%	196.3%
Horry	23	19	17	18	25	103	367	28.07%	31.10%
Jasper	3	7	3	3	6	22	81	27.16%	47.77%
Kershaw	5	8	5	2	4	24	87	27.59%	-20.79%
Lancaster	4	5	4	4	4	21	78	26.92%	1.18%
Laurens	5	9	11	14	8	46	126	36.51%	-20.42%
Lee	6	3	3	4	2	18	32	56.25%	-48.72%
Lexington	22	20	21	14	12	88	257	34.24%	-37.37%
McCormick	0	2	0	0	2	5	18	27.78%	357.1%



<b>Alcohol-Impaired Driving (A-I) Fatalities*</b>									
<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total A-I Fatalities</b>	<b>Total Fatalities</b>	<b>% A-I</b>	<b>% Change: 2019 vs. prior 4-yr Avg.</b>
Marion	4	3	1	1	3	11	49	22.45%	62.96%
Marlboro	1	1	1	1	1	5	43	11.63%	5.26%
Newberry	1	4	3	1	2	11	38	28.95%	-11.11%
Oconee	4	4	6	5	7	26	75	34.67%	53.51%
Orangeburg	9	11	12	13	12	56	172	32.56%	9.50%
Pickens	7	3	8	4	4	25	98	25.51%	-17.31%
Richland	16	25	16	21	16	94	264	35.61%	-17.01%
Saluda	0	1	1	0	2	4	14	28.57%	245.5%
Spartanburg	24	17	13	18	15	87	317	27.44%	-14.33%
Sumter	4	10	6	7	7	34	95	35.79%	13.41%
Union	4	2	2	1	3	12	31	38.71%	37.93%
Williamsburg	2	11	4	5	4	27	62	43.55%	-21.78%
York	7	11	13	9	18	58	166	34.94%	76.56%
<b>Totals</b>	<b>306</b>	<b>343</b>	<b>305</b>	<b>290</b>	<b>285</b>	<b>1529</b>	<b>5025</b>	<b>30.43%</b>	<b>-8.36%</b>

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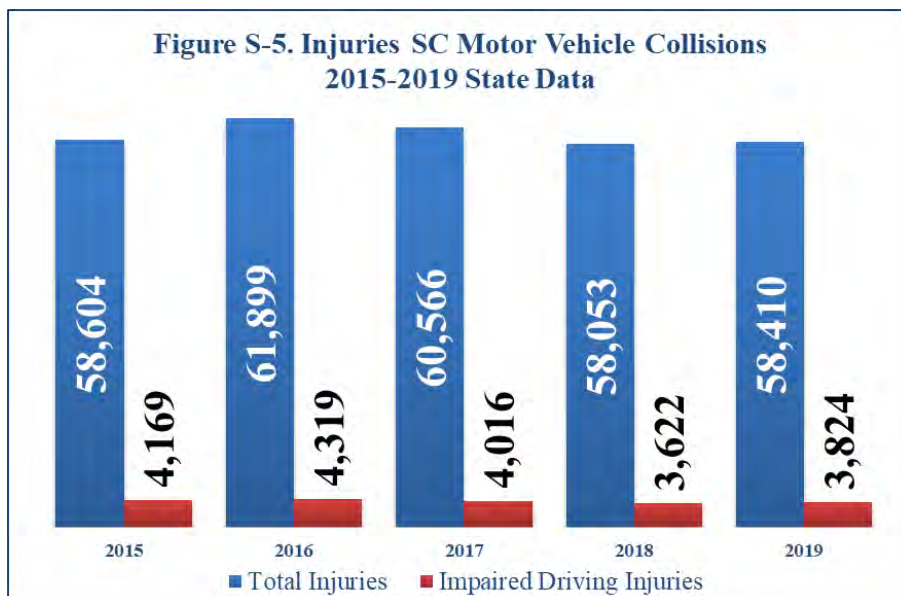
Different county pictures emerge when looking at population-based alcohol-impaired traffic fatality rates in South Carolina. The population-based traffic fatality rates by county are shown in **Table 17**, which shows that the counties with the highest fatality rates in 2019 were Allendale (23.02); McCormick (21.13); Jasper (19.95); Colleton (15.92); and Orangeburg (13.93). Many of these counties are much smaller in population than the average SC County, and it should be noted that the counties' population-based fatality rates can vary drastically from year to year as **Table 17** shows. Thus, counties with the highest rates in 2019 may have had a much smaller rate in prior years. As a result, using this data to frame and inform strategies should be considered with caution.

	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Abbeville	8.07	4.06	0.00	0.00	4.08
Aiken	6.04	7.78	3.56	4.13	4.68
Allendale	0.00	0.00	11.10	22.41	23.02
Anderson	4.13	7.16	8.07	4.99	3.95
Bamberg	13.62	6.91	0.00	14.01	0.00
Barnwell	18.36	13.89	18.73	4.73	4.79
Beaufort	1.67	4.91	4.29	2.65	0.52
Berkeley	4.92	6.23	5.59	5.88	2.19
Calhoun	13.55	20.35	13.61	13.73	0.00
Charleston	3.85	4.79	4.73	7.14	6.08
Cherokee	7.08	1.76	12.30	5.26	8.73
Chester	9.26	24.77	21.67	9.29	3.10
Chesterfield	19.51	6.50	8.70	6.54	10.95
Clarendon	17.63	17.51	14.70	11.85	8.89
Colleton	26.71	21.29	13.31	13.27	15.92
Darlington	14.81	13.38	5.97	11.98	6.00
Dillon	6.42	19.53	6.56	3.27	3.28
Dorchester	7.20	4.48	4.40	1.24	4.91
Edgefield	0.00	3.76	0.00	14.74	3.67
Fairfield	0.00	22.09	13.28	22.35	13.42
Florence	7.21	7.22	10.83	8.68	10.12

Table 17. Alcohol-Impaired Driving Fatalities by County: Rate per 100,000 Population					
	2015	2016	2017	2018	2019
Georgetown	6.51	0.00	4.85	6.43	4.79
Greenville	4.89	5.01	4.14	3.69	3.44
Greenwood	8.58	4.27	7.09	5.67	1.41
Hampton	10.02	0.00	0.00	0.00	10.40
Horry	7.44	5.92	5.11	5.23	7.06
Jasper	10.92	24.92	10.52	10.29	19.95
Kershaw	7.85	12.44	7.67	3.04	6.01
Lancaster	4.64	5.57	4.33	4.21	4.08
Laurens	7.53	13.51	16.46	20.93	11.85
Lee	33.69	17.14	17.25	23.13	11.88
Lexington	7.81	6.99	7.23	4.76	4.02
McCormick	0.00	20.89	0.00	0.00	21.13
Marion	12.59	9.45	3.20	3.22	9.79
Marlboro	3.63	3.71	3.75	3.79	3.83
Newberry	2.65	10.54	7.82	2.60	5.20
Oconee	5.27	5.23	7.75	6.39	8.80
Orangeburg	10.09	12.44	13.69	14.94	13.93
Pickens	5.76	2.44	6.48	3.19	3.15
Richland	3.94	6.11	3.89	5.07	3.85
Saluda	0.00	4.95	4.93	0.00	9.77
Spartanburg	8.09	5.65	4.24	5.73	4.69
Sumter	3.73	9.34	5.64	6.58	6.56
Union	14.42	7.23	7.30	3.66	10.98
Williamsburg	6.15	34.47	12.81	16.34	13.17
York	2.79	4.27	4.88	3.29	6.41
<b>County Average</b>	<b>8.24</b>	<b>9.80</b>	<b>7.66</b>	<b>7.62</b>	<b>7.49</b>

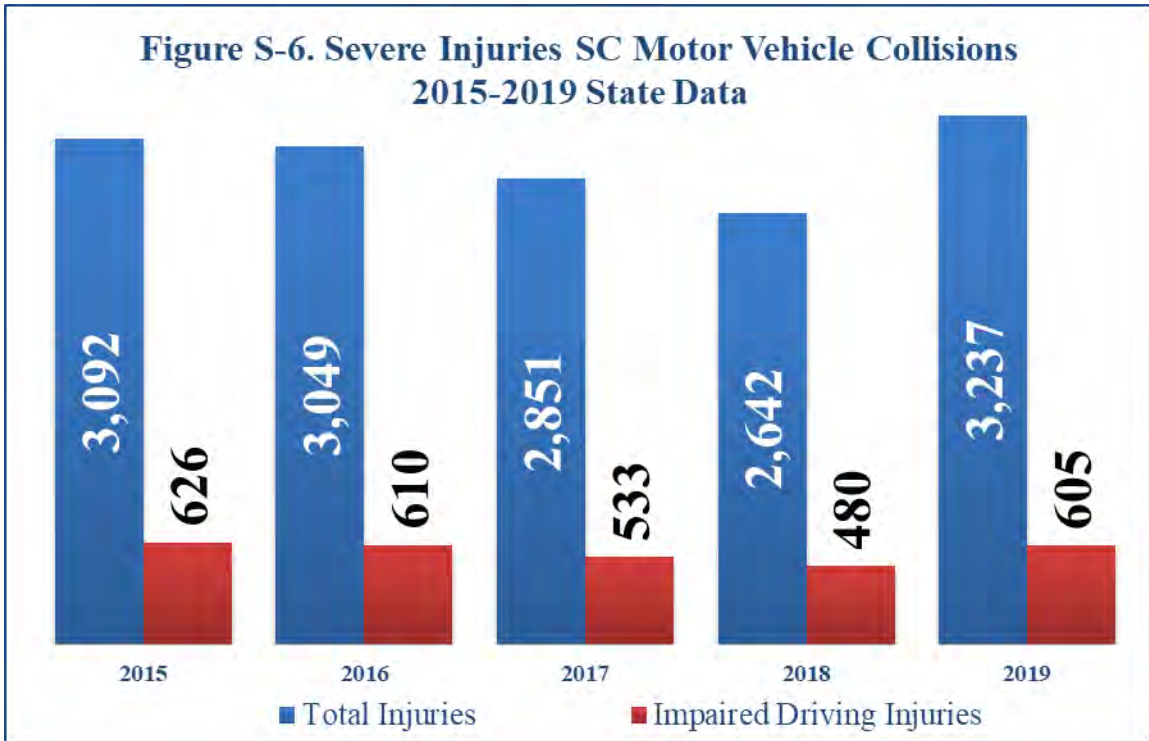
NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

As shown in **Figure S-5**, according to state data, from 2015 to 2019, a total of 297,532 people were injured in motor-vehicle collisions in South Carolina. Of the 297,532 injuries, 19,950 or 6.71%, were impaired driving-related (State data cannot separate alcohol- and drug-impaired driving). **Figure S-5** displays graphically how total injuries compared to impaired driving-related injuries in the state from 2015 to 2019.



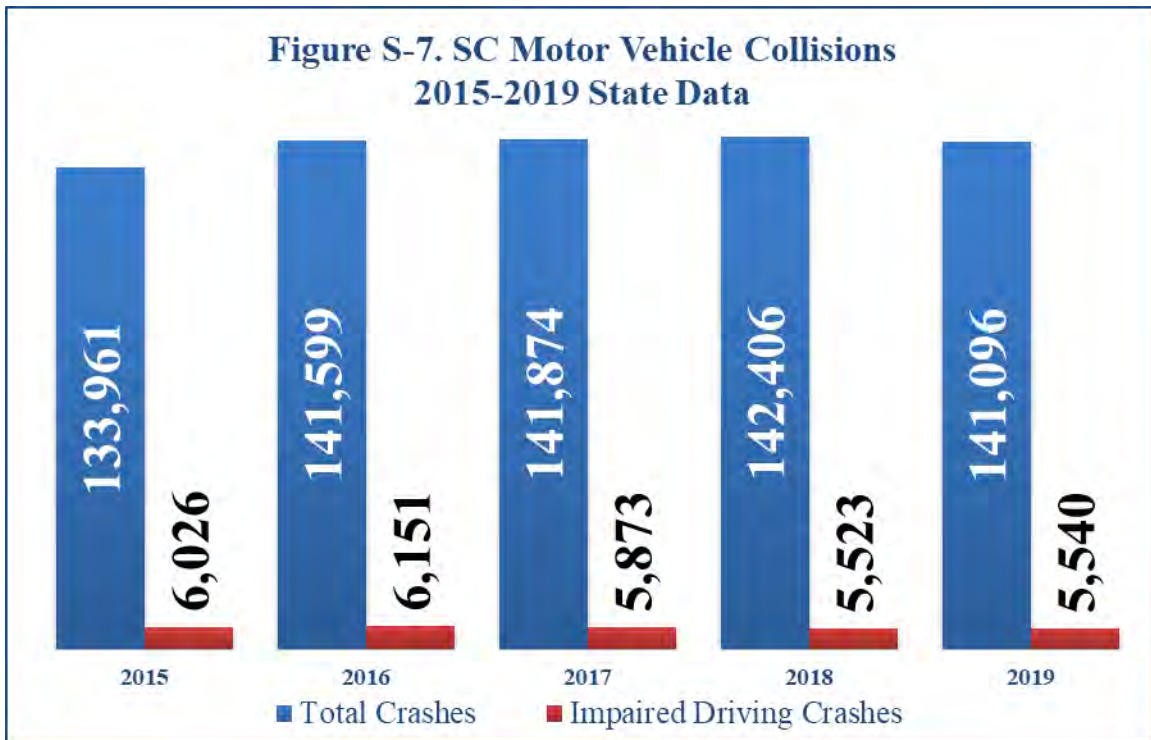


**Figure S-6** compares total severe traffic-related injuries in SC from 2015 to 2019 to those severe injuries that were the result of impaired-driving collisions. From 2015 to 2019, SC experienced a total of 14,871 severe traffic-related injuries. Of these 14,871 severe-injuries, 2,854, or 19.19%, were impaired-driving-related. The state experienced a decrease (-3.35%) in 2019 in impaired-driving-related severe injuries (605), as compared to the number of impaired-driving-related severe injuries in 2015 (626); however, the state experienced an increase (7.60%) in 2019 as compared to the average of the four-year period 2015-2018 (562.25 severe injuries).



## Impaired-Driving Collisions

According to state data, over the five-year period 2015-2019, South Carolina experienced 29,113 impaired-driving collisions. During the same period, there was decrease (8.07%) in the number of impaired-driving collisions, from 6,026 in 2015 to 5,540 in 2019 (Figure S-7). The 2019 figure of 5,540 impaired-driving-related collisions was 5.99% lower than the average number of impaired-driving-related collisions for the years 2015-2018.



## Drivers Involved in Impaired-Driving-Related Collisions

Drivers in the 25-29 year old age group made up the largest age group represented among all drivers (29,198) that contributed to an impaired-driving collision from 2015-2019, totaling 4,780 drivers. Of the 4,780 drivers, 249, or 5.21%, were involved in a fatal impaired-driving collision. The second highest group of drivers that contributed to an impaired-driving collision was the 20-24 year old age group (4,540 drivers). Of the 4,540 drivers, 223, or 4.91%, were involved in a fatal impaired-driving-related collision. This age group was followed by drivers aged 30-34, totaling 3,970 drivers that contributed to an impaired-driving collision and 199, or 5.01%, of whom were involved in a fatal impaired-driving-related collision (Tables S-1 and S-2).

During the period 2015-2019, 79.23% of the drivers that contributed to an impaired-driving crash were male, 20.57% were female, and 0.19% were gender unknown (Table S-3). In regards to ethnicity, Caucasians were the leading group of drivers that contributed to an impaired-driving crash, constituting 61.06% of the total drivers (Table S-4). African Americans were the next highest group, with 34.59%, followed by Hispanic drivers, who accounted for 3.24% of the total

drivers that contributed to an impaired-driving crash (0.71%, 0.19%, and 0.19% represent Other, Alaskan Native/American Indian ethnicities and unknown, respectively).

<b>Table S-1. Impaired Driving Crashes by 'Contributed To' Driver Age Group, State Data 2015-2019</b>						
<b>Age Group</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
Under 15	0	1	1	0	3	5
15-19	245	235	246	208	190	1,124
20-24	1,021	990	930	801	798	4,540
25-29	982	1,036	956	911	895	4,780
30-34	837	805	819	741	768	3,970
35-39	643	664	643	649	654	3,253
40-44	528	549	539	504	522	2,642
45-49	484	509	482	490	457	2,422
50-54	486	485	441	390	380	2,182
55-59	377	422	375	364	371	1,909
60-64	232	228	216	236	232	1,144
65-69	101	137	118	136	139	631
70+	75	77	81	83	93	409
Unknown	38	38	36	34	41	187
<b>Total</b>	<b>6,049</b>	<b>6,176</b>	<b>5,883</b>	<b>5,547</b>	<b>5,543</b>	<b>29,198</b>

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<b>Table S-2. Impaired Driving Fatal Crashes by 'Contributed To' Driver Age Group, State Data 2015-2019</b>						
<b>Age Group</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
Under 15	0	0	1	0	1	2
15-19	14	17	11	13	13	68
20-24	50	43	52	40	38	223
25-29	45	60	48	46	50	249
30-34	28	37	53	46	35	199
35-39	28	32	39	34	34	167
40-44	24	24	29	26	31	134
45-49	29	31	33	23	26	142
50-54	20	26	25	23	20	114
55-59	18	16	15	23	22	94
60-64	13	16	13	13	12	67
65-69	3	10	13	7	8	41
70+	6	5	9	8	10	38
Unknown	0	0	0	2	1	3
<b>Total</b>	<b>278</b>	<b>317</b>	<b>341</b>	<b>304</b>	<b>301</b>	<b>1,541</b>

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<b>Table S-3. Impaired Driving Fatal Crashes by 'Contributed To' Driver Gender, State Data 2015-2019</b>						
<b>Gender</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
Female	49	61	65	66	76	317
Male	229	256	276	236	224	1,221
Unknown	0	0	0	2	1	3
<b>Total</b>	<b>278</b>	<b>317</b>	<b>341</b>	<b>304</b>	<b>301</b>	<b>1,541</b>

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<b>Table S-4. Impaired Driving Fatal Crashes by 'Contributed To' Driver Ethnicity, State Data 2015-2019</b>						
<b>Ethnicity</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
Caucasian	186	198	217	167	173	941
African American	85	108	104	125	111	533
Hispanic	4	8	18	7	13	50
Other	3	3	2	0	3	11
Alaskan Native/ American Indian	0	0	0	3	0	3
Unknown	0	0	0	2	1	3
<b>Total</b>	<b>278</b>	<b>317</b>	<b>341</b>	<b>304</b>	<b>301</b>	<b>1,541</b>

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### Alcohol-Impaired Driving Fatalities: BAC Percentages

As shown in **Table 18**, from 2015 through 2019, the percentage of fatalities in South Carolina in which the highest BAC in the crash was 0.08 or above was 30.20%, and approximately only 5% of the known BAC test results were in the 0.01 to 0.07 range. Additional analysis shows about 20.60% of these fatal collisions had a driver with double the legal limit of alcohol or more in their system at the time of the crash.

<b>Table 18. Fatalities by Highest BAC in Crash</b>	
<b>Highest BAC</b>	<b>Number of Fatal Collisions</b>
<b>0.00</b>	3,025
<b>0.01-0.07</b>	232
<b>0.08-0.14</b>	448
<b>0.15-0.21</b>	547
<b>0.22-0.28</b>	302
<b>0.29-0.35</b>	85
<b>0.36+</b>	27
<b>Total**</b>	<b>4,666</b>

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*Pieces may not sum to total due to rounding from imputation method.

## Alcohol-Impaired Driving Fatalities: Month, Day, and Time

As shown in **Table 19**, the three months with the greatest number of alcohol-impairment-related fatal collisions in South Carolina during the 2015-2019 period were May (137 collisions, 9.73% of the total), October (133 collisions, 9.42% of total), and July (126 collisions, 8.96% of total). Nationwide, the three months with the greatest percentage of such collisions were July (9.36%), August (9.21%), and May (9.07%).

During the timeframe 2015-2019, alcohol-impairment-related fatal collisions were more common on the weekends and Fridays than on other days of the week for South Carolina and the US as a whole. In South Carolina, the most alcohol-impairment-related fatal collisions occurred on Saturdays (355 collisions, 25.18% of total), followed by Sundays (293 collisions, 20.81%), and then Fridays (197 collisions, 13.97%). The same pattern was observed for the nation. Nationally, 22.29% of alcohol-impairment-related fatal collisions occurred on Saturdays, 21.26% on Sundays, and 15.03% on Fridays.

During the five years 2015-2019, alcohol-impairment-related fatal collisions were much more common after 6 p.m. and before 3 a.m. for South Carolina and the US as a whole. In South Carolina, the most alcohol-impairment-related fatal collisions occurred between 9 p.m. to midnight (324 collisions, 22.96%), midnight and 3 a.m. (301 collisions, 21.37%), followed by 6 p.m. to 9 p.m. (283 collisions, 20.08%). Nationwide the pattern was somewhat similar; a total of 22.32% of alcohol-impairment-related fatal collisions occurred between midnight and 3 a.m., 21.42% between 9 p.m. and midnight, and 18.45% between 6 p.m. and 9 p.m. It should be noted that, when adding the 3 a.m. to 6 a.m. (177, 12.58%) and 3 p.m. to 6 p.m. (151, 10.74%) timeframes to the equation, 87.72% of South Carolina's alcohol-impairment-related fatal collisions occurred between the hours of 3 p.m. and 6 a.m.

<b>Table 19. Alcohol-Impairment Related Fatal Crashes* by Month, Day of Week, and Time of Day: Totals 2015-2019</b>				
	<b>South Carolina N= 1,409</b>		<b>U.S. N= 48,116</b>	
	<b>N</b>	<b>%</b>	<b>N</b>	<b>%</b>
<b>MONTH</b>				
<b>January</b>	109	7.75%	3,405	7.08%
<b>February</b>	105	7.48%	3,159	6.56%
<b>March</b>	122	8.65%	3,718	7.73%
<b>April</b>	112	7.94%	3,879	8.06%
<b>May</b>	137	9.73%	4,364	9.07%
<b>June</b>	110	7.78%	4,251	8.83%
<b>July</b>	126	8.96%	4,505	9.36%
<b>August</b>	120	8.48%	4,430	9.21%
<b>September</b>	118	8.34%	4,336	9.01%
<b>October</b>	133	9.42%	4,269	8.87%
<b>November</b>	107	7.59%	3,912	8.13%
<b>December</b>	111	7.88%	3,889	8.08%
<b>DAY OF WEEK</b>				
<b>Sunday</b>	293	20.81%	10,231	21.26%

<b>Table 19. Alcohol-Impairment Related Fatal Crashes* by Month, Day of Week, and Time of Day: Totals 2015-2019</b>				
	<b>South Carolina N= 1,409</b>		<b>U.S. N= 48,116</b>	
	<b>N</b>	<b>%</b>	<b>N</b>	<b>%</b>
<b>Monday</b>	132	9.38%	5,089	10.58%
<b>Tuesday</b>	134	9.51%	4,635	9.63%
<b>Wednesday</b>	139	9.86%	4,811	10.00%
<b>Thursday</b>	159	11.28%	5,391	11.20%
<b>Friday</b>	197	13.97%	7,232	15.03%
<b>Saturday</b>	355	25.18%	10,726	22.29%
<b>TIME OF DAY</b>				
<b>0:00am-2:59am</b>	301	21.37%	10,737	22.32%
<b>3:00am-5:59am</b>	177	12.58%	5,714	11.88%
<b>6:00am-8:59am</b>	65	4.58%	2,263	4.70%
<b>9:00am-11:59am</b>	38	2.70%	1,525	3.17%
<b>12:00pm-2:59pm</b>	70	4.98%	2,708	5.63%
<b>3:00pm-5:59pm</b>	151	10.74%	5,453	11.33%
<b>6:00pm-8:59pm</b>	283	20.08%	8,877	18.45%
<b>9:00pm-11:59pm</b>	324	22.96%	10,305	21.42%
<b>Unknown Hours</b>			535	1.11%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*Based on fatal collisions in which any collision participant had a BAC of 0.08 or above. Total fatal collisions may differ slightly depending on grouping (month, day, time) due to imputation method.

### Alcohol-Impaired Fatalities: Route Category

As shown in **Table 20**, during 2015-2019, over half (62.85%) of impaired driving-related fatalities in SC occurred on State Highways, followed by U.S. Highways (21.70%), Interstates (9.14%), and County Roads (6.17%). Local street (Frontage Roads, Other, and Municipalities) routes had the least number of impaired driving-related fatalities with 0.07%, 0.07%, and 0.00% of the total number of fatalities, respectively.

<b>Table 20. Alcohol-Impaired Driving Fatalities by Route Category: Totals 2015-2019</b>		
<b>Route Category</b>	<b>Number of Fatalities</b>	<b>Percentage of Total</b>
<b>Interstate</b>	140	9.14%
<b>U.S. Highway</b>	332	21.70%
<b>State Highway</b>	961	62.85%
<b>County Road</b>	94	6.17%
<b>Local Street - Municipality</b>	0	0.00%
<b>Local Street - Frontage Road</b>	1	0.07%
<b>Other</b>	1	0.07%
<b>Total</b>	<b>1,529</b>	<b>100.0%</b>

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### Alcohol-Impaired Fatal and Severe-Injury Collisions

The Office of Highway Safety and Justice Programs' (OHSJP) SARS also reviewed the counties with the highest reported frequencies of fatal and severe-injury DUI-related collisions in South Carolina from 2015 to 2019. Combining DUI-related "fatal and severe-injury" data is another way that the OHSJP analyzed the impaired-driving problem in the state. As shown in **Table S-5**, during

the five-year time frame 2015-2019, the counties identified as experiencing the most DUI-related fatal and severe-injury collisions were Greenville (347), Horry (231), Lexington (230), Spartanburg (214), Anderson (196), Richland (193), Charleston (184), York (154), Berkeley (131), Aiken (111), Florence (100), Laurens (95), Orangeburg (92), Beaufort (88), Dorchester (81), Lancaster (77), Darlington (74), Oconee (73), Pickens (69), Kershaw (66), and Cherokee (66). These counties were identified during the FFY 2022 Problem Identification process as priority areas for Impaired Driving Countermeasures projects.

<b>Table S-5. All Fatal and Severe Injury Alcohol and/or Drug Collisions, State Data 2015-2019</b>							
<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>	<b>% DUI 2015-2019</b>
<b>Greenville</b>	70	88	71	63	55	347	23.91%
<b>Horry</b>	55	40	52	31	53	231	17.38%
<b>Lexington</b>	44	52	49	49	36	230	28.57%
<b>Spartanburg</b>	48	50	28	41	47	214	21.17%
<b>Anderson</b>	42	36	54	33	31	196	23.70%
<b>Richland</b>	41	47	31	38	36	193	20.89%
<b>Charleston</b>	24	31	46	38	45	184	13.12%
<b>York</b>	28	29	26	31	40	154	22.71%
<b>Berkeley</b>	28	27	29	23	24	131	22.39%
<b>Aiken</b>	24	27	20	23	17	111	24.56%
<b>Florence</b>	14	19	20	22	25	100	20.62%
<b>Laurens</b>	22	17	20	18	18	95	28.19%
<b>Orangeburg</b>	21	18	15	17	21	92	19.74%
<b>Beaufort</b>	18	17	24	17	12	88	18.57%
<b>Dorchester</b>	19	16	19	8	19	81	22.25%
<b>Lancaster</b>	18	20	16	9	14	77	22.85%
<b>Darlington</b>	17	17	12	10	18	74	29.84%
<b>Oconee</b>	16	8	17	12	20	73	25.44%
<b>Pickens</b>	12	14	13	10	20	69	19.38%
<b>Kershaw</b>	8	17	16	13	12	66	28.33%
<b>Cherokee</b>	15	15	16	8	12	66	25.58%
Colleton	19	11	12	11	12	65	24.62%
Sumter	10	16	13	10	16	65	20.19%
Greenwood	16	9	11	11	12	59	23.89%
Chesterfield	13	12	10	8	11	54	27.27%
Jasper	9	12	5	6	15	47	20.89%
Clarendon	10	9	9	4	14	46	27.22%
Chester	7	10	10	10	5	42	21.32%
Georgetown	13	5	10	8	5	41	14.75%
Williamsburg	12	6	7	6	7	38	19.69%
Abbeville	5	4	13	3	7	32	35.16%
Lee	7	5	4	9	6	31	36.47%
Union	6	6	4	8	4	28	26.17%
Newberry	9	10	4	4	0	27	17.42%
Fairfield	3	7	5	6	5	26	19.85%
Barnwell	7	4	3	3	3	20	22.47%
Edgefield	4	5	3	2	6	20	25.64%
Marion	3	2	4	2	6	17	15.45%

<b>Table S-5. All Fatal and Severe Injury Alcohol and/or Drug Collisions, State Data 2015-2019</b>							
<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>	<b>% DUI 2015-2019</b>
Dillon	2	2	6	2	4	16	12.90%
Saluda	2	5	4	1	4	16	24.24%
Hampton	3	1	2	6	2	14	15.38%
Marlboro	3	2	0	2	5	12	12.24%
Bamberg	2	3	1	3	1	10	14.93%
Calhoun	0	2	2	3	2	9	12.16%
McCormick	2	2	1	0	3	8	21.62%
Allendale	1	1	2	1	2	7	14.89%
<b>Total</b>	<b>752</b>	<b>756</b>	<b>739</b>	<b>643</b>	<b>732</b>	<b>3,622</b>	<b>21.49%</b>

### Associated Performance Measures

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	Annual	305

### Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>	<b>Description Located on Page No.</b>
Highway Safety Office Program Management	65
Court Monitoring	135
High Visibility DUI Enforcement	136
Law Enforcement Training	144
Prosecution	147



## **Countermeasures Strategy: Court Monitoring**

**Program Area:** Impaired Driving (Drug and Alcohol)

### **Project Safety Impacts**

Court monitoring facilitates the identification of areas of improvement within the court system and laws as they pertain to the issue of DUI. Improving the judicial system as a result of the collection and analysis of data through court monitoring represents a significant positive traffic safety impact.

### **Linkage Between Program Area**

Though South Carolina has experienced significant reductions in alcohol-impaired driving traffic fatalities in recent years, the most recent FARS data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 285 people died on South Carolina roadways in 2019 as a result of an alcohol-impaired driving collision. The state is also challenged with a DUI law in need of strengthening, as it currently does not function in the state at the deterrence level required to prevent impaired driving or reduce impaired driving recidivism. Additionally, law enforcement officers, who are not trained attorneys, are required to prosecute their own DUI cases. This practice removes law enforcement officers from roadway responsibilities in actively conducting traffic enforcement and has caused a great number of DUI cases to be dismissed or pled to lesser charges. Court monitoring programs in priority counties for fatal and severe-injury alcohol and drug-related collisions will work to ensure accountability of the judicial process, and essentially increase the DUI conviction rate. A higher DUI conviction rate will serve as a deterrent to prevent impaired driving and reduce impaired driving recidivism.

### **Rationale for selection**

Court monitoring has been proven as an effective strategy for reducing recidivism and increasing conviction rates for alcohol- and drug-impaired driving cases as outlined in NHTSA's *Countermeasures that Work*, Ninth Edition, 2017, page 1-38.

### **Planned Activity in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>	<b>Description Located on Page No.</b>
M4X	Court Monitoring	136

**Planned Activity:** Court Monitoring

**Planned activity number:** M4X

**Primary Countermeasure Strategy ID:** Court Monitoring

**Planned Activity Description:**

Mothers Against Drunk Driving (MADD) SC’s Court Monitoring Program provides data on how many cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. MADD SC will continue its court monitoring program to record data on DUI court cases to gather relevant statistics, so that areas of improvement within the court system and laws can be identified. During FFY 2022, the OHSJP will utilize grant funding for MADD SC’s Coastal Court Monitoring program. This program serves the priority counties of Horry, Berkeley and Charleston. The OHSJP will also utilize grant funding for MADD SC’s Midlands/Upstate Court Monitoring Program, which serves the priority counties of Greenville, Richland, Lexington and Spartanburg.

**Intended Subrecipient(s):** Mothers Against Drunk Driving (MADD)

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d MID	Court Monitoring	\$173,601	43,400.25	\$0.00

**Countermeasures Strategy: High Visibility DUI Enforcement**

**Program Area:** Impaired Driving (Drug and Alcohol)

**Project Safety Impacts**

The state will seek to reduce the impaired driving rate through a continued educational program alerting the state's citizens to the dangers of impaired driving, and these educational messages will be tied to aggressive impaired driving enforcement. Heightened public awareness and aggressive enforcement will serve as a deterrent to the behavior of impaired driving, and thus reduce the occurrence of this behavior. Given the high average impaired driving fatality rate in the state, efforts to reduce the occurrence of impaired driving in the state have the potential to produce a significant and positive impact.

## Linkage Between Program Area

Based on the analysis of the problem identification data, South Carolina faces significant issues related to impaired driving. Allocating funds to high-visibility enforcement of the state's DUI laws will facilitate the state's achievement of the outlined Impaired Driving performance targets. Achievement of these performance targets will serve to reduce collisions, severe-injuries, and fatalities in the state.

## Rationale for selection

High visibility enforcement has been cited as an effective countermeasure to curb alcohol-impaired driving as outlined in NHTSA's *Countermeasures that Work*, Ninth Edition, 2017, page 1-24.

## Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
M4HVE	DUI Enforcement Teams	137
164AL	Alcohol-impaired driving enforcement teams	141

**Planned Activity:** DUI Enforcement Teams

**Planned activity number:** M4HVE

**Primary Countermeasure Strategy ID:** High Visibility DUI Enforcement

### Planned Activity Description:

The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic collisions, injuries, and fatalities in FFY 2022. The DUI enforcement campaign will focus predominantly on the SC Highway Patrol (SCHP) for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. The SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. The SCHP, during FFY 2022, will conduct special DUI enforcement emphases once a month on weekends from December 2021 to September 2022. The enforcement efforts will be supported by monthly media components. The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts.

Educational efforts will again utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty priority counties (Greenville, Horry, Lexington, Spartanburg, Anderson, Richland, Charleston, York, Berkeley, Aiken, Florence, Laurens, Orangeburg, Beaufort, Dorchester, Lancaster, Darlington, Oconee, Pickens and Kershaw), which represent approximately 81%% of the state’s population (based on the most recent Census population estimate for July 1, 2019) and 77.47% of the state’s impaired driving fatal and severe injury collisions (as seen in **Table S-5**) for the five-year period 2015 to 2019.

A high-visibility statewide enforcement and education campaign *Buckle up, SC. It’s the law and it’s enforced.*, is conducted each year around the Memorial Day holiday modeled after the national *Click it or Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state’s minority populations. In FFY 2022, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well, particularly as it relates to alcohol-impaired driving. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is apparent that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI, as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

To date, a total of four (4) Alcohol/DUI enforcement units will be developed and implemented in those areas identified during the Problem Identification process as areas in which the analysis of traffic collision and citation data indicate a major impaired driving problem. The projects selected for funding are located in counties identified as having a significant problem with Alcohol and/or Drug-related traffic collisions, serious injuries, and fatalities (see **Table S-5** below. Priority counties are highlighted in red).

<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>	<b>% DUI 2015-2019</b>
<b>Greenville</b>	70	88	71	63	55	347	23.91%
<b>Horry</b>	55	40	52	31	53	231	17.38%
<b>Lexington</b>	44	52	49	49	36	230	28.57%
<b>Spartanburg</b>	48	50	28	41	47	214	21.17%
<b>Anderson</b>	42	36	54	33	31	196	23.70%
<b>Richland</b>	41	47	31	38	36	193	20.89%
<b>Charleston</b>	24	31	46	38	45	184	13.12%
<b>York</b>	28	29	26	31	40	154	22.71%
<b>Berkeley</b>	28	27	29	23	24	131	22.39%

<b>Table S-5. All Fatal and Severe Injury Alcohol and/or Drug Collisions, State Data 2015-2019</b>							
<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>	<b>% DUI 2015-2019</b>
<b>Aiken</b>	24	27	20	23	17	111	24.56%
<b>Florence</b>	14	19	20	22	25	100	20.62%
<b>Laurens</b>	22	17	20	18	18	95	28.19%
<b>Orangeburg</b>	21	18	15	17	21	92	19.74%
<b>Beaufort</b>	18	17	24	17	12	88	18.57%
<b>Dorchester</b>	19	16	19	8	19	81	22.25%
<b>Lancaster</b>	18	20	16	9	14	77	22.85%
<b>Darlington</b>	17	17	12	10	18	74	29.84%
<b>Oconee</b>	16	8	17	12	20	73	25.44%
<b>Pickens</b>	12	14	13	10	20	69	19.38%
<b>Kershaw</b>	8	17	16	13	12	66	28.33%
<b>Cherokee</b>	15	15	16	8	12	66	25.58%
Colleton	19	11	12	11	12	65	24.62%
Sumter	10	16	13	10	16	65	20.19%
Greenwood	16	9	11	11	12	59	23.89%
Chesterfield	13	12	10	8	11	54	27.27%
Jasper	9	12	5	6	15	47	20.89%
Clarendon	10	9	9	4	14	46	27.22%
Chester	7	10	10	10	5	42	21.32%
Georgetown	13	5	10	8	5	41	14.75%
Williamsburg	12	6	7	6	7	38	19.69%
Abbeville	5	4	13	3	7	32	35.16%
Lee	7	5	4	9	6	31	36.47%
Union	6	6	4	8	4	28	26.17%
Newberry	9	10	4	4	0	27	17.42%
Fairfield	3	7	5	6	5	26	19.85%
Barnwell	7	4	3	3	3	20	22.47%
Edgefield	4	5	3	2	6	20	25.64%
Marion	3	2	4	2	6	17	15.45%
Dillon	2	2	6	2	4	16	12.90%
Saluda	2	5	4	1	4	16	24.24%
Hampton	3	1	2	6	2	14	15.38%
Marlboro	3	2	0	2	5	12	12.24%
Bamberg	2	3	1	3	1	10	14.93%
Calhoun	0	2	2	3	2	9	12.16%
McCormick	2	2	1	0	3	8	21.62%
Allendale	1	1	2	1	2	7	14.89%
<b>Total</b>	<b>752</b>	<b>756</b>	<b>739</b>	<b>643</b>	<b>732</b>	<b>3,622</b>	<b>21.49%</b>

The state will contract with the four host agencies to provide 6,180-9,788 hours of impaired driving countermeasures activity during FFY 2022 in the counties of Berkeley (2 projects), Lancaster (1 project), and Dorchester (1 project). Two of these four projects will be implemented in county sheriffs' offices. The hours will be split, with 75% spent towards alcohol-impaired driving and the other 25% on general DUI enforcement. The projects will focus exclusively on alcohol-impaired driving enforcement 75% of the time, and general DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators for the remaining 25% of the time. Activities will

include educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 6,180-9,788 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which NHTSA's FARS data demonstrates to be those during which the most DUI-related fatal collisions occur in the state (approximately 1,236 or 87.72% of the 1,409 DUI-related fatal collisions during the years of 2015-2019). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI-related collisions within their respective jurisdictions.

During the FFY 2022 grant cycle, DUI enforcement project activity will include the following: participation in at least 4 public safety checkpoints; participation in a minimum of 12 saturation patrols; and issuing at least 12 press releases to the local media or social media posts detailing the activities of the grant projects. Additionally, DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Additionally, of the 21 approved and awarded enforcement projects, seventeen (17) are Police Traffic Services projects, which will fund a total of 40,440-62,820 hours of general traffic and speed enforcement activity in municipalities located in priority counties. These projects will also encompass DUI enforcement efforts as each project requires the grant-funded officers (Section 402-funded) to engage in aggressive DUI enforcement activity.

The intended subrecipients for Planned Activity Number M4HVE listed in the chart below represent but one part of the foundation on which the state has built a response to the impaired driving problem for the FFY 2022 Highway Safety Plan. The OHSJP is conducting a Highway Safety Grant Special Solicitation for FFY 2022 Impaired Driving Countermeasures Projects. The application deadline is June 30, 2021; therefore, the number of projects to be implemented will be more than what is presented in this version of the FFY 2022 Highway Safety Plan.

**Intended Subrecipients**

<b>Agency</b>	<b>County</b>	<b>Project Title</b>
Berkeley County Sheriff's Office	Berkeley	Building DUI Capacity - 2022
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures Officer
Lancaster County Sheriff's Office	Lancaster	Impaired Driving Enforcement
Town of Summerville	Dorchester	Summerville Specialized DUI Enforcement

**Planned Activity:** Alcohol Impaired Driving Enforcement Teams

**Planned activity number:** 164AL

**Primary Countermeasure Strategy ID:** High Visibility DUI Enforcement

**Planned Activity Description**

To date, a total of four (4) Alcohol/DUI enforcement units will be developed and implemented in those areas identified during the Problem Identification process as areas in which the analysis of traffic collision and citation data indicate a major impaired driving problem. The projects selected for funding are located in counties identified as having a significant problem with Alcohol and/or Drug-related traffic collisions, serious injuries, and fatalities (see **Table S-5** below. Priority counties are highlighted in red).

<b>Table S-5. All Fatal and Severe Injury Alcohol and/or Drug Collisions, State Data 2015-2019</b>							
<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>	<b>% DUI 2015-2019</b>
<b>Greenville</b>	70	88	71	63	55	347	23.91%
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<b>Lexington</b>	44	52	49	49	36	230	28.57%
<b>Spartanburg</b>	48	50	28	41	47	214	21.17%
<b>Anderson</b>	42	36	54	33	31	196	23.70%
<b>Richland</b>	41	47	31	38	36	193	20.89%
<b>Charleston</b>	24	31	46	38	45	184	13.12%
<b>York</b>	28	29	26	31	40	154	22.71%
<b>Berkeley</b>	28	27	29	23	24	131	22.39%
<b>Aiken</b>	24	27	20	23	17	111	24.56%
<b>Florence</b>	14	19	20	22	25	100	20.62%
<b>Laurens</b>	22	17	20	18	18	95	28.19%
<b>Orangeburg</b>	21	18	15	17	21	92	19.74%
<b>Beaufort</b>	18	17	24	17	12	88	18.57%
<b>Dorchester</b>	19	16	19	8	19	81	22.25%
<b>Lancaster</b>	18	20	16	9	14	77	22.85%
<b>Darlington</b>	17	17	12	10	18	74	29.84%
<b>Oconee</b>	16	8	17	12	20	73	25.44%
<b>Pickens</b>	12	14	13	10	20	69	19.38%
<b>Kershaw</b>	8	17	16	13	12	66	28.33%
<b>Cherokee</b>	15	15	16	8	12	66	25.58%
Colleton	19	11	12	11	12	65	24.62%
Sumter	10	16	13	10	16	65	20.19%
Greenwood	16	9	11	11	12	59	23.89%
Chesterfield	13	12	10	8	11	54	27.27%
Jasper	9	12	5	6	15	47	20.89%
Clarendon	10	9	9	4	14	46	27.22%
Chester	7	10	10	10	5	42	21.32%
Georgetown	13	5	10	8	5	41	14.75%
Williamsburg	12	6	7	6	7	38	19.69%
Abbeville	5	4	13	3	7	32	35.16%
Lee	7	5	4	9	6	31	36.47%

<b>Table S-5. All Fatal and Severe Injury Alcohol and/or Drug Collisions, State Data 2015-2019</b>							
<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>	<b>% DUI 2015-2019</b>
Union	6	6	4	8	4	28	26.17%
Newberry	9	10	4	4	0	27	17.42%
Fairfield	3	7	5	6	5	26	19.85%
Barnwell	7	4	3	3	3	20	22.47%
Edgefield	4	5	3	2	6	20	25.64%
Marion	3	2	4	2	6	17	15.45%
Dillon	2	2	6	2	4	16	12.90%
Saluda	2	5	4	1	4	16	24.24%
Hampton	3	1	2	6	2	14	15.38%
Marlboro	3	2	0	2	5	12	12.24%
Bamberg	2	3	1	3	1	10	14.93%
Calhoun	0	2	2	3	2	9	12.16%
McCormick	2	2	1	0	3	8	21.62%
Allendale	1	1	2	1	2	7	14.89%
<b>Total</b>	<b>752</b>	<b>756</b>	<b>739</b>	<b>643</b>	<b>732</b>	<b>3,622</b>	<b>21.49%</b>

The state will contract with the four host agencies to provide 6,180-9,788 hours of impaired driving countermeasures activity during FFY 2022 in the counties of Berkeley (2 projects), Lancaster (1 project), and Dorchester (1 project). Two of these four projects will be implemented in county sheriffs' offices. The hours will be split, with 75% spent towards alcohol-impaired driving and the other 25% on general DUI enforcement. The projects will focus exclusively on alcohol-impaired driving enforcement 75% of the time, and general DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators for the remaining 25% of the time. Activities will include educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 6,180-9,788 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which NHTSA's FARS data demonstrates to be those during which the most DUI-related fatal collisions occur in the state (approximately 1,236 or 87.72% of the 1,409 DUI-related fatal collisions during the years of 2015-2019). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI-related collisions within their respective jurisdictions.

During the FFY 2022 grant cycle, DUI enforcement project activity will include the following: participation in at least 4 public safety checkpoints; participation in a minimum of 12 saturation patrols; and issuing at least 12 press releases to the local media or social media posts detailing the activities of the grant projects. Additionally, DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).



Additionally, of the 21 approved and awarded enforcement projects, seventeen (17) are Police Traffic Services projects, which will fund a total of 40,440-62,820 hours of general traffic and speed enforcement activity in municipalities located in priority counties. These projects will also encompass DUI enforcement efforts as each project requires the grant-funded officers (Section 402-funded) to engage in aggressive DUI enforcement activity.

The intended subrecipients for Planned Activity Number 164AL listed in the chart below represent but one part of the foundation on which the state has built a response to the impaired driving problem for the FFY 2022 Highway Safety Plan. The OHSJP is conducting a Highway Safety Grant Special Solicitation for FFY 2022 Impaired Driving Countermeasures Projects. The application deadline is June 30, 2021; therefore, the number of projects to be implemented will be more than what is presented in this version of the FFY 2022 Highway Safety Plan.

### Intended Subrecipients

Agency	County	Project Title
Berkeley County Sheriff's Office	Berkeley	Building DUI Capacity - 2022
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures Officer
Lancaster County Sheriff's Office	Lancaster	Impaired Driving Enforcement
Town of Summerville	Dorchester	Summerville Specialized DUI Enforcement

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d MID	(FAST) Impaired Driving HVE	\$85,794	\$21,448.50	\$0.00
2019/2020	164AL	Alcohol-related Enforcement/Court Support	\$257,384	\$0.00	\$257,384

### Major Purchases and Dispositions

There are no major equipment items requested for the above Impaired Driving projects.

## **Countermeasures Strategy: Law Enforcement Training**

**Program Area:** Impaired Driving (Drug and Alcohol)

### **Project Safety Impacts**

Impaired driving is a substantial problem in the state of South Carolina, and in order to protect other roadway users, it is important to remove those who choose to drive while impaired from the roadways. Law enforcement training, intended to help officers better identify impaired drivers, is a vital component of reducing impaired driving-related collisions, severe-injuries, and fatalities in the state. As such, law enforcement training for the detection of impaired drivers would have a significant and positive traffic safety impact in South Carolina.

### **Linkage Between Program Area**

Law enforcement training for the detection of impaired drivers would enhance law enforcement officers' ability to quickly and accurately identify impaired drivers. If these highly trained officers conduct high visibility enforcement, it would serve as a high level deterrent to the behavior of impaired driving in the state, and it would also more efficiently remove those individuals who choose to drive while impaired from the roadways before they have an opportunity to harm themselves and/or others. As such, allocating funds for the countermeasure strategy of law enforcement training will facilitate the state's achievement of the outlined Impaired Driving Countermeasures performance targets, which will ultimately serve to reduce collisions, severe-injuries, and fatalities in the state.

### **Rationale for Selection**

High-visibility enforcement mobilizations, public safety checkpoints, and using law enforcement officers who are highly trained in the detection of impaired driving, have been cited as being effective in reducing alcohol-related fatal collisions when accompanied by public information campaigns and publicity of such events.

## Planned Activity in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
M4TR	Impaired Driving Countermeasures Training for Law Enforcement	145

**Planned Activity:** Impaired Driving Countermeasures Training for Law Enforcement

**Planned activity number:** M4TR

**Primary Countermeasure Strategy ID:** Law Enforcement Training

### Planned Activity Description:

In the state of South Carolina, the SC Criminal Justice Academy (SCCJA) is the only authorized law enforcement training facility. The SCCJA provides basic training for all law enforcement, detention, and telecommunications officers. The SCCJA will continue the Impaired Driving Countermeasures Training for Law Enforcement project. Since 2010, the SCCJA has provided at least 32 hours of impaired driving and breath testing-related training to thousands of Basic Law Enforcement Academy students. This training includes the 24-hour NHTSA/IACP DUI Detection and Standardized Field Sobriety Testing (SFST) Practitioner Course and the 8-hour DataMaster DMT Operator Course. Basic Law Enforcement students are required to certify in both of these disciplines in order to continue on in training and ultimately graduate from the Academy as a Class 1 Officer. The NHTSA/IACP DUI Detection and SFST Instructor Development Course are also taught solely at the SCCJA. The core course is intended to span 32 hours; however, the SCCJA has added vital training elements to provide a 39-hour course. This course has helped create over 528 currently active adjunct DUI Detection/SFST Instructors throughout the state. The DUI Detection/SFST Practitioner Course is also offered in the field as a stand-alone course, and while the adjunct instructors are certified to instruct the course, the Impaired Driving Countermeasures Training Coordinator (IDCTC) and other SCCJA instructors are often asked to provide instruction and oversight.

Officers who are certified as DUI Detection/SFST Practitioners are required to renew their certification every two years. This is done via an online recertification course as well as an SFST Proficiency conducted in front of a DUI Detection/SFST Instructor. Failure to complete the recertification course within the allotted time or with the required grade results in decertification and requires that the officer attend the full DUI Detection/SFST Practitioner Course. DUI Detection/SFST Instructors are also required to recertify through course instruction and/or the proctoring of multiple SFST Proficiencies.

The South Carolina Drug Evaluation and Classification Program (DECP) has grown significantly since the SCCJA began coordination of the program in 2009. Up to that point, South Carolina had 50 Drug Recognition Experts (DREs). At the end of FFY 2020 there were approximately 105 active DREs. While new DREs are added to the roster each year, the active DRE number changes due to DREs retiring, moving out of law enforcement or out of state, and not recertifying.

Two DRE Schools and Two DRE Instructor schools are held each year. South Carolina currently has 26 DRE Instructors who are integral to properly teaching the DRE Schools and successfully conducting the Field Certification and Final Knowledge Examination phases. Since the first SCCJA-led DRE school graduated, South Carolina DREs have conducted 4,073 evaluations. The IDCTC works continuously to promote the use of DREs throughout the state and is making efforts to enhance training opportunities for the DREs. The IDCTC also provides a multitude of Advanced Roadside Impaired Driving Enforcement (ARIDE) course training opportunities to those trained in and experienced with impaired driving enforcement and investigations. A major goal of the IDCTC is to have all South Carolina Highway Patrol troopers (ranked Corporal and below) trained in ARIDE. The increase in ARIDE training should increase the utilization of the state's DREs in the field.

The purpose of Law Enforcement Training Projects for Impaired Driving is to provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. With South Carolina's status as one of the top states in the nation for the number of impaired-driving-related fatalities, such training is critical if the numbers of impaired-driving-related collisions, severe-injuries, and fatalities are to be reduced.

**Intended subrecipient(s):** South Carolina Criminal Justice Academy

**Funding Sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2021	FAST Act 405d MID	405d High- Training	\$216,470	\$54,117.50	\$0.00

## **Countermeasures Strategy: Prosecution**

**Program Area:** Impaired Driving (Drug and Alcohol)

### **Project Safety Impacts**

The state of South Carolina is challenged by the fact that most prosecutions at the first-offense level are done by the arresting law enforcement officer. While some of these officers reportedly are effective advocates, they often face skilled defense attorneys and are faced with legal arguments that they are unprepared to answer. DUI litigation can also be very complex, resulting in dismissals and “not guilty” findings in cases in which skilled prosecutors are unavailable. Some members of law enforcement are also uncomfortable stepping into the role of prosecuting cases. This practice could result in a hesitancy to make arrests on the part of law enforcement. This practice of law enforcement serving as the prosecution in DUI cases is a challenging problem which is likely a hindrance to reducing impaired driving. As such, implementing a prosecution countermeasure strategy that staffs courts with licensed and trained attorneys to prosecute DUI cases rather than the arresting officers will have a positive traffic safety impact in that it will increase conviction rates and allow officers to remain on the roadways conducting enforcement, rather than in the courtroom trying cases. This strategy would increase the state's Criminal Justice system to function at the level of deterrence outlined in the Countermeasures that Work document.

### **Linkage Between Program Area**

The state of South Carolina has historically ranked as one of the top states in the nation for the number of impaired-driving-related fatalities, and the most recent FARS data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 285 people died on South Carolina roadways in 2019 as a result of an alcohol-impaired driving collision. Given the high alcohol-impaired driving fatality rate, it is clear that efforts to reduce the behavior of impaired driving are needed. Stronger DUI laws and greater conviction rates can serve as a deterrent to the behavior, and greater conviction rates can be achieved by placing special DUI prosecutors in each of the state's judicial circuits through the funding of prosecutorial projects. These projects will decrease the amount of time a law enforcement officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals. Allocating funds to prosecutorial projects will facilitate the state's achievement of the outlined Impaired Driving Countermeasures performance targets, which will serve to reduce collisions, severe-injuries, and fatalities in the state.

### **Rationale for Selection**

DUI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors or, as is the case in the state of South Carolina, to the arresting officer. Given the results of one survey, which indicated that about half of prosecutors and judges said the

training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DUI cases (Robertson & Simpson, 2002a), it is clear that prosecutors experienced in prosecuting DUI cases are needed. Prosecutorial projects such as those posed under this countermeasure strategy will place experienced DUI prosecutors in the judicial circuits and municipalities in which they are needed most, and it will also allow for continued funding for a Traffic Safety Resource Prosecutor for the state.

### **Planned Activity in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>	<b>Description Located on Page No.</b>
M4CS	Prosecution	148

**Planned Activity:** Prosecution

**Planned activity number:** M4CS

**Primary Countermeasure Strategy ID:** Prosecution

### **Planned Activity Description:**

In South Carolina, for the majority of the DUI cases, the arresting officer is responsible for the prosecution of his/her own DUI case(s). While some of these officers reportedly are effective advocates, they often face skilled defense attorneys and are faced with legal arguments that they are unprepared to answer. DUI litigation can also be very complex, resulting in dismissals and “not guilty” findings in cases in which skilled prosecutors are unavailable. Some members of law enforcement are also uncomfortable stepping into the role of prosecuting cases. This practice could result in a hesitancy to make arrests on the part of law enforcement. This practice of law enforcement serving as the prosecution in DUI cases is a challenging problem which is likely a hindrance to reducing impaired driving. To help alleviate some of these issues, efforts are being made by the South Carolina Commission on Prosecution Coordination (SCCPC) to assist prosecutors, with less experience, and arresting officers through the use of the Traffic Safety Resource Prosecutor.

Funding has been and will continue to be made available from the South Carolina Office of Highway Safety and Justice Programs for a Traffic Safety Resource Prosecutor (TSRP) who operates through the South Carolina Commission on Prosecution Coordination (SCCPC). The TSRP is a vital resource for DUI prosecution and education. The TSRP provides seminars, trainings, newsletters, and technical assistance to solicitors, law enforcement, and the judiciary, as well as local prosecutors. The TSRP is a strong link in the effort to prosecute impaired drivers at

all levels. The TSRP program in the state reduces the use of diversion programs through its educational efforts.

In addition to the TSRP program, the state implemented a State Judicial Outreach Liaison (SJOL) program in July 2020. South Carolina's SJOL is a current judge who is experienced in handling and prosecuting DUI cases. While remaining independent and impartial, the SJOL serves as a statewide resource for the judiciary and other members of the highway safety community dealing with court cases involving impaired driving by sharing information and providing education to judges and other court personnel. During year one of program implementation, the SJOL has worked closely with the state's TSRP, provided support to state-level and summary court-level judges and stakeholders involved in impaired driving cases; served as a liaison between the SHSO and state judiciary, and researched, prepared, and presented topics involving impaired-driving traffic safety at State judicial education conferences and similar traffic safety seminars. Though the project is not funded with NHTSA dollars, it still represents a valuable tool in the state's arsenal to deter the dangerous behavior of impaired driving.

In FFY 2022, the OHSJP will fund activity hours for a DUI Prosecutor in the Sixth Circuit Solicitor's Office, which serves Chester, Fairfield, and Lancaster counties; a DUI Prosecutor in the Fifth Circuit Solicitor's Office, which serves Richland and Kershaw counties; and a DUI Prosecutor in the Fifteenth Circuit Solicitor's Office, which serves Georgetown and Horry Counties. The DUI Prosecutors will perform activity hours focused on the prosecution of DUI cases. Special DUI Prosecutors will also be funded in the Berkeley County Sheriff's Office and the City of Goose Creek Police Department. These prosecutorial projects will decrease the amount of time a law enforcement officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals.

One of the recommendations from the 2019 Impaired Driving Assessment was for South Carolina to pilot a program to provide paralegal assistants to law enforcement who prosecute cases without assistance in summary courts. Thus, in FFY 2022, the OHSJP will fund activity hours for a project with the South Carolina Highway Patrol Troop 6; Troop 6 serves Beaufort, Berkeley, Charleston, Colleton, Dorchester, and Jasper counties. These activity hours will be used for a paralegal to process Rule 5/Brady Requests sent to Troop 6 officers, as well as to schedule Office of Motor Vehicle Hearings for these Troopers. The goals of this project are to reduce the amount of administrative-related dismissals of DUI-related cases originating from Highway Patrol Troop 6 DUI-related arrests and to allow for officers to spend more time on enforcement efforts than preparing for or in court.

The planned prosecution activities for FFY 2022 will provide assistance to a variety of professionals from law enforcement to the judiciary. These projects will provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. The training programs will provide knowledge and training on the DUI law and proper roadside procedures for

prosecutors, judges, and law enforcement officers that will assist in making quality DUI cases that will result in an increased number of DUI convictions statewide. The increased number of stakeholders educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways, higher conviction rates for impaired drivers, and a decrease in the number of impaired driving collisions, injuries, and fatalities.

The intended subrecipients for Planned Activity Number M4CS listed in the chart below represent but one part of the foundation on which the state has built a response to the impaired driving problem for the FFY 2022 Highway Safety Plan. The OHSJP is conducting a Highway Safety Grant Special Solicitation for FFY 2022 Impaired Driving Countermeasures Projects. The application deadline is June 30, 2021; therefore, the number of projects to be implemented will be more than what is presented in this version of the FFY 2022 Highway Safety Plan.

**Intended Subrecipients**

<b>Agency</b>	<b>County</b>	<b>Project Title</b>
SCDPS - South Carolina Highway Patrol	Beaufort, Berkeley, Charleston, Colleton, Dorchester, Jasper	SCDPS Paralegal Project
Berkeley County Sheriff's Office	Berkeley	Special DUI Prosecutor - 2022
City of Goose Creek Police Department	Berkeley	Special DUI Prosecutor
Sixth Circuit Solicitor's Office	Lancaster, Chester, Fairfield	DUI Prosecutor
Fifth Circuit Solicitor's Office	Richland, Kershaw	5 <sup>th</sup> Judicial Circuit DUI Prosecutor
Fifteenth Circuit Solicitor's Office	Georgetown, Horry	15 <sup>th</sup> Judicial Circuit – DUI Prosecutor
South Carolina Commission on Prosecution Coordination	Statewide	Traffic Safety Resource Prosecutor



## Funding Sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2021	FAST Act 405d MID	405d MID Court Support	\$362,726	\$90,681.50	\$0.00
2020	164AL	Alcohol-Related Court Support	\$360,817	\$0.00	\$360,817

**PROGRAM AREA: COMMUNITY TRAFFIC SAFETY**  
**DESCRIPTION OF HIGHWAY SAFETY PROBLEMS**

Statistics for South Carolina indicate that during 2019, 141,096 traffic collisions were reported; this is a 0.92% decrease from 2018, when 142,406 collisions were reported. Collisions in CY 2019 resulted in 1,001 fatalities and 58,410 injuries, up 0.61% from 2018. The number of traffic fatalities in CY 2019 (1,001) was 3.38% lower than in 2018, when 1,036 persons were fatally injured in South Carolina traffic collisions. In 2019, \$4.77 billion dollars in estimated loss was incurred which is a 0.30% increase from 2018.

**Mileage Death Rate:**

The state's mileage death rate (MDR), or traffic fatalities per 100 million miles of travel, in 2019 was 1.73, a decrease from the 2018 MDR of 1.82. According to the most recent data available, the national mileage death rate in 2019 was 1.10. Based on 2019 figures, South Carolina's MDR of 1.73 was approximately 57% higher than the national mileage death rate of 1.10.

**2019 Collision Statistics:** Breaking collision statistics down by time in CY 2019 indicated the following:

- 1 Traffic Collision was reported every 3.7 minutes.
- 1 Traffic Death was reported every 8.7 hours.
- 1 Non-fatal Traffic Injury was reported every 9 minutes.
- 1 Property-Damage-Only Collision was reported every 5.2 minutes.

In 2019, South Carolina had 3,909,045 licensed drivers who operated 4,717,845 registered motor vehicles on a roadway system of over 79,234 miles of streets and highways.

**DUI Involvement in Collisions:**

According to NHTSA's Fatality Analysis Reporting System (FARS) data, alcohol-impaired fatalities for 2019 totaled 285. The number of alcohol-impaired fatalities was down from 2018, when the total number was 290. The SC Department of Public Safety's statistics for 2019 indicate 5,540 collisions and 605 fatal and severe injury collisions involving a driver under the influence of alcohol and/or drugs. NHTSA's FARS data also stated that there were a total of 1,381 drivers involved in fatal collisions in South Carolina during 2019. Of the 1,381 drivers, 456 (or 33.00%) had a known blood alcohol concentration (BAC) reported to NHTSA. The 285 alcohol-impaired driving fatalities accounted for 28.47% of the total fatalities in 2019.

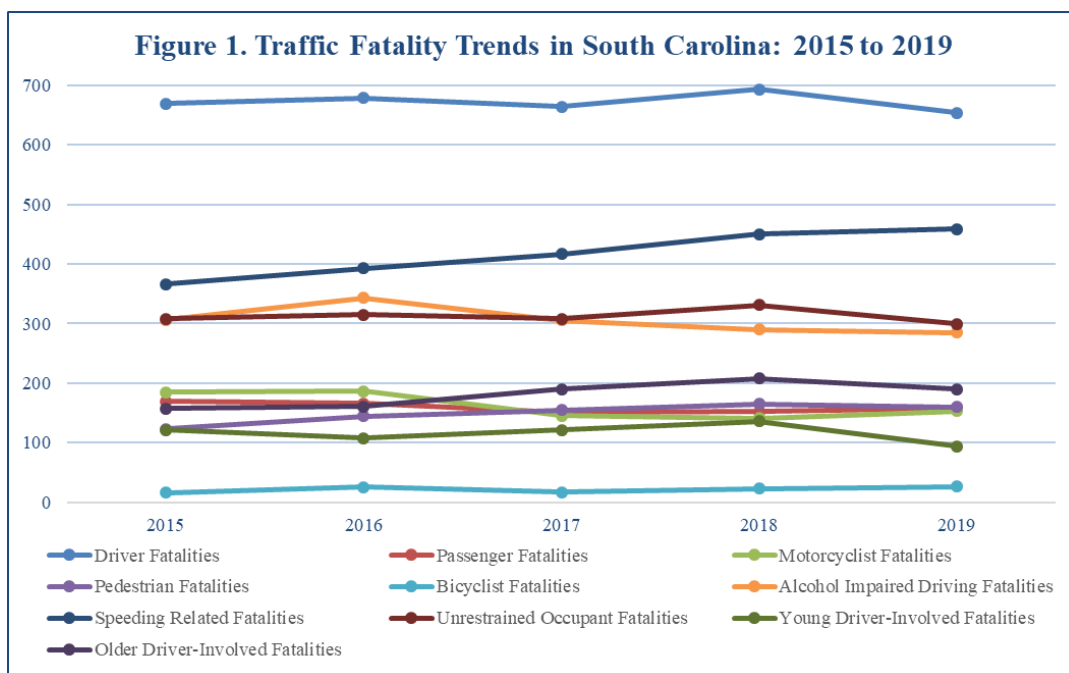
**Speed Involvement in Collisions:**

According to the SC Department of Public Safety's data for 2019, of the 58,410 total traffic-related injuries reported in 2019, 18,319, or 31.36%, occurred in speeding-related collisions. Injuries in

speeding-related traffic collisions decreased from 19,042 in 2018 to 18,319 in 2019, a decrease of 3.80%. The percentage of traffic-related injuries that involved speeding decreased slightly from 32.80% in 2018 to 31.36% in 2019.

Severe injuries in speeding-related traffic collisions increased by 14.30% from 2018 (958) to 2019 (1,095), and speeding-related fatalities increased by 2.00%, from 450 fatalities in 2018 to 459 fatalities in 2019.

In order to examine traffic collision trends over time, the Office of Highway Safety and Justice Programs' staff reviewed collision data for the period 2015-2019. Collision statistics for the period are presented in the chart below.



During the five-year period 2015-2019, the locations of the largest numbers of injury collisions and fatal collisions were Greenville, Charleston, Horry, Spartanburg, and Richland Counties. Also during the same time period, the age groups with the highest number of drivers involved in collisions (presented in order) included drivers ages 20-24, 15-19, and 25-29. Drivers under the age of 30 continued to be over-represented in traffic collisions based on the size of the category of licensed drivers in this group. Males continued to be involved in a higher percentage and number of collisions than female drivers. Based on traffic data over the 2015-2019 period, the charts below show counties in the state of South Carolina which lead the state in statistical categories regarding fatal and severe-injury collisions (number of fatal and severe injury, number DUI-related, and percentage DUI-related, number speed-related, and percentage speed-related).

**Figure S-4. All SC Fatal and Severe Injury Collisions by County,  
State Data 2015-2019**

<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
<b>Greenville</b>	252	300	292	272	335	<b>1,451</b>
<b>Charleston</b>	281	272	280	263	306	<b>1,402</b>
<b>Horry</b>	299	269	278	241	242	<b>1,329</b>
<b>Spartanburg</b>	202	201	175	220	213	<b>1,011</b>
<b>Richland</b>	198	214	168	143	201	<b>924</b>
<b>Anderson</b>	161	192	174	148	152	<b>827</b>
<b>Lexington</b>	151	142	165	176	171	<b>805</b>
<b>York</b>	125	143	128	125	157	<b>678</b>
<b>Berkeley</b>	148	102	109	102	124	<b>585</b>
<b>Florence</b>	86	91	79	97	132	<b>485</b>
<b>Beaufort</b>	107	102	105	78	82	<b>474</b>
<b>Orangeburg</b>	79	96	76	103	112	<b>466</b>
<b>Aiken</b>	96	88	108	86	74	<b>452</b>
<b>Dorchester</b>	85	75	68	65	71	<b>364</b>
<b>Pickens</b>	67	61	69	78	81	<b>356</b>
<b>Lancaster</b>	86	85	65	43	58	<b>337</b>
<b>Laurens</b>	67	66	65	70	69	<b>337</b>
<b>Sumter</b>	60	68	59	50	85	<b>322</b>
<b>Oconee</b>	53	51	55	58	70	<b>287</b>
<b>Georgetown</b>	63	43	67	61	44	<b>278</b>
Colleton	56	66	50	47	45	264
Cherokee	51	48	59	47	53	258
Darlington	52	64	38	38	56	248
Greenwood	62	47	46	43	49	247
Kershaw	33	56	49	48	47	233
Jasper	43	60	31	36	55	225
Chesterfield	44	38	44	28	44	198
Chester	39	39	40	42	37	197
Williamsburg	38	38	41	33	43	193
Clarendon	32	33	36	22	46	169
Newberry	34	35	32	26	28	155
Fairfield	22	29	28	32	20	131
Dillon	24	21	27	24	28	124
Marion	23	13	20	19	35	110
Union	23	21	16	21	26	107
Marlboro	20	21	15	13	29	98
Abbeville	17	17	24	14	19	91
Hampton	23	17	16	12	23	91
Barnwell	26	15	16	19	13	89
Lee	16	13	13	25	18	85
Edgefield	17	20	14	13	14	78
Calhoun	15	13	17	15	14	74
Bamberg	13	16	11	18	9	67
Saluda	15	13	18	9	11	66
Allendale	10	9	7	12	9	47
McCormick	10	8	5	8	6	37
<b>Total</b>	<b>3,424</b>	<b>3,431</b>	<b>3,298</b>	<b>3,143</b>	<b>3,556</b>	<b>16,852</b>

**Table S-5. All Fatal and Severe Injury Alcohol and/or Drug Collisions,  
State Data 2015-2019**

<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>	<b>% DUI 2015-2019</b>
<b>Greenville</b>	70	88	71	63	55	347	23.91%
<b>Horry</b>	55	40	52	31	53	231	17.38%
<b>Lexington</b>	44	52	49	49	36	230	28.57%
<b>Spartanburg</b>	48	50	28	41	47	214	21.17%
<b>Anderson</b>	42	36	54	33	31	196	23.70%
<b>Richland</b>	41	47	31	38	36	193	20.89%
<b>Charleston</b>	24	31	46	38	45	184	13.12%
<b>York</b>	28	29	26	31	40	154	22.71%
<b>Berkeley</b>	28	27	29	23	24	131	22.39%
<b>Aiken</b>	24	27	20	23	17	111	24.56%
<b>Florence</b>	14	19	20	22	25	100	20.62%
<b>Laurens</b>	22	17	20	18	18	95	28.19%
<b>Orangeburg</b>	21	18	15	17	21	92	19.74%
<b>Beaufort</b>	18	17	24	17	12	88	18.57%
<b>Dorchester</b>	19	16	19	8	19	81	22.25%
<b>Lancaster</b>	18	20	16	9	14	77	22.85%
<b>Darlington</b>	17	17	12	10	18	74	29.84%
<b>Oconee</b>	16	8	17	12	20	73	25.44%
<b>Pickens</b>	12	14	13	10	20	69	19.38%
<b>Kershaw</b>	8	17	16	13	12	66	28.33%
<b>Cherokee</b>	15	15	16	8	12	66	25.58%
Colleton	19	11	12	11	12	65	24.62%
Sumter	10	16	13	10	16	65	20.19%
Greenwood	16	9	11	11	12	59	23.89%
Chesterfield	13	12	10	8	11	54	27.27%
Jasper	9	12	5	6	15	47	20.89%
Clarendon	10	9	9	4	14	46	27.22%
Chester	7	10	10	10	5	42	21.32%
Georgetown	13	5	10	8	5	41	14.75%
Williamsburg	12	6	7	6	7	38	19.69%
Abbeville	5	4	13	3	7	32	35.16%
Lee	7	5	4	9	6	31	36.47%
Union	6	6	4	8	4	28	26.17%
Newberry	9	10	4	4	0	27	17.42%
Fairfield	3	7	5	6	5	26	19.85%
Barnwell	7	4	3	3	3	20	22.47%
Edgefield	4	5	3	2	6	20	25.64%
Marion	3	2	4	2	6	17	15.45%
Dillon	2	2	6	2	4	16	12.90%
Saluda	2	5	4	1	4	16	24.24%
Hampton	3	1	2	6	2	14	15.38%
Marlboro	3	2	0	2	5	12	12.24%
Bamberg	2	3	1	3	1	10	14.93%
Calhoun	0	2	2	3	2	9	12.16%
McCormick	2	2	1	0	3	8	21.62%
Allendale	1	1	2	1	2	7	14.89%
<b>Total</b>	<b>752</b>	<b>756</b>	<b>739</b>	<b>643</b>	<b>732</b>	<b>3,622</b>	<b>21.49%</b>

**Table S-19 Speed\Too Fast for Conditions Fatal and Severe Injury Collisions,  
State Data 2015-2019**

<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2015-2019</b>	<b>% Speed 2015-2019</b>
<b>Greenville</b>	64	78	83	79	101	405	27.91%
<b>Horry</b>	86	71	91	69	73	390	29.35%
<b>Spartanburg</b>	77	67	67	89	83	383	37.88%
<b>Charleston</b>	80	71	76	70	69	366	26.11%
<b>Richland</b>	62	86	61	56	56	321	34.74%
<b>Lexington</b>	59	46	55	74	72	306	38.01%
<b>Anderson</b>	52	67	49	51	57	276	33.37%
<b>York</b>	42	53	44	48	50	237	34.96%
<b>Berkeley</b>	55	44	40	34	45	218	37.26%
<b>Orangeburg</b>	31	37	38	47	64	217	46.57%
<b>Aiken</b>	45	42	46	34	29	196	43.36%
<b>Laurens</b>	37	44	34	37	37	189	56.08%
<b>Florence</b>	29	36	25	38	35	163	33.61%
<b>Beaufort</b>	33	34	38	31	25	161	33.97%
<b>Pickens</b>	22	26	25	30	30	133	37.36%
<b>Darlington</b>	26	34	17	18	22	117	47.18%
<b>Sumter</b>	13	26	24	19	30	112	34.78%
<b>Lancaster</b>	28	24	18	19	22	111	32.94%
<b>Dorchester</b>	30	24	23	16	17	110	30.22%
<b>Oconee</b>	21	13	24	26	22	106	36.93%
Georgetown	19	17	27	22	15	100	35.97%
Kershaw	13	20	23	18	20	94	40.34%
Jasper	17	29	17	15	15	93	41.33%
Greenwood	24	20	15	10	21	90	36.44%
Clarendon	14	19	21	15	19	88	52.07%
Williamsburg	13	15	16	19	23	86	44.56%
Chester	19	17	17	16	15	84	42.64%
Newberry	18	19	21	13	12	83	53.55%
Cherokee	17	20	17	13	15	82	31.78%
Chesterfield	20	13	23	10	14	80	40.40%
Colleton	16	20	19	15	9	79	29.92%
Dillon	13	12	16	12	13	66	53.23%
Fairfield	11	19	10	17	5	62	47.33%
Marlboro	13	10	9	9	13	54	55.10%
Marion	16	6	8	7	17	54	49.09%
Union	11	13	9	7	7	47	43.93%
Calhoun	5	6	8	10	12	41	55.41%
Abbeville	5	10	12	4	10	41	45.05%
Hampton	9	6	5	5	15	40	43.96%
Lee	5	7	9	10	5	36	42.35%
Barnwell	10	4	7	8	6	35	39.33%
Edgefield	5	10	7	5	6	33	42.31%
Saluda	8	7	9	2	5	31	46.97%
Allendale	3	3	4	7	6	23	48.94%
Bamberg	7	5	2	7	0	21	31.34%
McCormick	3	4	1	3	4	15	40.54%
<b>Total</b>	<b>1,206</b>	<b>1,254</b>	<b>1,210</b>	<b>1,164</b>	<b>1,241</b>	<b>6,075</b>	<b>36.05%</b>

### Associated Performance Measures

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	1,061
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2022	5 Year	2,850
2022	C-3) Fatalities/VMT (FARS, FHWA)	2022	5 Year	1.850
2022	C-3R) Fatalities/VMT-Rural	2022	Annual	2.56
2022	C-3U) Fatalities/VMT-Urban	2022	Annual	1.18
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	Annual	311
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	Annual	305
2022	C-6) Number of speeding-related fatalities (FARS)	2022	Annual	416
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	Annual	160
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	Annual	114
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2022	Annual	115
2022	C-10) Number of pedestrian fatalities (FARS)	2022	Annual	148
2022	C-11) Number of bicyclists fatalities (FARS)	2022	Annual	20
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	Annual	0.904
2022	C-12) South Carolina Moped Fatalities, with Five Year Trend Analysis	2022	Annual	34

## **Countermeasure Strategy: Communication and Outreach**

### **Project Safety Impacts**

Communication and Outreach will be used throughout FFY 2022 to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in driving and/or riding while unrestrained, impaired driving, and/or speeding. By increasing knowledge and awareness of the dangers associated with these risky driving behaviors, it is possible to reduce the number of individuals choosing to engage in such behaviors. Reductions in the prevalence of unrestrained occupants, impaired driving, and/or speeding and the resulting related collisions, severe-injuries, and fatalities will have a significant and positive impact on traffic safety in the state of South Carolina.

### **Linkage Between Program Area**

South Carolina is committed to its focus on the dissemination of traffic safety information to the general public and the law enforcement community. Marketing campaigns and sharing information at public events are key strategies to help meet performance measures and goals related to the issues of impaired driving, speeding, unrestrained driving, non-motorized safety, and distracted driving within the state.

The OHSJP, through the Public Information Outreach and Training section (PIOT), will continue to use a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns. However, the OHSJP, with the help of the agency's Communications Office and SC Highway Patrol Community Relations Officers (CROs), will oversee earned media efforts, such as issuing news releases, conducting press events, and coordinating media interviews.

The marketing firm will continue to assist with campaigns, including *Sober or Slammer!* and *Buckle Up, South Carolina (BUSC)*.

Communication and outreach contribute to heightened public awareness, which when combined with enforcement, have been beneficial in addressing the speed-related and impaired driving issues faced by the state, as determined through its problem identification process. SCDPS will continue its participation in the speed-focused NHTSA Region 4, *Operation Southern Shield* campaign in July.

### **Rationale for Selection**

NHTSA promotes the importance of combining high-visibility enforcement with heightened public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals.



## Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
AL PEM	Impaired Driving Communication Campaign	159
OP PEM	Occupant Protection Communication Campaign	161
M11MA	Motorcyclist Awareness Campaign	176
PIOT S	Non-motorized Communication Campaign	185

**Planned Activity:** Impaired Driving Communication Campaign

**Planned activity number:** AL-PEM

**Primary Countermeasure Strategy ID:** Communication and Outreach

### Planned Activity Description:

In FFY 2022, the Public Information, Outreach and Training (PIOT) section of the Office of Highway Safety and Justice Programs (OHSJP) will coordinate with the SCDPS contractor to develop and implement media components of the OHSJP's *Sober or Slammer!* campaign and a variety of other major campaigns and emphases. The contractor will assist with efforts such as media buying, creative production, and evaluation of campaigns. Additionally, diversity outreach components will be incorporated within each campaign. The OHSJP will continue efforts to reach out to under-served audiences and hard-to-reach populations in the upcoming year.

The South Carolina Department of Public Safety's OHSJP will utilize Section 405d Impaired Driving Countermeasures funds in FFY 2022 for paid media efforts for DUI countermeasures. The state continues to use the Strategic Evaluation States (SES) model to implement a sustained DUI enforcement effort (*Sober or Slammer! /Drive Sober or Get Pulled Over.*), which includes monthly specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, as well as two DUI law enforcement crackdowns occurring during the Christmas/New Year's holidays and during the days leading up to and including the Labor Day holiday. *Sober or Slammer!* is a high-visibility enforcement crackdown on impaired driving combining paid/earned media with increased DUI enforcement activity in an effort to attack the problem of impaired driving in the state.

During FFY 2022, paid and earned media activities will be utilized to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in

impaired driving. These activities will encompass radio, television, and paid social and digital media advertising, as well as outdoor and other alternative advertising. The agency contractor will be used by the OHSJP to secure radio and television placement during the two major mobilization crackdowns and radio airtime for strategic points in time during which there is a high risk for impaired driving violations. The contractor – with the possible use of a sub-contractor—will also be responsible for the paid social media plan during the same designated time periods. Local law enforcement agencies will be highly encouraged to participate in special enforcement. Specific media buy plans for each component of the process will be developed by the agency contractor concentrating on major media markets which will reach the campaign’s focus counties and other counties throughout the state. The media buy plans will be approved by the OHSJP prior to implementation of the effort. NHTSA promotes the importance of combining high-visibility enforcement with high-visibility public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals. The OHSJP will employ key strategies to promote its mission and core message of public safety.

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act 405d High	FAST Act 405d Impaired Driving High/ Paid Media	\$330,000	\$82,500	\$0.00
2021	FAST Act 405d MID	FAST Act 405d Impaired Driving MID/Paid Media	\$330,000	\$82,500	\$0.00
2020	164AL	164AL ID Countermeasures Paid Media	\$550,000	\$0.00	\$0.00
2021	FAST Act 405b High	405b High HVE Impaired Driving	\$90,000	\$22,500	\$0.00

**Planned Activity:** Occupant Protection Communication Campaign

**Planned activity number:** OP PEM

**Primary Countermeasure Strategy ID:** Communication and Outreach

**Planned Activity Description:**

Highway Safety staff will coordinate statewide public information and education efforts to promote compliance with occupant protection laws and impaired driving laws. An overarching theme of all campaign efforts will be utilized by the OHSJP and the SCDPS. The theme will be *Target Zero*, with the tagline, “A Target Zero message from SCDPS”. The Target Zero message will be promoted on social media and through all of the other major media campaigns throughout the year.

OHSJP will work with local project personnel and law enforcement officials to implement the *Buckle Up, SC. It's the law and it's enforced.* campaign throughout South Carolina during the Memorial Day holiday period in an effort to improve safety belt usage rates within the state. The campaign emphasis areas will include a variety of media outreach techniques which will include television, radio, social media and digital and outdoor advertising. Highway Safety staff, other SCDPS staff, and partner agencies/groups will continue to educate and inform the citizenry of the state and its visitors about the state's primary enforcement safety belt law. Educational strategies will be incorporated to reach all citizens and visitors of the state, in particular those minority populations (African-American and Hispanic) and others (rural white males) which have traditionally shown a lower rate of safety belt and child passenger safety restraint usage than white, urban, and female counterparts. All major mobilization emphases of the OHSJP will include messages to reach the diverse population of the state. The OHSJP will incorporate into its diversity outreach strategy a variety of media aimed at reaching teens, African Americans, Hispanics, and rural residents across South Carolina. The goal of the outreach is to encourage safety on the roadways in these populations by urging the use of appropriate occupant restraints and attempting to reduce specific risk-taking behaviors such as drinking and driving.

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$120,000	\$30,000	\$0.00
2020/2021	FAST Act 405b OP High	405b High OP Information System (FAST)	\$380,000	\$95,000	\$0.00

## **PROGRAM AREA: MOTORCYCLE SAFETY**

### **DESCRIPTION OF HIGHWAY SAFETY PROBLEMS**

#### Traffic Fatalities

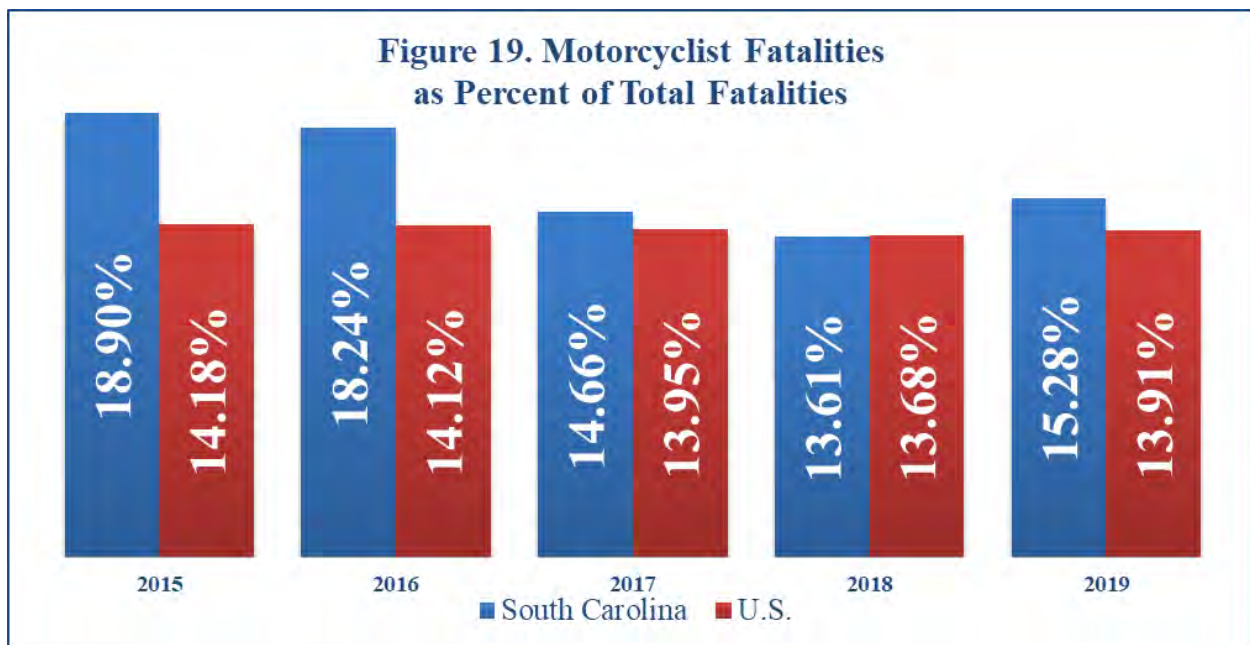
According to NHTSA's FARS data (please note that FARS data includes moped riders in its motorcyclist fatality statistical information, while SC state does not), in the period 2015-2019:

1. In South Carolina, motorcyclist fatalities as a percent of total fatalities were above that of the nation during the five-year period from 2015-2019, with the exception of 2018, when the percentage of motorcyclist fatalities was slightly lower than that of the nation. In 2019, 15.28% of South Carolina's traffic fatalities were motorcyclist fatalities, compared to 13.91% nationwide. See **Figure 19**.
2. In South Carolina, the counties with the highest number of motorcyclist fatalities and collisions were Horry, Greenville, Charleston, Spartanburg, Richland, and Lexington. See **Table S-6**.
3. The majority of motorcyclist fatal collisions in South Carolina (52.37%) occurred on Fridays, Saturdays, and Sundays. This was also true for the nation for 2015-2019, with the majority (55.20%) of fatal motorcyclist collisions in the nation also occurring on Fridays, Saturdays, and Sundays. South Carolina had the highest frequency of motorcyclist fatal collisions on Saturdays (174 collisions, 22.28% of total), Sundays (118 collisions, 15.11%), and Fridays (117 collisions, 14.98%). The highest proportion of motorcyclist fatal collisions occurred on Saturdays in both the state and the nation (22.28% and 21.06%, respectively) See **Table 21**.

4. South Carolina law requires helmet use for riders under the age of 21. From 2015 through 2019, 75.93% of South Carolina’s motorcyclist fatalities occurred among those who were not using a helmet. This percentage is substantially higher than the percentage of non-use seen for the US as a whole (49.65%) during the same period. See **Table 23**.
5. During the 2015-2019 period in South Carolina, 29.68% of all fatally injured motorcycle operators who were tested for BAC, had a BAC of at least 0.01. This percentage is higher than that of the US as a whole (26.19%). See **Table 24**.

<b>Table S-6 Motorcyclist Fatalities and Collisions by County, State Data 2019</b>		
<b>County</b>	<b>Killed</b>	<b>Collisions</b>
Horry	22	263
Greenville	7	202
Charleston	7	188
Spartanburg	12	136
Richland	7	133
Lexington	8	111
Anderson	4	99
Berkeley	4	96
York	5	90
Pickens	2	66
Sumter	4	57
Florence	3	55
Oconee	4	52
Aiken	4	47
Dorchester	0	46
Beaufort	1	45
Greenwood	0	29
Cherokee	2	24
Lancaster	1	24
Orangeburg	2	24
Darlington	4	23
Laurens	4	23
Kershaw	1	19
Colleton	2	18
Marion	5	16
Newberry	1	15
Chester	1	14
Georgetown	1	14
Jasper	0	14
Abbeville	0	12
Marlboro	2	12
Union	0	11
Dillon	0	8
Chesterfield	1	7
Hampton	0	7
Clarendon	0	6
Lee	0	6
Williamsburg	0	6

County	Killed	Collisions
Calhoun	0	5
Edgefield	1	5
Fairfield	0	3
McCormick	1	3
Bamberg	0	2
Barnwell	0	2
Saluda	0	2
Allendale	0	1
<b>All</b>	<b>123</b>	<b>2,041</b>



As **Table 21** shows, the months with the most motorcyclist fatal collisions in South Carolina from 2015 to 2019 were May (94 collisions, 12.04% of total), July (90 collisions, 11.52% of total), and October (89 collisions, 11.40% of total).

In South Carolina, the three-hour windows in which the most motorcyclist fatal collisions occurred were 6 p.m. to 9 p.m. (201 collisions, 25.74% of total), 9 p.m. to midnight (146 collisions, 18.69% of total), and 3 p.m. to 6 p.m. (145 collisions, 18.57% of total). Across the state, the majority of motorcyclist fatal collisions occurred between the hours of 3 p.m. and midnight (63% see **Table 21**).

<b>Table 21. Motorcyclist Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2015-2019</b>				
	<b>South Carolina</b>		<b>U.S.</b>	
	<b>N= 781</b>		<b>N= 25,221</b>	
	<b>N</b>	<b>%</b>	<b>N</b>	<b>%</b>
<b>MONTH</b>				
January	35	4.48%	845	3.35%
February	41	5.25%	1,021	4.05%
March	51	6.53%	1,553	6.16%
April	67	8.58%	2,156	8.55%
May	94	12.04%	2,776	11.01%
June	73	9.35%	3,030	12.01%
July	90	11.52%	3,213	12.74%
August	74	9.48%	3,091	12.26%
September	83	10.63%	2,913	11.55%
October	89	11.40%	2,251	8.93%
November	53	6.79%	1,357	5.38%
December	31	3.97%	1,015	4.02%
<b>DAY OF WEEK</b>				
Sunday	118	15.11%	4,795	19.01%
Monday	75	9.60%	2,688	10.66%
Tuesday	82	10.50%	2,625	10.41%
Wednesday	109	13.96%	2,923	11.59%
Thursday	106	13.57%	3,063	12.14%
Friday	117	14.98%	3,815	15.13%
Saturday	174	22.28%	5,312	21.06%
<b>TIME OF DAY</b>				
0:00am-2:59am	66	8.45%	2,134	8.46%
3:00am-5:59am	34	4.35%	967	3.83%
6:00am-8:59am	51	6.53%	1,489	5.90%
9:00am-11:59am	54	6.91%	2,157	8.55%
12:00pm-2:59pm	84	10.76%	3,948	15.65%
3:00pm-5:59pm	145	18.57%	5,291	20.98%
6:00pm-8:59pm	201	25.74%	5,310	21.05%
9:00pm-11:59pm	146	18.69%	3,763	14.92%
Unknown Hours	0	0.00%	162	0.64%

As shown in Table 22, a much larger percentage of South Carolina's 2015-2019 motorcyclist fatalities occurred among males compared to females (89.51% versus 10.49%), a proportion comparable to that for the nation (91.18% male) during the same timeframe.

<b>Table 22. Motorcyclist Fatalities by Age Group and Gender: Totals 2015-2019</b>								
<b>Age Group</b>	<b>Fatalities by Age</b>			<b>Fatalities by Age and Sex</b>				
	<b>South Carolina</b>		<b>U.S.</b>	<b>South Carolina</b>				<b>U.S.</b>
	<b>N= 810</b>		<b>N= 25,586</b>	<b>Females</b>		<b>Males</b>		<b>% Males</b>
	<b>N</b>	<b>%</b>	<b>N</b>	<b>N</b>	<b>%</b>	<b>N</b>	<b>%</b>	<b>%</b>
<16	4	0.49%	101	0	0.00%	4	100.0%	81.19%
16-20	33	4.07%	1,312	6	18.18%	27	81.82%	91.16%
21-24	66	8.15%	2,502	6	9.09%	60	90.91%	93.76%
25-34	193	23.83%	5,798	21	10.88%	172	89.12%	92.74%
35-44	156	19.26%	4,184	16	10.26%	140	89.74%	90.80%
45-54	187	23.09%	4,886	27	14.44%	160	85.56%	88.01%
55-64	125	15.43%	4,433	8	6.40%	117	93.60%	90.68%
65-74	41	5.06%	1,935	1	2.44%	40	97.56%	92.87%
75+	5	0.62%	422	0	0.00%	5	100.0%	96.21%
Unknown	0	0.00%	13	0	0.00%	0	0.00%	46.15%
<b>Total</b>	<b>810</b>	<b>100.0%</b>	<b>25,586</b>	<b>85</b>	<b>10.49%</b>	<b>725</b>	<b>89.51%</b>	<b>91.18%</b>

As shown in **Table 23**, from 2015-2019, helmets were used in 23.58% of South Carolina’s motorcyclist fatalities; this number is substantially lower than the percentage of helmet use seen for the US as a whole (48.17%). In South Carolina, helmet use was below 40% for each age group, with the exception of the 16-20 and 75+ age groups. It should be noted that state law only requires helmet use by riders under the age of 21.

<b>Table 23. Motorcyclist Fatalities by Age Group and Helmet Use: Totals 2015-2019</b>					
<b>Age Group</b>	<b>Motorcyclist Fatalities N</b>	<b>Helmet Used</b>		<b>Helmet Not Used</b>	
		<b>N</b>	<b>%</b>	<b>N</b>	<b>%</b>
<16	4	1	25.00%	3	75.00%
16-20	33	18	54.55%	15	45.45%
21-24	66	22	33.33%	44	66.67%
25-34	193	50	25.91%	141	73.06%
35-44	156	38	24.36%	117	75.00%
45-54	187	23	12.30%	164	87.70%
55-64	125	23	18.40%	101	80.80%
65-74	41	14	34.15%	27	65.85%
75+	5	2	40.00%	3	60.00%
<b>SC</b>	<b>810</b>	<b>191</b>	<b>23.58%</b>	<b>615</b>	<b>75.93%</b>
<b>U.S.</b>	<b>25,586</b>	<b>12,325</b>	<b>48.17%</b>	<b>12,703</b>	<b>49.65%</b>

**Table 24** shows that the percentage of alcohol involvement in South Carolina motorcycle operator fatalities for those between the ages of 45 to 54 was 34.32% during the years 2015-2019, the highest percentage of any age group during the five-year period. Overall, 29.68% of motorcycle operator fatalities in South Carolina who were tested for BAC had a positive BAC, higher than that seen for the nation (26.19%). Overall, in South Carolina, speed was cited as a factor in 33.96% of motorcycle operator fatalities compared to 33.20% for the nation; however, speed was a factor in 47.73% of the motorcycle operator fatalities among those between the ages of 25-34 years.

<b>Table 24. Motorcycle Operator Fatalities, Alcohol Involvement, and Speed: Totals 2015-2019</b>						
<b>Age Group</b>	<b>Motorcycle Operator Fatalities N</b>	<b>Alcohol Involvement*</b>			<b>Speeding Involved**</b>	
		<b># Tested</b>	<b>&gt;= 0.01</b>	<b>%</b>	<b>N</b>	<b>%</b>
<16	3	1	0	0.00%	1	33.33%
16-20	27	22	2	7.41%	9	33.33%
21-24	61	49	12	19.67%	22	36.07%
25-34	176	135	57	32.39%	84	47.73%
35-44	146	110	49	33.56%	59	40.41%
45-54	169	118	58	34.32%	42	24.85%
55-64	122	85	38	31.15%	29	23.77%
65-74	39	24	6	15.38%	8	20.51%
75+	5	1	0	0.00%	0	0.00%
<b>SC</b>	<b>748</b>	<b>545</b>	<b>222</b>	<b>29.68%</b>	<b>254</b>	<b>33.96%</b>
<b>U.S.</b>	<b>25,586</b>	<b>17,988</b>	<b>6,702</b>	<b>26.19%</b>	<b>8,495</b>	<b>33.20%</b>



**Table 9** shows that in South Carolina, during the five-year period, 2015-2019, the number of motorcyclist fatalities was at its lowest level in 2018 (141), and at its highest in 2016 (186). The count in 2019 (153 fatalities) represents a 6.85% decrease from the average of the prior four years (164.25 fatalities) and a 17.30% decrease from the 2015 total (185).

<b>Table 9. South Carolina Motorcycle Rider Fatalities</b>							
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>% Change: 2015 vs. 2019</b>	<b>% Change: 2019 vs. prior 4-yr Avg.</b>
<b>Total Fatalities</b>	185	186	145	141	153	-17.30%	-6.85%
<b>VMT Rate**</b>	0.36	0.34	0.26	0.25	0.26	-27.78%	-14.05%
<b>Pop Rate***</b>	3.78	3.75	2.89	2.77	2.97	-21.43%	-9.93%
<b>Pct. Of Total</b>	18.90%	18.24%	14.66%	13.61%	15.28%	-3.62%	-1.07%
<b>Unhelmeted Fat.</b>	131	134	99	98	153	16.79%	32.47%
<b>Pct. Unhelmeted Fat.</b>	70.81%	72.04%	68.28%	69.50%	100.00%	29.19%	29.84%

VMT provided by South Carolina Department of Transportation  
 Population provided by U.S. Bureau of Census  
 \*\*Rate per 100 million vehicle miles  
 \*\*\*Rate per 100,000 population

South Carolina’s population-based motorcyclist death rate followed a similar pattern as the number of fatalities. The 2019 rate (2.97 deaths per 100,000 population) represented a 9.93% decrease when compared to the 2015-2018 average (3.2975), and a 21.43% decrease when compared to 2015 (3.78). The average population-based motorcyclist death rate in South Carolina for all five years (3.23 deaths per 100,000 residents) was higher than the national rate (1.58) during the same timeframe.

Unhelmeted motorcyclists accounted for 70.81% of South Carolina’s motorcyclist fatalities in 2015. During the five year period, 2015-2019, the number of unhelmeted motorcyclist fatalities was at its lowest in 2018 (98) and at its highest in 2019 with 153 fatalities. The count in 2019 (153) represents a 32.47% increase from the 2015-2018 average (115.5 fatalities) and a 16.79% increase from the number in 2015 (131). As a percentage of all motorcyclist fatalities in the state, unhelmeted motorcyclists accounted for 76.13% during the 2015-2019 period, with the 2019 percentage (100.00%) representing a 29.84% increase compared to the prior four years (70.16%) and a 29.19% increase from the 2015 figure (70.81%).

As seen in **Table 26**, nationally, the number of motorcyclist fatalities and the population-based fatality rate decreased in 2019 when compared to the 2015-2018 average by 3.88% and 5.18%, respectively. Additionally, the nation’s motorcyclist percent of total fatalities decreased slightly (0.07%). The number of unhelmeted fatalities in the U.S. in 2019 increased (156.8%) compared to the figure in 2015. The nation’s 2019 proportion of unhelmeted motorcyclist fatalities also increased, by 62.39%, compared to the average of the prior four years.

<b>Table 26. Nationwide Motorcycle Rider Fatalities</b>							
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>% Change: 2015 vs. 2019</b>	<b>% Change: 2019 vs. prior 4-yr Avg.</b>
<b>Total Fatalities</b>	5,029	5,337	5,226	5,037	4,957	-1.43%	-3.88%
<b>VMT Rate**</b>	0.16	0.17	0.16	0.16	0.15	-6.25%	-7.69%
<b>Pop Rate***</b>	1.57	1.65	1.61	1.54	1.51	-3.82%	-5.18%

Table 26. Nationwide Motorcycle Rider Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Pct. Of Total</b>	14.18%	14.12%	13.95%	13.68%	13.91%	-0.27%	-0.07%
<b>Unhelmeted Fat.</b>	1,929	2,064	1,916	1,840	4,954	156.8%	155.7%
<b>Pct. Unhelmeted Fat.</b>	38.36%	38.67%	36.66%	36.53%	99.94%	61.58%	62.39%

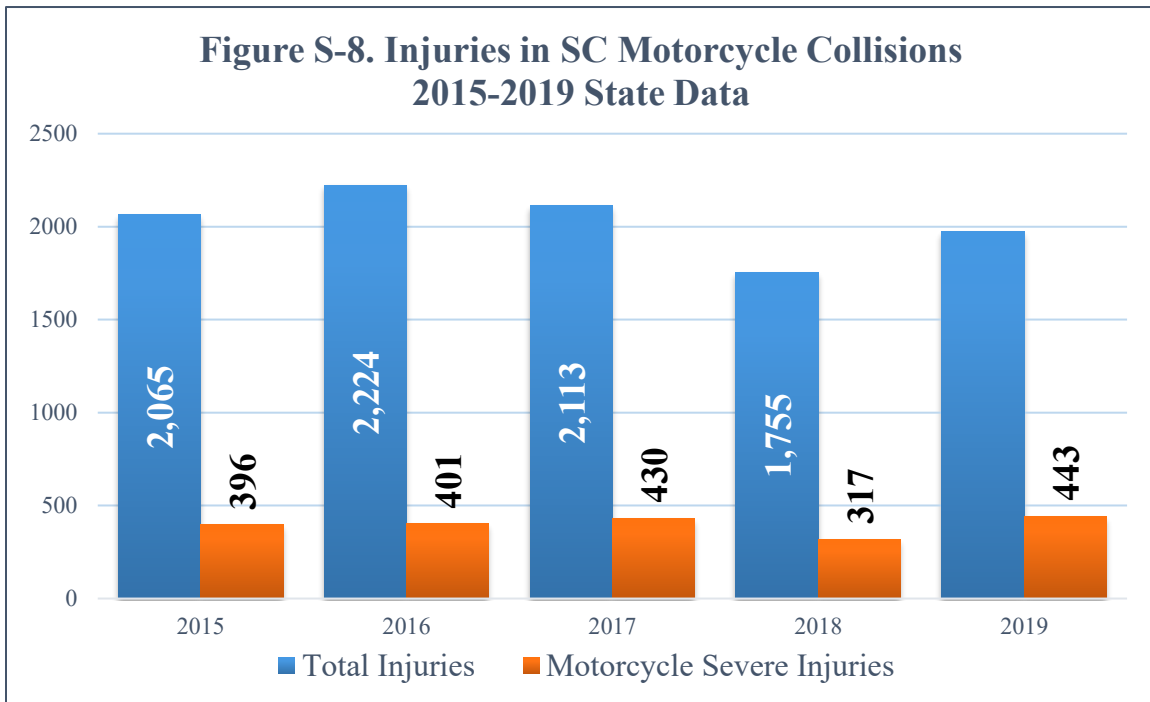
\*\*Rate per 100 million vehicle miles

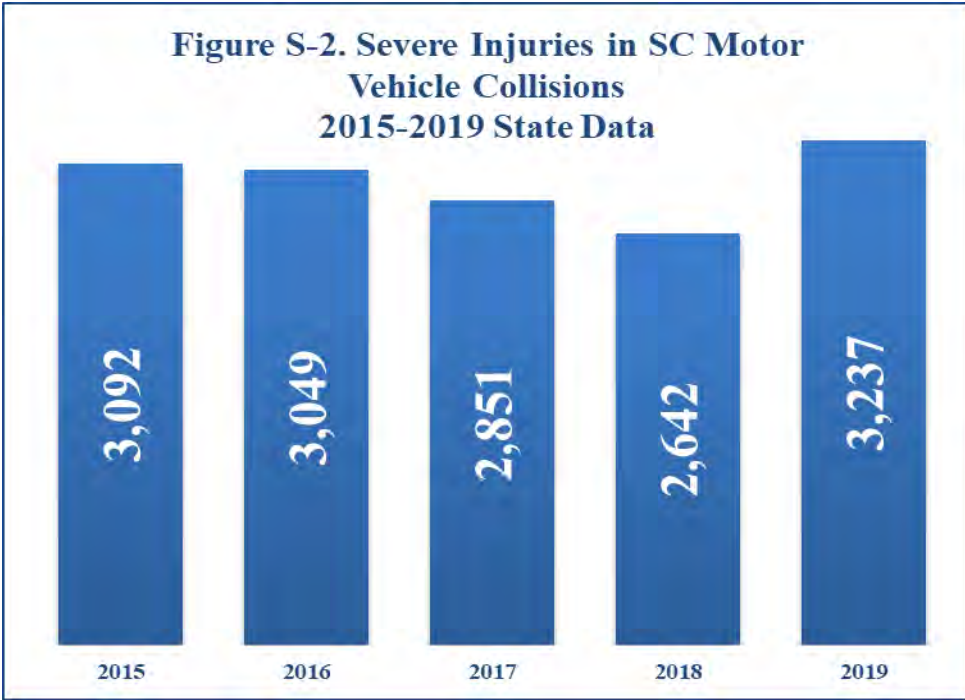
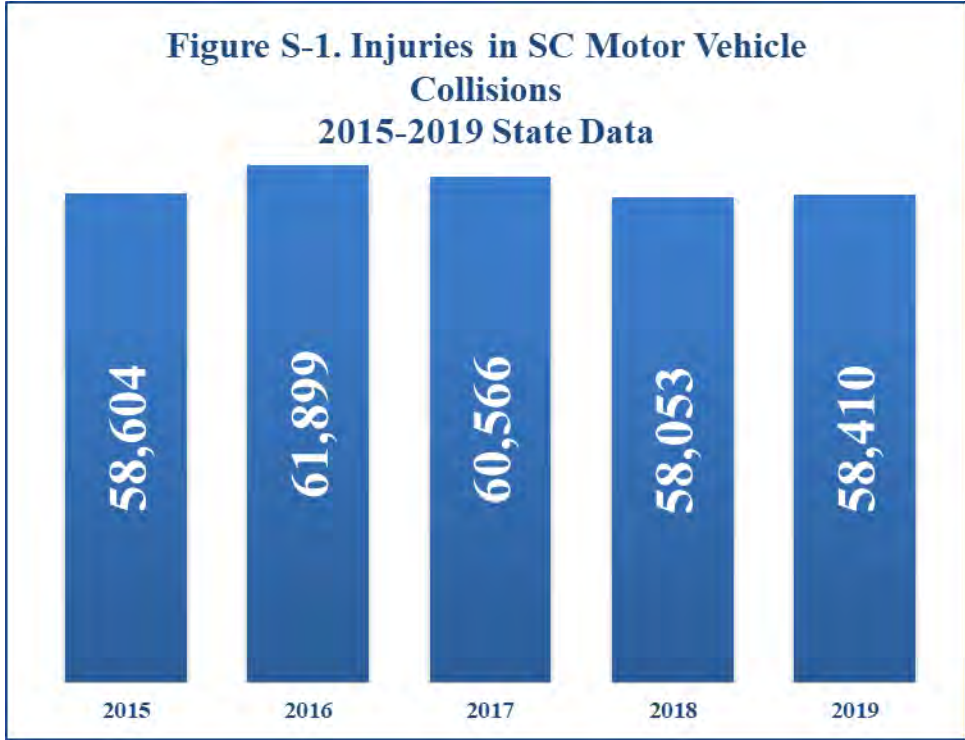
\*\*\*Rate per 100,000 population

### Traffic Collision Injuries

Unlike NHTSA’s FARS data for motorcyclist fatalities, South Carolina does not include moped riders in its calculation of motorcyclist injuries. As seen in **Figure S-8**, there were 1,974 persons injured in motorcycle collisions in South Carolina during 2019, compared to 2,065 in 2015, a 4.41% decrease. Additionally, the total for 2019 (1,974) is slightly lower (3.20%) than the average number of motorcyclist collision injuries during the four years prior (2015-2018; [2,039.25]). From 2015-2019, motorcycle collision injuries (10,131) represented 3.41% of all traffic crash injuries (297,532) in South Carolina (see **Figure S-1** and **Figure S-8**).

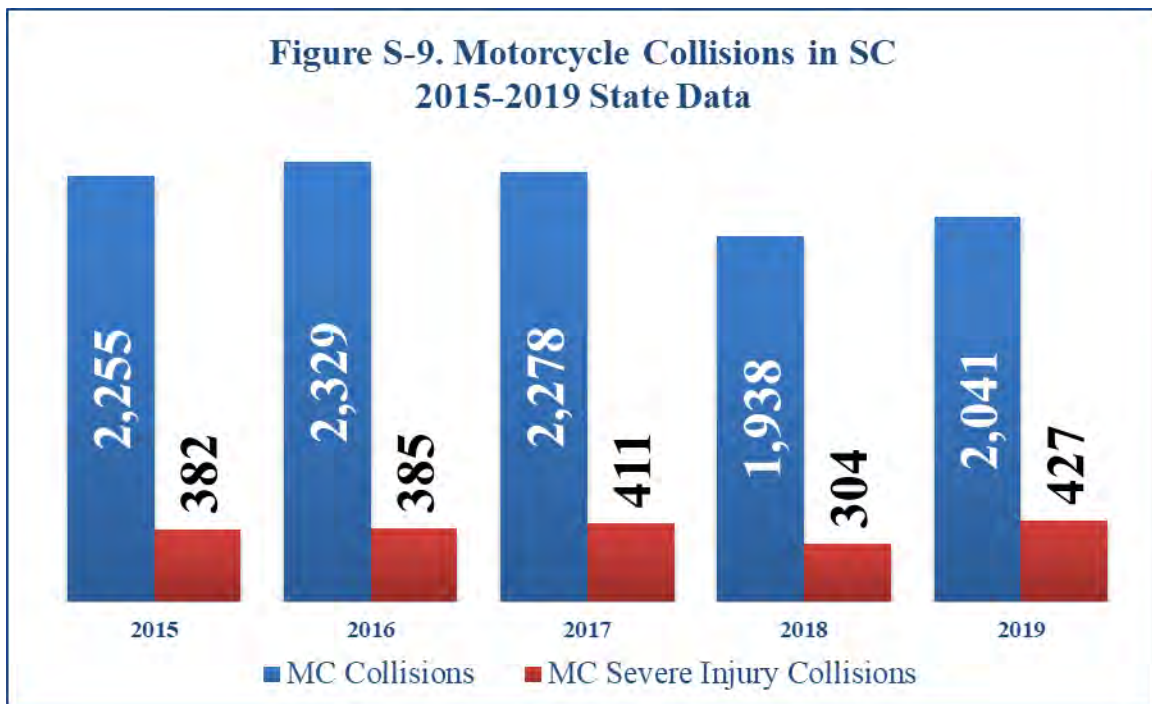
In 2019, a total of 443 severe motorcycle injuries occurred, an 11.87% increase from the 396 in 2015 (see **Figure S-8**). The 2019 figure represented a 39.75% increase compared to the 2018 figure (317). The 1,987 severe motorcycle injuries that occurred during the five year period 2015-2019 accounted for 13.36% of all serious traffic injuries in the state (14,871) (see **Figure S-2** and **Figure S-8**).





## Traffic Collisions

Unlike NHTSA's FARS data, South Carolina does not include mopeds in its calculation of motorcycle fatal collisions, or in its state calculations of all collisions. As seen in **Figure S-9**, motorcycle collisions decreased by 9.49% in South Carolina from 2,255 in 2015 to 2,041 in 2019. The 2019 figure represents a 5.31% increase over the 2018 figure (1,938) and a decrease of 7.23% compared to average of the previous four-year period 2015-2018 (2,200). From 2015 to 2019, motorcycle collisions (10,841) represented only a small percentage (1.55%) of all traffic collisions (700,936) in South Carolina. Also, during the same time period, severe injury motorcycle collisions represented 17.61% of the total number of motorcycle collisions (10,841). The number of severe injury motorcycle collisions increased in 2019 (427) when compared to the 2015 figure (382) by 11.78%. The 2019 figure represents an increase over the 2018 figure (304) of 40.46%.



**Table S-7** contains information on the top contributing factors for motorcycle collisions in South Carolina from 2015 to 2019. These factors are driving too fast for conditions, failed to yield right-of-way, driver under the influence, improper lane usage/change, following too closely, animal in the road, distracted/inattention, other improper action (driver), aggressive operation of vehicle, and disregarded signs/signals/etc.

Table S-7 South Carolina Collisions Involving a Motorcycle, State Data 2015-2019						
Primary Contributing Factor	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions	All Persons Killed	All Persons Injured
Driving Too Fast for Conditions	130	2,434	642	3,206	135	2,762
Failed To Yield Right of Way	157	1,901	467	2,525	165	2,339
Driver Under Influence	118	604	66	788	127	746
Improper Lane Usage/Change	18	400	155	573	19	472
Followed Too Closely	4	257	156	417	4	300
Animal In Road	16	355	41	412	17	399
Distracted/Inattention	4	248	123	375	4	286
Other Improper Driver Action	6	217	129	352	6	251
Aggressive Operation of Vehicle	37	236	49	322	40	285
Disregarded Signs/Signals/Etc.	17	200	43	260	17	273

## DESCRIPTION OF HIGHWAY SAFETY PROBLEMS – MOPED OPERATORS

### Traffic Collision Fatalities

According to SC state data (the state’s fatality data does not include mopeds as a subset of motorcycles) (see **Table S-24**), in 2019, there were 32 moped operator fatalities as a result of motor vehicle collisions in South Carolina. These 32 fatalities accounted for 3.18% of the total fatalities for the state that year. In 2019, moped-operator traffic fatalities decreased by 28.89% compared to 2015 and were 10.49% lower when compared to the average number of moped operator traffic fatalities for the four-year period 2015-2018 (35.75).

Table S-24 South Carolina Fatalities and Moped Operator/Rider Fatalities, State Data 2015-2019						
	2015	2016	2017	2018	2019	Total
Total Fatalities	979	1,020	989	1,036	1,006	5,030
Moped Fatalities	45	39	29	30	32	175
Percent of Total	4.60%	3.82%	2.93%	2.90%	3.18%	3.48%

### Traffic Collision Injuries

According to state data, 3,064 injuries or possible injuries in traffic were sustained by moped operators/riders as a result of collisions during the period 2015-2019 (does not include fatally injured moped operators/riders), representing about 1% of all traffic-related injuries during the time period (297,532). Traffic injuries among moped operators have decreased since 2015, with 723 such injuries occurring in 2015 and 496 such injuries occurring in 2019, a decrease of 31.40%.

**Table S-25** shows total moped riders involved in traffic collisions by injury severity. Severe injuries among moped riders decreased from 2015 to 2019, with 128 such injuries in 2015

compared to 116 in 2019, a decrease of 9.38%. The 2019 figure also represents a decrease of 2.93% compared to the average number of moped-rider severe injuries for the four-year period 2015-2018 (119.5).

<b>Year</b>	<b>Not Injured</b>	<b>Possible Injury</b>	<b>Non-Incapacitating Injury</b>	<b>Severe Injury</b>	<b>Fatal Injury</b>	<b>Total Moped Operators\Riders</b>
2015	137	264	331	128	45	905
2016	137	276	284	124	39	860
2017	133	245	280	121	29	808
2018	109	200	210	105	30	654
2019	97	159	221	116	32	625
<b>Total</b>	<b>613</b>	<b>1,144</b>	<b>1,326</b>	<b>594</b>	<b>175</b>	<b>3,852</b>

As depicted in **Table S-26**, the top six counties for moped-operator fatal and severe-injury collisions accounted for an average of approximately 40% of the total number of moped-operator fatal and severe-injury collisions during the five-year period. These counties are Horry, Greenville, Charleston, Spartanburg, Anderson, and Richland.

<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>	<b>Cumulative Percent of Total</b>
Horry	28	25	28	25	8	114	15.22%
Greenville	14	21	18	20	20	93	27.64%
Charleston	16	16	16	5	12	65	36.32%
Spartanburg	10	15	10	13	11	59	44.19%
Anderson	7	10	6	9	6	38	49.27%
Richland	9	3	11	5	9	37	54.21%

### Traffic Collisions

According to state data, traffic collisions involving moped operators declined consistently from 2015-2019 (**Table S-27**). The 3,543 total collisions represent only 0.51% of the state’s 700,936 total traffic collisions during the 2015-2019 time period. In 2019, the state experienced 581 moped-involved collisions, representing a 29.92% decrease compared to the number of collisions in 2015 (829). In 2019, the number of moped-operator traffic collisions decreased by approximately 4% compared to 2018, and the 2019 figure was 21.54% lower than the average number for the four-year period 2015- 2018 (740.5).

<b>Table S-27 Moped Involved Collisions by Year, State Data 2015-2019</b>				
<b>Year</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>
2015	44	681	104	829
2016	40	649	102	791
2017	29	610	98	737
2018	30	488	87	605
2019	30	474	77	581
<b>Total</b>	<b>173</b>	<b>2,902</b>	<b>468</b>	<b>3,543</b>

**Table S-28** shows that in South Carolina during the period 2015-2019, the greatest concentration of moped-involved collisions occurred between 3:01 p.m. and 6:00 p.m. (834 or 23.54%). During that same time period, the greatest number of fatal moped-involved collisions occurred between the hours of 6:01 p.m. to 9:00 p.m. (42, or 24.28%).

<b>Table S-28 Moped Involved Collisions by Time of Day, State Data 2015-2019</b>		
<b>Time of Day</b>	<b>Total Collisions</b>	<b>Fatal Collision</b>
12:01am - 3:00am	200	10
3:01am - 6:00am	111	14
6:01am - 9:00am	239	15
9:01am - Noon	327	15
12:01pm - 3:00pm	583	19
3:01pm - 6:00pm	834	21
6:01pm - 9:00pm	751	42
9:01pm - Midnight	498	37
<b>Total</b>	<b>3,543</b>	<b>173</b>

### Associated Performance Measures

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	Annual	160
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	Annual	114
2022	C-12) Number of moped fatalities	2022	Annual	34

## Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on Page No.
Motorcycle Rider Training	174
Motorcyclist Awareness Campaign	175
VRU Communication Campaign	184

### **Countermeasure Strategy:** Motorcycle Rider Training

**Program Area:** Motorcycle Safety

### **Project Safety Impacts**

Motorcycle safety education provides knowledge through classroom activities and on-cycle riding exercises. Emphasis is placed on personal risk management, self- assessment strategies and various riding techniques. The courses are designed to teach safe motorcycle operation and motorcycle control skills. Providing access to motorcycle rider training courses to all who wish to operate a motorcycle would be beneficial to the state because it would ensure a greater number of skilled motorcyclists on South Carolina's roadways. During FFY 2022, Motorcycle Rider Safety Courses will be offered in counties accounting for the majority (55%) of the state's registered motorcycles: Aiken, Anderson, Beaufort, Charleston, Greenville, Greenwood, Horry, Richland, Spartanburg and York counties.

### **Linkage Between Program Area**

The percentage of motorcyclist fatalities was above that of the nation during the five-year period from 2015-2019. In 2019, 15.28% of South Carolina's traffic fatalities were motorcyclists compared to 13.91% in the nation. Given these dire statistics, it is clear that allocating funds for the motorcycle safety program area is needed as it will facilitate the state's achievement of the outlined motorcycle safety performance targets, which will ultimately serve to reduce motorcyclist collisions, severe injury motorcyclist collisions, and motorcyclist fatalities, as well as traffic collisions, severe injuries and fatalities overall.

### **Rationale**

Motorcycle safety was an area identified in the NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017*. The document stresses the importance of this emphasis area and outlines significant strategies and



appropriate countermeasures for motorcycle safety (pp. 5-1 to 5-26). Efforts relative to motorcycle safety in SC have utilized countermeasures deemed by this document as having limited evidence in terms of improving motorcycle safety, such as strengthening motorcycle licensing requirements (Chapter 5, Section 3.1, pp. 5-17); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-18); helmet use promotion (Chapter 5, Section 1.2, p. 5-11); Communications and Outreach: Conspicuity and Protective Clothing (Chapter 5, Section 4.1, pp. 5-19); and Communications and Outreach: Motorist Awareness of Motorcyclists (Chapter 5, Section 4.2, p. 5-20). Though the document indicates limited evidence in terms of effectiveness, SC lacks a universal helmet law and has a strong legislative lobby against such a law; therefore, these types of efforts are essential to the state if it is to address the problem of motorcycle safety.

### **Countermeasure Strategy: Motorcyclist Awareness Campaign**

**Program Area:** Motorcycle Safety

#### **Project Safety Impacts**

The importance of helmet use, the dangers of impaired motorcycling, and the importance of having a valid motorcycle endorsement on one's driver's license are all important objectives for improving motorcycle safety in the state of South Carolina. Another objective is to increase other motorists' awareness of motorcyclists by increasing the visibility of motorcyclists and by educating other drivers on the importance of sharing the road with motorcycles. If these objectives are accomplished, a positive traffic safety impact of improved motorcycle safety could be achieved. Thankfully, these objectives can be met, in part, through communications and outreach efforts intended to promote helmet use, reduce impaired motorcycling, increase licensing, and spread Share the Road messaging to the motoring public.

#### **Linkage Between Program Area**

As evidenced by the problem identification data, motorcyclist fatalities represented 15.28% of the state's total fatalities in 2019. Of the total number of motorcycle collisions that occurred during the year 2019, 1,219 of those collisions involved another vehicle. It is clear that there is an impetus for increasing other motorists' awareness of motorcyclists, given the severity of such collisions. Communication and outreach can be used to improve other motorists' awareness of motorcyclists and to promote the use of helmets and other protective gear among motorcyclists. As such, allocation of funds to motorcyclist awareness campaigns and the importance of protective gear is needed in order to help the state achieve its motorcycle safety performance targets.

#### **Rationale**

Efforts relative to motorcycle safety in SC have utilized countermeasures deemed by the *Countermeasures that Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices, Ninth Addition, 2017* document as having limited evidence in terms of improving

motorcycle safety, such as strengthening motorcycle licensing requirements (Chapter 5, Section 3.1, pp. 5-17); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-18); helmet use promotion (Chapter 5, Section 1.2, p. 5-11); Communications and Outreach: Conspicuity and Protective Clothing (Chapter 5, Section 4.1, pp. 5-19); and Communications and Outreach: Motorist Awareness of Motorcyclists (Chapter 5, Section 4.2, p. 5-20). Though the document indicates limited evidence in terms of effectiveness, SC lacks a universal helmet law and has a strong legislative lobby against such a law; therefore, these types of efforts are essential to the state if it is to address the problem of motorcycle safety.

**Planned Activity in Countermeasure Strategy**

Unique Identifier	Planned Activity Name	Description Located on Page No.
M11MA	Motorcyclist Awareness Campaign	176

**Planned Activity:** Motorcyclist Awareness Campaign

**Planned activity number:** M11MA

**Primary Countermeasure Strategy ID:** Motorcyclist Awareness Campaign

**Planned Activity Description:**

\*Regarding the counties or political subdivisions in which the highest number of motorcycle collisions involving another motor vehicle, the information was gathered from 2019, which is the state's most recent final crash data.

**Motorcycle Safety Public Information and Education Campaign**

A successful motorcycle safety public information and education campaign, which began in FFY 2007, has been maintained and will continue during FFY 2022 in Horry County during the month of May 2022 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest). Messaging will focus on awareness of motorcyclists on the part of motor vehicle drivers.

**Statewide Motorcycle Safety Awareness Program**

The state of South Carolina in FFY 2022 will again launch a statewide motorcycle safety awareness program modeled after campaign efforts developed for FFY 2021. The primary feature of the campaign will involve “Share the Road” messaging to increase motorist awareness of the presence of motorcyclists on the roadways and sharing the road appropriately with these vehicles. The campaign will utilize radio public service announcements, outdoor advertising, social media,

SCDOT message signs, and displays placed at motorcycle rallies and events. The outreach efforts will be conducted during the Myrtle Beach Bike Week and Atlantic Beach Bike Fest motorcycle rallies in May 2022. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2021 and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred.

The FFY 2022 Motorcycle Safety Campaign will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the highways. The campaign concept will be used to alert motorists of the presence of motorcyclists and urge everyone to “share the road”. The message will target both motorists and motorcyclists. Individual billboards focusing exclusively on motorcyclists will be used, predominantly in priority counties during the statewide campaign event. Though statewide, the campaign will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the preceding year. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred: Horry, Greenville, Charleston, Richland, Spartanburg, York, Lexington, and Anderson.

### **Motorcycle Safety Task Force**

The Motorcycle Safety Task Force will continue to meet quarterly and form partnerships with various state, federal, and local agencies, as well as community groups to develop and implement strategies to reduce the number of motorcycle collisions, fatalities, and injuries.

### **Use of Variable Message Signs through SCDOT**

In partnership with the SCDOT, the OHSJP will again secure the use of variable message signs around the state in designated time periods during the motorcycle safety campaign effort. These message signs will be utilized in May, July, and September 2022. The message to be shown on the message boards is, “Stay Alert. Look for Motorcycles.” This has proven extremely valuable to the campaign effort, as hundreds of thousands of motorists will be exposed to campaign messaging while they are in the act of driving and/or riding

**Intended Subrecipient(s):** The South Carolina Department of Public Safety

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021/2022	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$80,000	\$20,000	\$0.00
2021	FAST Act 402 Motorcycle Programs	402 Safety Campaign (FAST)	\$40,000	\$10,000	\$0.00

## **PROGRAM AREA: NON-MOTORIZED (BICYCLIST/PEDESTRIAN)** **DESCRIPTION OF HIGHWAY SAFETY PROBLEMS-BICYCLISTS**

### Traffic Collision Fatalities

According to NHTSA's FARS data, in 2019 there were 26 bicyclist fatalities in South Carolina motor vehicle collisions. These 26 fatalities accounted for only 2.60% of the total fatalities for the state for 2019 (**Table 13**).

In South Carolina, there were 107 bicyclist fatalities in the five-year period from 2015 to 2019. The 2019 number of bicyclist fatalities (26) represents a 62.50% increase from the level in 2015 and a 28.40% increase when compared to the average of the previous four-year period. This percentage change is significantly larger than the percentage change in such fatalities seen nationwide (a 0.84% increase from 2015, and a 0.45% decrease from the previous four-year period) during the same timeframe (**Table 32**).

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	829	853	806	871	836	0.84%	-0.45%
<b>VMT Rate**</b>	0.03	0.03	0.03	0.03	0.03	0.00%	0.00%
<b>Pop Rate***</b>	0.26	0.26	0.25	0.27	0.25	-3.85%	-3.85%
<b>Pct. Of Total</b>	2.34%	2.26%	2.15%	2.36%	2.35%	0.01%	0.07%

NHTSA NCSA FARS 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

Throughout the last five years (2015-2019), South Carolina's average population-based bicyclist fatality rate (0.42 deaths per 100,000 population) was higher than the average population-based bicyclist fatality rate (0.26) for the nation during the same timeframe. South Carolina's rate in 2019 (0.50) was 23.46% higher than the prior four-year average, and was 51.52% higher than the

2015 rate (**Table 13**). Nationwide, the population-based bicyclist fatality rate decreased by 3.85% in 2019 (0.25) compared to the 2015-2018 average and the rate in 2015.

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	16	25	17	23	26	62.50%	28.40%
<b>VMT Rate**</b>	0.03	0.05	0.03	0.04	0.04	33.33%	6.67%
<b>Pop Rate***</b>	0.33	0.50	0.34	0.45	0.50	51.52%	23.46%
<b>Pct. Of Total</b>	1.63%	2.45%	1.72%	2.22%	2.60%	0.97%	0.59%

NHTSA NCSA FARS 2015-2018 Final File and 2019 Annual Report File (ARF)

VMT provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

### Traffic Collision Injuries

Based on state data, non-severe bicyclist injuries increased from 2015 to 2016, before decreasing in 2017 and 2018. The number of non-severe injuries for 2019 represents an increase of 8.31%. **Table S-20** shows that total number of bicyclist traffic injuries in the state for the five-year period was 2,321, or 0.78% of the total traffic injuries in the state for the time period (297,532). Total bicyclist injuries increased in 2019 (467) when compared to both 2015 (436) and 2018 (436) by 7.11%.

Year	Non-Severe Injuries	Severe Injuries	Fatal Injuries	Total Bicyclists Injured
2015	377	43	16	436
2016	423	56	24	503
2017	416	46	17	479
2018	361	53	22	436
2019	391	49	27	467
<b>Total</b>	<b>1,968</b>	<b>247</b>	<b>106</b>	<b>2,321</b>

As seen in **Table S-21** in 2015, bicyclists experienced 43 severe injuries. The number of severe injuries increased to 56 in 2016 before decreasing to 46 in 2017, and increasing again to 53 in 2018. The 49 severe injuries that occurred in 2019 were 7.55% higher than in 2018, 13.95% higher than in 2015, and 1% lower than the average number of bicyclist serious traffic-related injuries for 2015-2018 (49.5).

	2015	2016	2017	2018	2019
South Carolina	43	56	46	53	49

## Traffic Collisions

According to state data, SC experienced 2,445 total traffic collisions involving bicyclists during the time period 2015-2019. As shown in **Table S-22**, during the five-year period, the number of bicyclist collisions varied. In 2019, the state's number of bicyclist collisions increased 4.50% compared to the previous year (467 collisions) and was 6.78% higher than it was in 2015. In 2019, the state's number of bicyclist collisions were 0.26% lower than the average number of bicyclist collisions (489.25) for the four-year period 2015-2018.

Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2015	16	417	24	457
2016	24	472	25	521
2017	18	463	31	512
2018	22	416	29	467
2019	27	442	19	488
<b>Total</b>	<b>107</b>	<b>2,210</b>	<b>128</b>	<b>2,445</b>

**Table S-23** presents the number of fatal and severe-injury bicycle-related collisions from 2015-2019 by county. Charleston, Horry, Beaufort, and Greenville counties had the highest occurrences of bicyclist fatal and severe-injury collisions during this time period with 65, 39, 29, and 23, respectively.

County	2015	2016	2017	2018	2019	2015-2019
Abbeville	0	0	1	0	0	1
Aiken	1	2	0	4	6	13
Allendale	0	0	0	0	0	0
Anderson	1	1	2	0	1	5
Bamberg	0	0	0	0	0	0
Barnwell	0	1	0	0	0	1
Beaufort	6	8	3	6	6	29
Berkeley	2	3	3	1	1	10
Calhoun	0	0	0	0	0	0
Charleston	10	16	6	18	15	65
Cherokee	1	1	0	0	0	2
Chester	0	0	1	0	0	1
Chesterfield	0	1	0	0	1	2
Clarendon	2	0	0	1	1	4
Colleton	1	0	2	3	0	6
Darlington	3	1	0	2	1	7
Dillon	0	0	0	1	0	1
Dorchester	1	3	1	0	2	7
Edgefield	0	0	0	0	0	0

Table S-23. Bicycle Fatal and Severe Injury Collisions by County, State Data 2015-2019						
County	2015	2016	2017	2018	2019	2015-2019
Fairfield	0	0	0	0	0	0
Florence	4	1	3	4	2	14
Georgetown	0	1	4	1	1	7
Greenville	1	4	4	7	7	23
Greenwood	0	0	0	1	0	1
Hampton	0	0	2	0	1	3
Horry	11	7	6	10	5	39
Jasper	0	0	1	1	2	4
Kershaw	0	0	0	1	0	1
Lancaster	1	3	2	1	1	8
Laurens	0	1	1	0	1	3
Lee	0	0	0	0	0	0
Lexington	2	5	1	2	2	12
McCormick	0	0	0	0	0	0
Marion	0	1	3	0	1	5
Marlboro	1	0	0	0	0	1
Newberry	1	1	1	0	0	3
Oconee	1	1	2	2	2	8
Orangeburg	1	2	2	0	2	7
Pickens	0	0	0	0	1	1
Richland	5	3	5	2	5	20
Saluda	0	0	0	0	0	0
Spartanburg	2	7	4	3	4	20
Sumter	0	3	1	2	1	7
Union	1	1	0	0	0	2
Williamsburg	0	0	1	0	1	2
York	1	1	0	2	2	6
<b>Total</b>	<b>60</b>	<b>79</b>	<b>62</b>	<b>75</b>	<b>75</b>	<b>351</b>

## DESCRIPTION OF HIGHWAY SAFETY PROBLEMS-PEDESTRIANS

### Traffic Collision Fatalities

The state of South Carolina is now experiencing a pedestrian safety problem of great magnitude. **Table 12** shows the number and rate of pedestrian fatalities in South Carolina, both of which increased considerably throughout the 2015-2019 period. Overall, the 2019 total (160 fatalities) is 9.03% higher than the prior four-year average (146.75 fatalities) and 30.08% higher than the 2015 total (123 fatalities).

Table 12. South Carolina Pedestrian Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	123	144	155	165	160	30.08%	9.03%
<b>VMT Rate**</b>	0.24	0.26	0.28	0.29	0.28	16.67%	4.67%
<b>Pop Rate***</b>	2.51	2.90	3.09	3.25	3.11	23.90%	5.87%
<b>Pct. Of Total</b>	12.56%	14.12%	15.67%	15.93%	15.98%	3.42%	1.41%

NHTSA NCSA FARS 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

Throughout the five years (2015-2019), pedestrian fatalities accounted for, on average, 14.85% of all traffic-related fatalities in South Carolina. The 2019 percentage of South Carolina pedestrian fatalities to total traffic fatalities (15.98%) represents a 1.41% increase in this index when compared to the 2015-2018 average and a 3.42% increase compared to the 2015 proportion (12.56%).

The state’s population-based pedestrian fatality rate increased in 2019 (3.11 deaths per 100,000 population) by 5.87% when compared to the prior four-year average (2.94). Over all five years, South Carolina’s average population death rate for pedestrians (2.97) was higher than the rate seen for the US as a whole (1.85).

**Table 33** indicates that nationwide, pedestrians accounted for an average of approximately 6,027 deaths annually during the 2015-2019 period. Total pedestrian fatalities increased in 2019 (6,118 fatalities) by 1.89% when compared to the 2015-2018 average (6,004.5). Additionally, the 2019 nationwide population-based fatality rate for pedestrian fatalities (1.86) increased by 0.40% as compared to the previous four-year average (1.85). In the US, pedestrians accounted for an average of 16.45% of all 2015-2019 traffic-related fatalities. The 2019 proportion of pedestrian fatalities to total traffic fatalities (17.17%) represented a 0.90% increase when compared to the prior four-year average.

Table 33. Nationwide Pedestrian Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	5,489	6,080	6,075	6,374	6,118	11.46%	1.89%
<b>VMT Rate**</b>	0.18	0.19	0.19	0.20	0.19	5.56%	0.00%
<b>Pop Rate***</b>	1.71	1.88	1.87	1.95	1.86	8.77%	0.40%
<b>Pct. Of Total</b>	15.47%	16.08%	16.21%	17.31%	17.17%	1.70%	0.90%

NHTSA NCSA FARS 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

### Traffic Collision Injuries

According to state data (**Table S-29**), the state of South Carolina experienced 4,873 traffic-related injuries (not including fatalities) in the years 2015-2019 involving pedestrians. Of these injuries, 982, or 20.15%, were severe injuries. The number of pedestrian injuries has fluctuated in recent years, with the state in 2019 experiencing 16.49% more pedestrian traffic injuries than occurred in 2015. The 2019 figure of 1,006 total non-fatal pedestrian traffic injuries represents a decrease (3.39%) from 2018’s number of 973. Severe pedestrian traffic injuries have increased since 2015, with the 2018 figure representing the first and only decline of the four-year period. Although the number of severe injuries declined by 3.78% from 2017 to 2018, the 2019 figure is still significantly higher than the figures for each of the four preceding years. In fact, the 2019 figure for severe pedestrian traffic injuries (221) is 36.42% higher than the 2015 figure of 162 and 16.16% higher than the average number of pedestrian severe injuries for the four-year period 2015-2018 (190.25).



<b>Year</b>	<b>Not Injured</b>	<b>Possible Injury</b>	<b>Non Incapacitating Injury</b>	<b>Severe Injury</b>	<b>Total Non-fatal Pedestrians</b>
2015	48	392	277	162	879
2016	45	434	324	183	986
2017	43	441	333	212	1,029
2018	55	397	317	204	973
2019	38	358	389	221	1,006
<b>Total</b>	<b>229</b>	<b>2,022</b>	<b>1,640</b>	<b>982</b>	<b>4,873</b>

The top six counties for fatal and severe-injury pedestrian collisions during the five-year period are depicted below in **Table S-30**. These counties were Charleston, Greenville, Horry, Richland, Spartanburg, and Florence.

<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>	<b>Cumulative Percent of Total</b>
Charleston	38	35	44	56	58	231	13.49%
Greenville	28	40	41	36	42	187	24.40%
Horry	20	35	35	43	26	159	33.68%
Richland	29	34	25	25	35	148	42.32%
Spartanburg	18	11	24	16	25	94	47.81%
Florence	16	10	10	16	16	68	51.78%

### Traffic Collisions

According to state data, South Carolina experienced 5,337 total traffic collisions involving pedestrians during the time period 2015-2019 (**Table S-31**). Total collisions involving pedestrians have fluctuated over the recent years, with 953 in 2015, 1,064 in 2016, 1,117 in 2017, 1,084 in 2018, and 1,119 in 2019. The number of collisions involving pedestrians increased by 3.23% in 2019 compared to 2018 and increased by 17.42% when compared to 2015. The 2019 figure of 1,119 was also 6.12% greater than the average number of traffic collisions involving pedestrians for the four-year period 2015-2018 (1,054.50).

<b>Year</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>
2015	126	799	28	953
2016	145	892	27	1,064
2017	158	935	24	1,117
2018	167	879	38	1,084

<b>Table S-31. Pedestrian Involved Collisions by Year, State Data 2015-2019</b>				
<b>Year</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>
2019	165	925	29	1,119
<b>Total</b>	<b>761</b>	<b>4,430</b>	<b>146</b>	<b>5,337</b>

### Associated Performance Measures

<b>Fiscal Year</b>	<b>Performance Measure Name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-10) Number of pedestrian fatalities (FARS)	2022	Annual	148
2022	C-11) Number of bicyclists fatalities (FARS)	2022	Annual	20

**Countermeasure Strategy:** VRU Communication Campaign

**Program Area:** Non-motorized (Bicyclist/Pedestrian)

### Project Safety Impacts

The Vulnerable Roadway User (VRU) Communication Campaign serves to increase drivers' awareness of vulnerable roadway users, including bicyclists, pedestrians, and moped operators, as well as improve both VRU and driver compliance with relevant traffic laws. The SCDPS Contractor, 9Rooftops, will develop an innovative VRU media campaign and will focus on counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups. A positive traffic safety impact can be achieved through increasing drivers' awareness of these vulnerable roadway user groups and through increasing VRU and driver compliance with relevant traffic laws. A significant focus will be placed on pedestrian and bicyclist safety to combat the rise in fatalities among these groups. The previous VRU Communication Campaign known as "Look!" was replaced in 2019 with a "Share the Road" message.

### Linkage Between Program Area

Each year the state of South Carolina experiences traffic collisions, injuries, and fatalities resulting from individuals negotiating roadways on foot (pedestrians), or by two-wheeled vehicles (mopeds, bicycles, and motorcycles). Communication campaigns designed to increase drivers' awareness of vulnerable roadway users and improve both VRU and driver compliance with relevant traffic

laws will help the state meet the performance measures and goals related to the issues faced by vulnerable roadway user groups.

**Rationale**

The NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017 (CTW)* contains specific chapters on motorcyclists, pedestrians, and bicyclists, but no specific documentation about appropriate countermeasures for moped rider safety, although aspects of motorcyclist safety countermeasures would clearly be applicable to this category as well. The state of South Carolina has implemented certain efforts over time, predominantly of an educational nature, in terms of addressing bicyclist and pedestrian traffic safety issues, such as elementary-age child pedestrian training, deemed likely effective (Chapter 8, Section 2.1, pp. 8-18 to 8-22); child school bus training, deemed undetermined in terms of effectiveness (Chapter 8, Section 2.3, p. 8-26 to 8-27); impaired pedestrians: communications and outreach, deemed undetermined in terms of effectiveness (Chapter 8, Section 3.1, p. 8-27 to 8-28); conspicuity enhancement, deemed likely effective (Chapter 8, Section 4.3, p. 8-33 to 8-35); *Share the Road* awareness programs, limited evidence of effectiveness (Chapter 9, Section 4.2, p. 9-30 to 9-31); and bicycle safety education for bicycle commuters, limited evidence of effectiveness (Chapter 9, Section 2.2, p. 9-22 to 9-23).

**Planned Activity in Countermeasure Strategy**

Unique Identifier	Planned Activity Name	Description Located on Page No.
PIOT S	Non-motorized Communication Campaign	185

**Planned Activity:** Non-motorized Communication Campaign

**Planned activity number:** PIOT S

**Primary Countermeasure Strategy ID:** VRU Communication Campaign

**Planned Activity Description:**

The OHSJP will launch a media campaign in FFY 2022 to focus on safety issues related to vulnerable roadway users, including pedestrians, bicyclists, and moped riders, with an increased focus on pedestrians. The campaign will target focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups during the five-year period from 2015 to 2019. The campaign will support public outreach and enforcement efforts by the SC Highway Patrol to address the increase in fatalities occurring in South Carolina among these vulnerable groups. While the campaign will have advertising that focuses on each of the vulnerable roadway groups, the campaign will feature a unified and cohesive series of “share the road”

messages. That way, roadway users will recognize the theme. The theme encourages motorists to simply pay attention and “look” for these vulnerable roadway users when they are negotiating the roadways. Prior to 2019, the VRU campaign was traditionally a billboard-only campaign, but the SCDPS Contractor has expanded the campaign to include advertising for paid social media, digital advertising, and programmatic outdoor/alternative media (billboards, digital advertising at bars, gas stations, and convenience stores, truck wraps.)

**Intended Subrecipient(s):** South Carolina Department of Public Safety

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2021	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$40,000.00	\$10,000.00	\$0.00
2020/2021	FAST Act NHTSA 405h	Non-motorized Safety Campaign	\$200,000	\$50,000	\$0.00

**PROGRAM AREA: TRAFFIC RECORDS**

**DESCRIPTION OF HIGHWAY SAFETY PROBLEMS**

A comprehensive overview of the state’s highway safety problems have been detailed in previous sections of SC’s FFY 2022 HSP. The following section will serve to provide an overview of the state’s existing traffic records system and areas in which the state would like to improve.

Timely, accurate, and efficient collection and analysis of appropriate traffic records data have always been essential to highway safety and are critical in the development, implementation, and evaluation of appropriate countermeasures to reduce traffic collisions and injuries. There are many users of these data. Law enforcement utilizes the data for the deployment of enforcement units. Engineers use data to identify roadway hazards, while judges utilize data as an aid in sentencing. Prosecutors use traffic records data to determine appropriate charges to levy against drivers in violation of traffic laws and ordinances. Licensing agencies utilize data to identify problem drivers, and emergency response teams use data to improve response times. Health-care organizations use data to understand the implications of patient care and costs, and legislators/public officials use data to pass laws and to set public policy.

## Overview of the South Carolina Traffic Records System

The South Carolina Traffic Records System is composed of the six components maintained by five core state agencies: SC Department of Motor Vehicles (SCDMV), SC Department of Transportation (SCDOT), SC Judicial Branch (SCJB), SC Department of Health and Environmental Control (SCDHEC), and SC Department of Public Safety's Office of Highway Safety and Justice Programs (SCDPS OHSJP).

### The Collision Component (SCDPS, SCDMV)

The OHSJP maintains the South Carolina Collision and Ticket Tracking System (SCCATTS). SCCATTS serves as the state-provided solution for collecting collision, public contact/warning, and citation data for SCCATTS users and also employs a Geographic Information System (GIS) component. This system currently collects 96% of all collision data statewide. The remaining 4% of reports are submitted manually and entered into SCCATTS by data entry clerks with the OHSJP. SCCATTS also has the ability to collect public contact/warning data and Uniform Traffic Ticket (UTT) citation data issued by law enforcement.

The OHSJP also houses the South Carolina Traffic Collision Master File. This file contains data obtained from the South Carolina Traffic Collision Report Form (TR-310) submitted by law enforcement collision investigators. This form can be submitted electronically through the SCCATTS system to SCDPS and SCDMV. The form can also be submitted manually through a paper process by law enforcement agencies that do not have the capability to submit electronically through SCCATTS. The OHSJP also houses the Traffic Records Staff, Fatality Analysis Reporting System (FARS), Safetynet, and the Statistical Analysis & Research Section (SARS). All of these sections work as a cohesive unit in association with South Carolina's crash data collection.

In addition to those systems mentioned above, OHSJP is now participating in the National Highway Traffic Safety Administration's (NHTSA) Crash Report Sampling System (CRSS). This system reviews a sample geographical area of law enforcement reported crash investigations involving all types of motor vehicles, pedestrians, and cyclists. CRSS is used to develop an overall crash depiction that can be used to identify highway safety problem areas, performance measure trends, and as a basis for cost analysis with highway safety initiatives.

SCDMV currently houses driver and vehicle collision records obtained from the TR-310 and Financial Responsibility (FR-10) form. The FR-10 is a component of the TR-310 issued by law enforcement during crash investigations to verify liability insurance on the units involved. These records are used for insurance verification and driver/vehicle components of collision records described on the following pages.

### The Driver Component (SCDMV)

SCDMV maintains driver records for the state in a customer-centric system called the Phoenix System. This system uses a common architecture to combine driver license records and driver history. These records contain crash and citation data that are used daily by stakeholder agencies for day-to-day operations. The SCDMV is responsible for maintaining current South Carolina driver history from the data collected from the TR-310 collision form and UTT citation data received from law enforcement and the courts.

### The Vehicle Component (SCDMV)

SCDMV's Phoenix System also maintains vehicle records for the state. This system is used to maintain vehicle title, registration, and insurance records. This system is also used daily by stakeholders for vehicle information. The SCDMV is responsible for maintaining current South Carolina vehicle history from vehicle titles, registration information, and data collected from the TR-310 collision and FR-10 forms.

### The Citation/Adjudication Component (SCDMV, SCJD)

The Citation/Adjudication component has experienced major changes in the collection of citation data over the past several years. The South Carolina General Assembly enacted legislation that requires all citation data to be submitted electronically to SCDMV by January 1, 2017 as per SCDMV requirements. In response to this legislation, the TRCC coordinated the creation of a statewide citation database housed within SCDMV. This database, the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES), was designed to collect all citation data electronically from the issuing law enforcement agency and track the citation through the court system to ultimately obtain the disposition data for all traffic-related offenses. The system became fully operational on January 1, 2018.

The Adjudication Component is managed by the South Carolina Judicial Branch (SCJB) through its Case Management System (CMS) and various local courts' Records Management Systems (RMS). The Court Administration was charged, as per legislation, with developing adjudication disposition data collection application(s) for all citations issued within the state. The data collection process utilized the state's Case Management System developed by SCJB. It also uses a Web-services application that was developed for local courts not utilizing CMS. The CMS disposition system was completed and enacted in June 2016. The Disposition Portal to collect disposition data for courts with no RMS was deployed in January 2018.

### The Injury Surveillance System Component (SCDHEC)

The Injury Surveillance System (ISS) is managed by SCDHEC. This agency collects and maintains data through several statewide data systems. They include Emergency Medical Services (EMS)

records; a patient care reporting system called Prehospital Management Information System (PreMIS), which is an electronic reporting component of the National Emergency Medical Services Information System (NEMSIS); and statewide trauma registry and the vital records system.

These major statewide data systems rely on data collected by:

1. State, county, local government agencies, private and volunteer service providers in health care-related fields that manage/report data contained in these systems
2. State, county, and local government employees in law enforcement and engineering agencies

### The Roadway Component (SCDOT)

The South Carolina Department of Transportation (SCDOT) maintains roadway information in the Integrated Transportation Management System (ITMS), the Roadway Information Management System (RIMS), and a Geographic Information System (GIS). These systems focus on state-maintained roadways and local roadway segments that are included as selected segments for the Highway Performance Monitoring System (HPMS).

States are required to have access to a complete collection of Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE) on all public roads by September 30, 2026. In preparation for 100% compliance, 23 CFR Part 924.11 directs states to include in their 2017 Traffic Records Strategic Plan (TRSP) information related to MIRE FDE, expressly to “incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements”. Of the 33 unique MIRE FDE identified, South Carolina Department of Transportation currently has access to 87.9%, missing only four elements. A number of projects in this year’s TRSP address improvements to the collection of MIRE FDE. Specifically, the Collision Report Form Revision and the RIMS Enhancements will have the greatest impact.

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system. As such, a major priority for FFY 2022 is the upgrading of the SCCATTS (South Carolina Collision and Ticket Tracking System) e-Reporting application.

The OHSJP’s current application for electronic Traffic Records report submission and data processing is the ReportBeam© product. This product, purchased through federal grant funds, is hosted by the OHSJP for state, county and local law enforcement traffic records processes. It was purchased in 2009 and is aged. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to SCDMV, SCJB, and the SCDOT.

The ReportBeam application went through a security update during 2019 and is in the process of being deployed to all users throughout the state. SCDPS maintains a secure network infrastructure and wants to ensure that all avenues of security are meeting state standards. The SCUTTIES and SCCATTS programs are dependent upon the traffic records data created by this application to continue to meet both Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA) requirements. These requirements have a direct impact on funding for Traffic and Roadway Safety programs within our state. A project in the 2020-2022 TRSP, listed under the SCCATTS program, will be focused on beginning the research for a possible replacement or upgrade of the e-reporting software application.

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>	<b>Description located on Page No.</b>
Highway Safety Office Program Management	65
Improves accessibility of a core highway safety database	191
Improves accuracy of a core highway safety database	193
Improves completeness of a core highway safety database	194
Improves integration between one or more core highway safety databases	195
Improves timeliness of a core highway safety database	197
Improves uniformity of a core highway safety database	198



**Countermeasure Strategy:** Improves accessibility of a core highway safety database

**Program Area:** Traffic Records

**Project Safety Impacts**

Accessibility reflects the ability of legitimate users to successfully obtain desired data. For every database and file in a traffic records system, there is a set of legitimate users who are entitled to request and receive data. A Traffic Records System (TRS) with accurate, uniform, timely and complete data integrated between the state’s various core databases is essentially useless if it cannot be accessed by those who legitimately need to access the data. Improving accessibility of the TRS data will have positive traffic safety impacts because it will enable the development of meaningful solutions to the traffic safety problems identified through analysis of the data.

**Linkage Between Program Areas**

Accessible data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the accessibility for legitimate users of the data contained within the state's Traffic Records System (TRS) will enable the development of meaningful solutions to the traffic safety problems identified through analysis of the data. Improving the accessibility of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

**Rationale**

The accessibility of the database or sub-file is determined by obtaining the users’ perceptions of how well the system responds to their requests. It is measured in terms of customer satisfaction related to the retrieval of data.

**Planned activities in countermeasure strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>	<b>Description Located on Page No.</b>
TR	OHSJP Traffic Records Management	71
TR M3DA	OHSJP Traffic Records Improvement	192

**Planned Activity:** OHSJP Traffic Records Improvement

**Planned Activity Number:** TR M3DA

**Primary Countermeasure Strategy ID:** Improves accessibility of a core highway safety database

**Planned Activity Description:**

Projects falling under this planned activity represent the projects identified in the state’s 2020-2022 TRSP. These projects fall into the program areas listed below:

- **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- **SCDHEC’s Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.
- **SCDMV’s Phoenix System** for driver and vehicle records services.
- **SCDMV’s SCUTTIES** for citation records processing.
- **SCDOT’s Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
- **SCDPS’s SCCATTS** application for collection and e-Reporting of crash, citation and public contact/warnings.
- **SCDPS’s SMARTCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
- **SCJB’s Case Management System (CMS)** citation and adjudication processing.

The projects included in the table below represent the 12 projects to be implemented under the planned activity, TR M3DR. It should be noted that the list below includes projects that are not seeking Traffic Records funding, but are nonetheless addressing the traffic records system.

Full descriptions of each project have been included in the state’s 2020-2022 TRSP. An overview of each project is included at the end of this Program Area Section.

<b>Ranking</b>	<b>Agency</b>	<b>Project</b>	<b>Requested Amount</b>
1	SCDPS	Collision Report Revision	\$10,000
2	SCDMV	Phoenix e-Citation Enhancements	\$90,000
3	SCDMV	Data Quality Improvements: Citations & Collisions	\$20,000
4	SCDMV	SCUTTIES e-Citation Enhancements	\$45,000
5	SCDMV	Automate Failure to Pay UTT Process	\$20,000
6	SCDOT	Pedestrian/Bicycle Facilities	\$173,000
7	SCDPS	Field Deployment to L/E Agencies	\$15,000
8	SCDMV	Citation Reports	\$15,000
9	SCJB	CMS-SCUTTIES Enhancements	\$150,000

10	SCDOT	Local Agency Data Collection/Road Location Coding	\$50,000
11	SCDOT	Roadway & Crash Management Program Enhancement/Update	\$150,000
12	SCDPS	SCATTS Software Replacement	\$15,000

**Intended Subrecipient(s):** SC Department of Public Safety

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020/2021	FAST Act NHTSA 405c	Traffic Records	\$1,184,574	\$296,143.50	\$0.00

**Countermeasure Strategy:** Improves accuracy of a core highway safety database

**Program Area:** Traffic Records

**Project Safety Impacts**

Accuracy reflects the degree to which the data is error-free, satisfies internal consistency checks, and does not exist in duplicate within a single database. Error means that the recorded value for some data element of interest is incorrect. Error does not mean the information is missing from the record. Erroneous information in a database cannot always be detected. In some cases, it is possible to determine that the values entered for a variable or data element are not legitimate codes. In other cases, errors can be detected by matching data with external sources of information. It may also be possible to determine that duplicate records have been entered for the same event. Improving the accuracy of the data contained within the state's TRS will have a positive traffic safety impact because accurate data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements.

**Linkage Between Program Areas**

Accurate data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the accuracy of the data contained within the state's Traffic Records System will ensure that the problems identified during the problem identification process actually exist. It will also enable the setting of realistic performance targets.

Improving the accuracy of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that resources are allocated in a systematic manner.

**Rationale**

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the accuracy of data is necessary for achieving a well-developed TRS within the state.

**Planned Activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	71
TR M3DA	OHSJP Traffic Records Improvement	192

**Countermeasure Strategy:** Improves completeness of a core highway safety database

**Program Area:** Traffic Records

**Project Safety Impacts**

Completeness of the data is another important attribute of a well-developed TRS. The information contained within a well-developed TRS should be complete in terms of all the people, events, things, or places represented by the records in the various components, and it should be complete in terms of all the variables required to be collected on those people, events, things, or places. Improving the completeness of the data contained within the core databases of the state's TRS will have a positive traffic safety impact because complete data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements.

**Linkage Between Program Area**

Complete data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the completeness of the data contained within the state's TRS will ensure that the full scope of the problems identified during the problem

identification is known. It will also enable the setting of realistic performance targets. Improving the completeness of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

**Rationale**

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the completeness of data is necessary for achieving a well-developed TRS within the state.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	71
TR M3DA	OHSJP Traffic Records Improvement	192

**Countermeasure Strategy:** Improves integration between one or more core highway safety databases

**Program Area:** Traffic Records

**Project Safety Impacts**

The goal of development and management of traffic safety programs is a systematic process with an intended goal of reducing the number and severity of traffic collisions. This data-driven process ensures that all opportunities to improve highway safety are identified and considered for implementation. A well-developed Traffic Records System (TRS) facilitates this data driven process because it serves as the information base for the state's management of the highway and traffic safety activities. A well-developed TRS allows for the compilation of the data from each of the systems comprising the TRS into a unified, accessible resource without bringing all the data into a single database. Improving integration between each of the core highway safety databases is the goal of the TRS, and achieving this goal would have considerable traffic safety impacts because it would allow for greater opportunities to track and address traffic safety events among each of the data files.

## **Linkage Between Program Area**

Timely, accurate, and efficient collection and analysis of appropriate traffic records data have always been essential to highway safety and are critical in the development, implementation, and evaluation of appropriate countermeasures to reduce traffic collisions and injuries. There are many users of these data. Law enforcement utilizes the data for the deployment of enforcement units. Engineers use data to identify roadway hazards, while judges utilize data as an aid in sentencing. Prosecutors use traffic records data to determine appropriate charges to levy against drivers in violation of traffic laws and ordinances. Licensing agencies utilize data to identify problem drivers, and emergency response teams use data to improve response times. Health-care organizations use data to understand the implications of patient care and costs, and legislators/public officials use data to pass laws and to set public policy.

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system and the collision records system must be integrated between the agencies with custodial responsibility over each of the major components of the TRS: South Carolina Department of Public Safety (SCDPS), the South Carolina Department of Health and Environmental Control (SCDHEC), the South Carolina Department of Transportation (SCDOT), the SC Department of Motor Vehicles (SCDMV), and the South Carolina Judicial Branch (SCJB).

Allocating funds to the projects outlined in the state Traffic Records Strategic Plan (TRSP) will bring the state closer to its goal of achieving integrated access to the TRS's numerous data components. This would allow access for each of the entities who need to access the data in order to act in ways that produce positive traffic safety impacts, which would ultimately lead to the state's achievement of its outlined performance targets.

## **Rationale**

A state's traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the state. According to NHTSA's Highway Safety Program Guidelines, data integration should be addressed through creating and maintaining a system inventory; supporting centralized access to linked data; meeting Federal reporting requirements, such as the Fatality Analysis Reporting System (FARS), the Motor Carrier Management Information System (MCMIS /Safetynet), the Highway Performance Monitoring System (HPMS), and others; supporting electronic data sharing; and adhering to state and federal privacy and security standards. Allocating funds to the projects outlined in the state Traffic Records Strategic

Plan (TRSP) will bring the state closer to its goal of achieving integrated access to the TRS's numerous data components, which will ultimately lead to the state's achievement of its outlined performance targets.

**Planned Activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	71
TR M3DA	OHSJP Traffic Records Improvement	192

**Countermeasure Strategy:** Improves timeliness of a core highway safety database

**Program Area:** Traffic Records

**Project Safety Impacts**

The information contained within the TRS should be available within a timeframe to be meaningful for effective analysis of a state’s highway safety programs, and for efficient conduct of each custodial agency’s business and mission. Improving the timeliness of the data contained within the core databases will produce a positive traffic safety impact within the state because it will ensure that all of the necessary problem identification data is as up-to-date as is reasonably possible.

**Linkage Between Program Area**

Timely data is necessary for identifying up-to-date locations and relevant causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the timeliness of the data contained within the state's TRS will ensure that the relevance of the problems identified during the problem identification is known. It will also enable the setting of realistic performance targets. Improving the timeliness of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

## Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the timeliness of data is necessary for achieving a well-developed TRS within the state.

## Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	71
TR M3DA	OHSJP Traffic Records Improvement	192

**Countermeasure Strategy:** Improves uniformity of a core highway safety database

**Program Area:** Traffic Records

## Project Safety Impacts

Uniformity reflects the consistency among the files or records in a database. Uniformity may be measured against some independent standard, preferably a national standard. Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures. Without uniformity, the goal of data integration cannot be achieved, and both are vital attributes of a well-developed TRS. Improving uniformity of the data will assist in achieving integration among the core databases, and achieving this goal would have considerable traffic safety impacts because it would allow for greater opportunities to track and address traffic safety events among each of the data files.

## Linkage Between Program Area

Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures in order for an accurate depiction of the state's traffic safety concerns. Uniformity of the data collection and reporting procedures is needed because it will enable the setting of realistic performance targets. Improving the uniformity of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.



## Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the uniformity of data is necessary for achieving a well-developed TRS within the state.

## Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	71
TR M3DA	OHSJP Traffic Records Improvement	192

Project Title	TRS Program Priority Rank 1	Lead Agency	405 c Request
Roadway & Crash Management Program Enhancement/Update	Roadway and Crash Management	SCDOT	\$150,000
<p><b>Description of Problem:</b> While a current system exists for the management of South Carolina's roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT's key strategic goals is to improve safety along the state's roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT's roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state's roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The current transmission of collision data is through an outdated text file transfer over FTP. This is not up to current IT standards and needs to be updated to a more secure and efficient web service method.</p> <p><b>Solution:</b> Develop a software solution, adjacent to SCDOT's current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. Also to develop web services between SCDPS's electronic collision reporting software (including SmartCop and any future applications) and SCDOT</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/>Collision, <input type="checkbox"/>Citation / Adjudication, <input checked="" type="checkbox"/>Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDOT  <b>Project Lead:</b> Emily Thomas  <b>Goal Completion Date:</b> March 2023</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> \$2,150,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$150,000  State funds: \$0  Other Federal Funds: \$2,000,000</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration  <b>Project Goal:</b> Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions. Also to develop a web service for the transmission of collision data from SCDPS's systems to SCDOT.</p>			
<p><b>Project Status:</b> Design documents were completed in October 2019. Next phase of system development is expected to be completed early 2023</p>			

Project Title	TRS Program Priority Rank 2	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	\$10,000
<p><b>Description of Problem:</b> The current TR-310 report form has a number of fields used for statistical analysis. However, the form has not been through a major revision since 2001. The form is approximately 55% Model Minimum Uniform Crash Criteria (MMUCC) compliant and has potential to be enhanced with fields for data elements collected by other stakeholders using the form.</p> <p><b>Solution:</b> This project is to update the collision report form to increase MMUCC compliance and collect new data elements not made available on the current TR-310 Collision report. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/>Collision, <input type="checkbox"/>Citation / Adjudication, <input checked="" type="checkbox"/>Roadway, <input checked="" type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDPS  <b>Project Lead:</b> Brian Borough  <b>Goal Completion Date:</b> Sept. 2021</p>		<p><b>Partner Agencies:</b> SCDMV  <b>Project Lead:</b> Rosalind Jenkins</p>	
<p><b>Total Budget:</b> TBD</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$10,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration  <b>Project Goal:</b> Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2021. Improve the overall collection of crash related injury coding for collision reporting.</p>			
<p><b>Project Status:</b> In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to other projects needing immediate attention. Scheduled to be reinstated for 2020-2022 development.</p>			

Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
SCCATTS Software Replacement	SCCATTS	SCDPS	\$15,000
<p><b>Description of Problem:</b> The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam® product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Branch (SCJB), and South Carolina Department of Transportation (SCDOT).</p> <p><b>Solution:</b> Begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS OHS and interfaced with SCDMV, SCJB and SCDOT.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/>Collision, <input type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input checked="" type="checkbox"/>Injury Surveillance, <input type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDPS  <b>Project Lead:</b> Brian Borough  <b>Goal Completion Date:</b> Sept. 2021</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> TBD</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$15,000  State funds: \$TBD  Other Federal Funds: \$TBD</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p>			
<p><b>Project Goal:</b> Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meets security requirements</p>			
<p><b>Project Status:</b> The ReportBeam® developer Aptean (CentralSquare), has delivered an updated version of ReportBeam®. Then new version is being distributed to all ReportBeam® agencies to be installed on computers using ReportBeam®. An RFI for a new product has been distributed and the responses are currently being evaluated.</p>			

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	\$90,000
<p><b>Description of Problem:</b>  As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.</p> <p><b>Solution:</b> Use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> Sept. 2021</p>		<p><b>Partner Agencies:</b> SCJD</p>	
<p><b>Total Budget:</b> \$90,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$90,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Enhance Phoenix to further automate the processing of e-Citations.</p>			
<p><b>Project Status:</b> The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2021.</p>			

Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	\$20,000
<p><b>Description of Problem:</b>            After SCUTTIES was fully deployed, SCDMV had identified several issues related to the collected data and the data quality. Currently, this is requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the issue(s). SCDMV will need to provide a developer and/or business analyst to determine the cause of the inconsistent data and present a solution.</p> <p><b>Solution:</b>            Utilize SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development to correct the data collection and quality issues. This contractor would be at 10% for this project.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> 2021</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> \$20,000</p>		<p><b>Funding Sources:</b>            405c (Traffic Records): \$20,000            State funds: \$0            Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b>            Maintain and improve the consistent quality of the citation, disposition, and collision data for the duration of the project.</p>			
<p><b>Project Status:</b> Project under development.</p>			

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES	SCDMV	\$45,000
<p><b>Description of Problem:</b> Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.</p> <p><b>Solution:</b> Hire a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> 2021</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> \$45,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$45,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Continue updates to SCUTTIES and provide general support and troubleshooting.</p>			
<p><b>Project Status:</b> An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2021.</p>			

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix	SCDMV	\$20,000
<p><b>Description of Problem:</b> Currently all Non-Resident violator Compact (NRVC) violations are received by SCDMV from SCJB through a manual process. Due to the rate of noncompliance by violators, the system need to be automated to increase the efficiency of notifying the offender and home licensing State.</p> <p><b>Solution:</b> This project will automate the Failure to Pay Traffic Ticket Process via web service interface allowing the data regarding unpaid traffic tickets to be exchanged between SCJD and SCDMV. Use SCUTTIES Business Application Manager as the business analyst and hire a .Net contractor for part-time work as required supporting this development. The contractor would be at 50% for the project initially and could ramp up to 100% for the duration of the development cycle. The project addresses TRS Goal #2: Improve Traffic Records Data Integration, Access, and Analysis.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b> Frank Rodgers  <b>Goal Completion Date:</b> Sept. 2022</p>		<p><b>Partner Agencies:</b> SCJB</p>	
<p><b>Total Budget:</b> \$35,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$20,000  State funds: \$15,000  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Reduce the number of days to receive information on noncompliance from SCJD.</p>			
<p><b>Project Status:</b> The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2022.</p>			



Project Title	TRS Program Priority Rank 8	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	\$173,000
<p><b>Description of Problem:</b> Currently, when SCDOT prepares to resurface roads in South Carolina, there is not an integrated system in place to alert the decision makers that a road may be in a local transportation organization's Pedestrian/Bicycle Plan. These plans may include identifying corridors for bike lanes, for example, which is an important factor that should be considered when planning and budgeting for a resurfacing package. SCDOT's Safety office also has no straightforward method to determine which roads have pedestrian or bicycle facilities (e.g., Bicycle Lanes) when performing crash analysis.</p> <p><b>Solution:</b> The proposed solution is a multi-step process. Initially, SCDOT would like to develop an online tool that would allow local transportation planning organizations to spatially highlight routes that are identified in their approved plan. A tool is preferred because it will allow local agencies to upload information on their schedule, is easily updated, and will provide uniform data. SCDOT GIS staff can then use the information from the tool to consolidate multiple plans and locations into a statewide database. With this information SCDOT could then update its current resurfacing report to include an identifier for locations that have a corresponding approved local Pedestrian/Bicycle Plan. A software addition will also be added to RIMS to track existing and planned ped/bike facilities.</p> <p style="text-align: right;">Section 405c Funds are requested for this project – <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p><b>Lead Agency:</b> SCDOT  <b>Project Lead:</b> Todd Anderson  <b>Goal Completion Date:</b></p>		<p><b>Partner Agencies:</b> Metropolitan Planning Organizations (MPO)/Local transportation organizations</p>	
<p><b>Total Budget:</b></p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$173,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p>			
<p><b>Project Goal:</b> Create a tool that will be used by MPOs to identify approved pedestrian/bicycle corridors, data from which can then be integrated into SCDOT's pavement resurfacing report.</p>			
<p><b>Project Status:</b> New proposed project in February 2020.</p>			

Project Title	TRS Program Priority Rank 9	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	\$15,000
<p><b>Description of Problem:</b> Many local law enforcement agencies do not have a robust method for collecting data related to the traffic records forms. While using paper-based mediums, there are inaccuracies with the data collected along with issues of being able to report the information in a timely manner.</p> <p><b>Solution:</b> The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data. Tasks of the project include:</p> <ul style="list-style-type: none"> <li>• outreach session</li> <li>• software implementation</li> <li>• training</li> <li>• hardware deployment (optional)</li> </ul> <p>This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input type="checkbox"/>Yes <input checked="" type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input checked="" type="checkbox"/>Roadway, <input checked="" type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDPS  <b>Project Lead:</b> Brian Borough  <b>Goal Completion Date:</b> On Going</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> TBD</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$15,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration  <b>Project Goal:</b> Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Deploy hardware to agencies currently not able to submit electronically.</p>			
<p><b>Project Status:</b> SCCATTS has been deployed to 169 agencies across the state. SC now receives 96% of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.</p>			

Project Title	TRS Program Priority Rank 10	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	\$15,000
<p><b>Description of Problem:</b>            Currently, SCUTTIES offers a simplified solution for reporting. As we fully implement SCUTTIES, more statistical reporting will be required from the Legislature and other interested third parties.</p> <p>If we are required to provide additional reporting prior to the data warehouse implementation, this will require development time from either a .Net Developer or a Database Administrator.</p> <p><b>Solution:</b>            Until such a time as these reports are requested by interested third parties we will expend our efforts toward building the data warehouse.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> 2021</p>		<p><b>Partner Agencies:</b> State &amp; Local Law Enforcement Agencies, SCDPS, SCJD.</p>	
<p><b>Total Budget:</b> \$15,000</p>		<p><b>Funding Sources:</b>            405c (Traffic Records): \$15,000            State funds: \$0            Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.</p>			
<p><b>Project Status:</b> Project under development</p>			

Project Title	TRS Program Priority Rank 11	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	\$150,000
<p><b>Description of Problem:</b> SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.</p> <p><b>Solution:</b> The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:</p> <ul style="list-style-type: none"> <li>Phase 1: Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.</li> <li>Phase 2: SCJD will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.</li> </ul> <p>This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCJB  <b>Project Lead:</b> Mark Crenshaw  <b>Goal Completion Date:</b> Sept. 2020</p>		<p><b>Partner Agencies:</b> SCDMV  <b>Project Lead:</b> Frank Rodgers</p>	
<p><b>Total Budget:</b> \$150,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$150,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.</p>			
<p><b>Project Status:</b> The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.</p>			

Project Title	TRS Program Priority Rank 12	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	\$50,000
<p><b>Description of Problem:</b> SCDOT has completed local agency data collection in all 46 counties. As a result, the majority of crashes that occur on local roads can now be accurately identified on the state's roadway network. However, a process to keep the local road network up to date now needs to be identified and implemented as an ongoing project</p> <p><b>Solution:</b> SCDOT is currently reviewing several methods to determine the best approach to keep the local road network up to date. SCDOT expects this review to be completed late in 2020, and will then begin work in early 2021. This project will continue to improve the state's roadway inventory field through a unified location-coding scheme for the state's local roadways. Many county governments and Metropolitan Planning Organizations (MPOs) have already provided GIS data for their areas to SCDOT. SCDOT will continue to extract GIS data from these sources and import it into the Roadway Information System to enable better crash location reporting. This data is used in the mapping software currently furnished to SCDPS for use by law enforcement when locating collision scenes. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/>Collision, <input type="checkbox"/>Citation / Adjudication, <input checked="" type="checkbox"/>Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDOT  <b>Project Lead:</b> Todd Anderson  <b>Goal Completion Date:</b> Sept. 2022</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> \$100,000 (\$50,000 per year)</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$50,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Maintain up to date local agency data collection in all 46 counties.</p>			
<p><b>Project Status:</b> To date, SCDOT has completed local agency data collection in all 46 counties. We anticipate that we will begin a process to keep this data updated in 2020</p>			

## **EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM**

**Planned activities that collectively constitute an evidence-based traffic safety enforcement program**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
AL PEM	Impaired Driving Communication Campaign
OP PEM	Occupant Protection Communication Campaign
M4HVE	DUI Enforcement Teams
164AL	Alcohol-impaired Driving Enforcement Teams
PTS-OP	High visibility enforcement of seat belt law
M4TR	Impaired Driving Countermeasures Training for Law Enforcement
PTS-LEC	Law Enforcement Coordination
PTS-EU	PTS Enforcement Units
PTS-TSO	Traffic Safety Officer Training

### Collision Analysis

The state of South Carolina has seen significant fatality reductions in the impaired driving category over the time period 2015-2019. According to NHTSA's FARS data, the state has experienced a significant decrease in alcohol-impaired driving fatalities (-21 from 2015 to 2019; +37 in 2016; -38 in 2017; -15 in 2018; and -5 in 2019). South Carolina has experienced a 6.90% decline in impaired driving fatalities from 2015 to 2019 compared to a smaller decrease nationally. (**Table 3; Table 5; Figure 2 and Figure 3**).

<b>Table 3. Fatalities by Type</b>							
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>% Change: 2015 vs. 2019</b>	<b>% Change: 2019 vs. prior 4-yr Avg.</b>
<b>Total Fatalities</b>							
South Carolina	979	1,020	989	1,036	1,001	2.25%	-0.50%
U.S.	35,477	37,803	37,471	36,830	35,627	0.42%	-3.44%
<b>Driver Fatalities</b>							
South Carolina	669	679	664	693	654	-2.24%	-3.29%
U.S.	22,349	23,713	23,756	23,040	22,322	-0.12%	-3.84%
<b>Passenger Fatalities</b>							
South Carolina	169	166	150	152	158	-6.51%	-0.78%
U.S.	6,503	6,820	6,521	6,276	6,012	-7.55%	-7.93%
<b>Motorcyclist Fatalities</b>							
South Carolina	185	186	145	141	153	-17.30%	-6.85%
U.S.	5,029	5,337	5,226	5,037	4,957	-1.43%	-3.88%
<b>Pedestrian Fatalities</b>							

Table 3. Fatalities by Type							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
South Carolina	123	144	155	165	160	30.08%	9.03%
U.S.	5,489	6,080	6,075	6,374	6,118	11.46%	1.89%
<b>Bicyclist Fatalities</b>							
South Carolina	16	25	17	23	26	62.50%	28.40%
U.S.	829	853	806	871	836	0.84%	-0.45%
<b>Impaired Driving Fatalities</b>							
South Carolina	306	343	305	290	285	-6.86%	-8.36%
U.S.	10,280	10,967	10,880	10,710	10,142	-1.34%	-5.30%
<b>Speeding Fatalities</b>							
South Carolina	366	393	417	450	459	25.41%	12.92%
U.S.	9,723	10,291	9,947	9,579	9,478	-2.52%	-4.12%
<b>Unrestrained Occupant Fatalities</b>							
South Carolina	308	315	308	331	299	-2.92%	-5.23%
U.S.	9,978	10,464	10,116	9,844	9,346	-6.33%	-7.47%
<b>Young Driver(20 &amp; under) -Involved Fatalities</b>							
South Carolina	121	108	121	136	94	-22.31%	-22.63%
U.S.	4,413	4,631	4,472	4,219	4,029	-8.70%	-9.13%
<b>Older Driver(65+) -Involved Fatalities</b>							
South Carolina	157	161	190	208	190	21.02%	6.15%
U.S.	6,556	7,169	7,299	7,370	7,633	16.43%	7.53%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

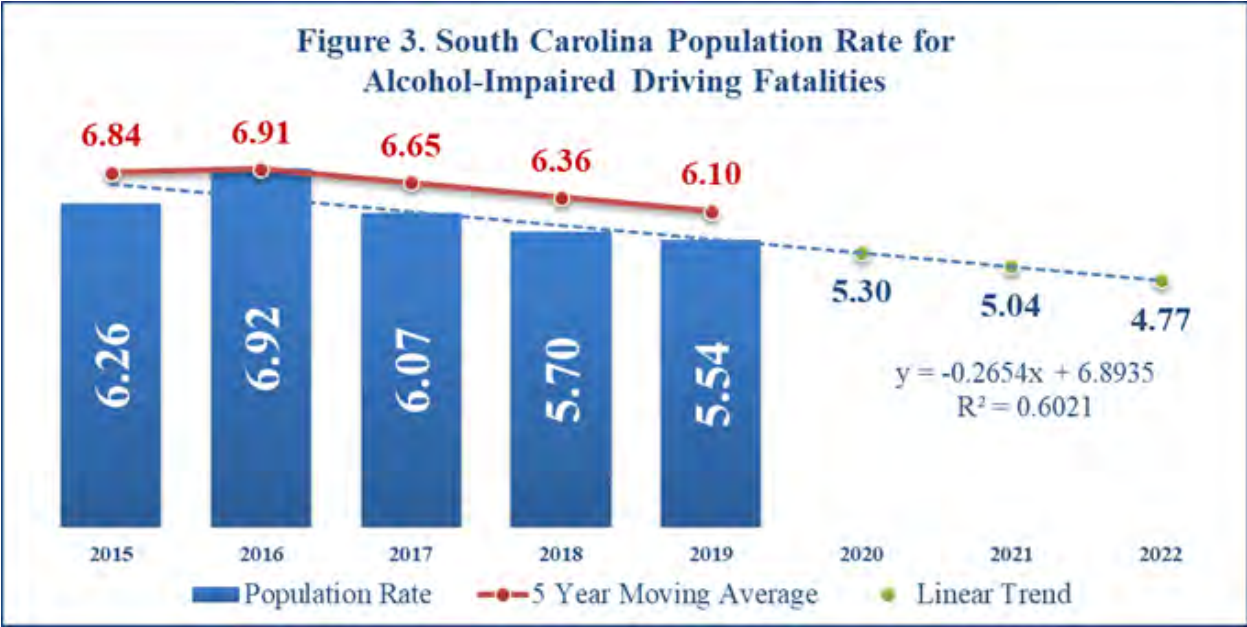
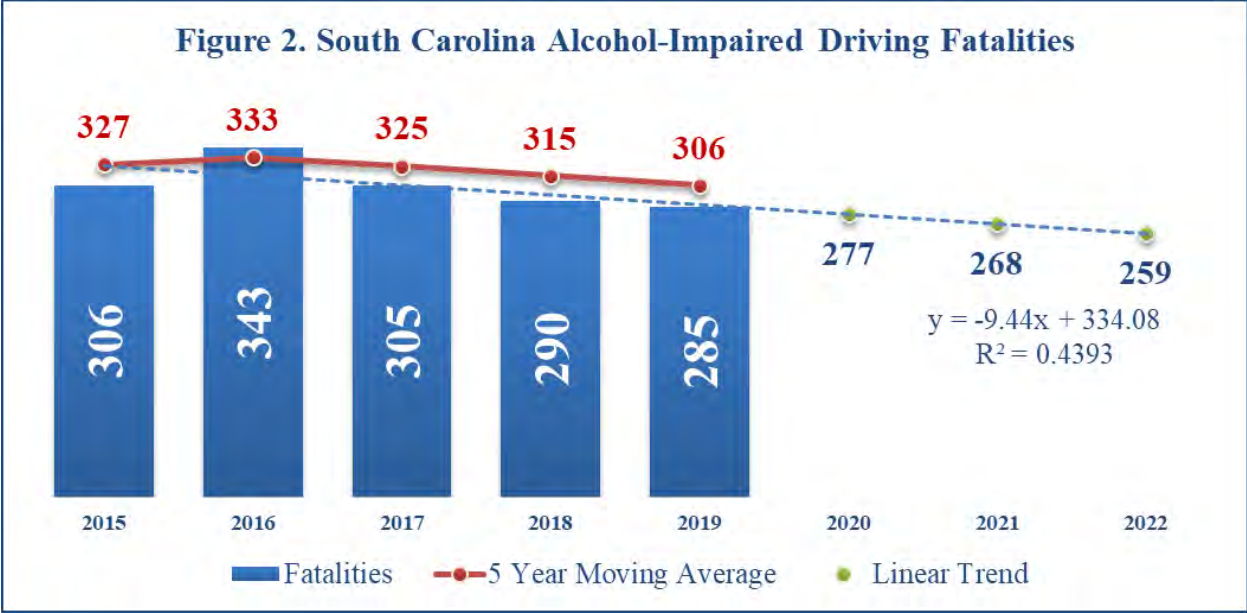
Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	306	343	305	290	285	-6.86%	-8.36%
<b>VMT Rate**</b>	0.59	0.63	0.55	0.51	0.49	-16.95%	-14.04%
<b>Pop Rate***</b>	6.26	6.92	6.07	5.70	5.54	-11.50%	-11.18%
<b>Pct. Of Total</b>	31.26%	33.63%	30.84%	27.99%	28.47%	-2.79%	-2.46%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population





This area has clearly been impacted by the state’s sophisticated and well-coordinated Law Enforcement Network system, which enlists approximately 200 state and local law enforcement agencies statewide in singular and multi-jurisdictional enforcement efforts and campaigns focusing on speed, occupant protection, and DUI violators and integrated enforcement efforts year-round. Though the state has experienced the positive gains outlined above, there is still much work to be done to improve highway safety in the state and to continue to drive down traffic collisions, injuries, and fatalities on the state’s roadways. The state has implemented a variety of enforcement, education, EMS, and engineering efforts to address the highway safety problems that remain. The



SC Strategic Highway Safety Plan (SHSP), *Target Zero*, updated in 2020, identified a number of strategies in an effort to improve highway safety in the state, including targeted conventional enforcement of traffic laws (p. 89, 90, & 94); increasing speed and DUI enforcement in areas identified with a high occurrence of speed- and DUI-related collisions (p. 89 & 94); conducting enhanced speed enforcement in work zones (p. 111); continuing of blitz enforcement campaigns and waves (90, 92, & 94); conducting education and awareness campaigns targeting the general public (p. 90, 92, & 95); funding Drug Recognition Expert programs for law enforcement (p. 91); aggressive enforcement of the primary safety belt law (p. 92); conducting public safety checkpoints and saturation patrols in high-crash/risk areas for DUI (p. 89); and many others. These initiatives demonstrate that not only has the state, and the OHSJP in particular, taken seriously the SHSP document, but the state has used its limited federal and state resources wisely and in partnership among federal, state, and local agencies to improve traffic safety in the state.

The NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017* stresses the importance of key emphasis areas relative to impaired driving, speed enforcement, occupant protection issues, and motorcycle and pedestrian safety. The document also outlines significant strategies and appropriate countermeasures for these traffic safety issues and problems. Many of these countermeasures have been implemented over time in the state of South Carolina, including highly effective countermeasures, such as administrative license revocation or suspension for DUI offenders; publicizing sobriety checkpoints; ignition interlocks; speed limit enforcement; statewide primary safety belt enforcement; short-term high-visibility belt law enforcement following the national *Click it or Ticket* model; and communications strategies to lower belt use groups. The state has also implemented countermeasures deemed likely to be effective, such as high BAC sanctions; mass media campaigns; communications and outreach supporting enforcement; and sustained enforcement. Also, South Carolina implements countermeasures that have been deemed effective in specific situations, such as combined enforcement emphasizing nighttime safety belt enforcement. In addition, the state has implemented countermeasures that have not been clearly demonstrated as effective overall, but may have impact in specific areas, such as the development of inspection stations for child safety seats.

The following data sections outline specifically the problems being faced by the state of South Carolina in terms of highway safety issues and demonstrate the foundation upon which the state has built its response to the problems for its FFY 2022 Highway Safety Plan.

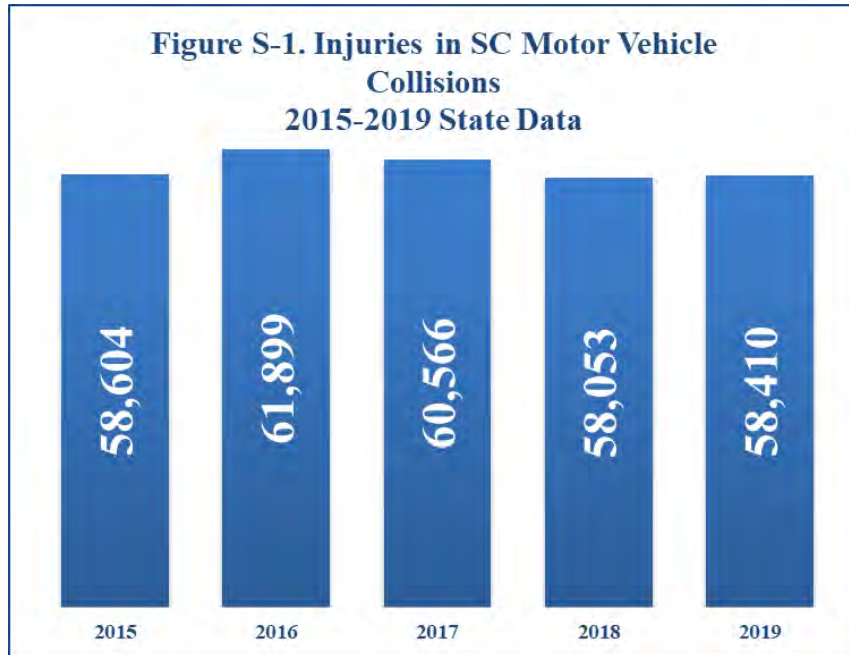
### Traffic Collision Fatalities

Total traffic fatalities in South Carolina numbered 768 in 2013 (the third lowest number of fatalities in the prior 50-year state history) before increasing to 823 in 2014. Since 2014, the total number of traffic fatalities in South Carolina has increased considerably. The year 2015 saw 979 traffic fatalities and 1,020 traffic fatalities occurred in 2016. The number of traffic fatalities decreased slightly in 2017 to 989 before reaching the record high for the five-year period of 1,036 in 2018. Though the 2019 figure (1,001) represents an increase of 2.25% when compared to the 2015 figure, it does represent a decline of 3.38% when compared to the 2018 figure. Overall, there was an increase of 22 fatalities in comparing 2015 with 2019.

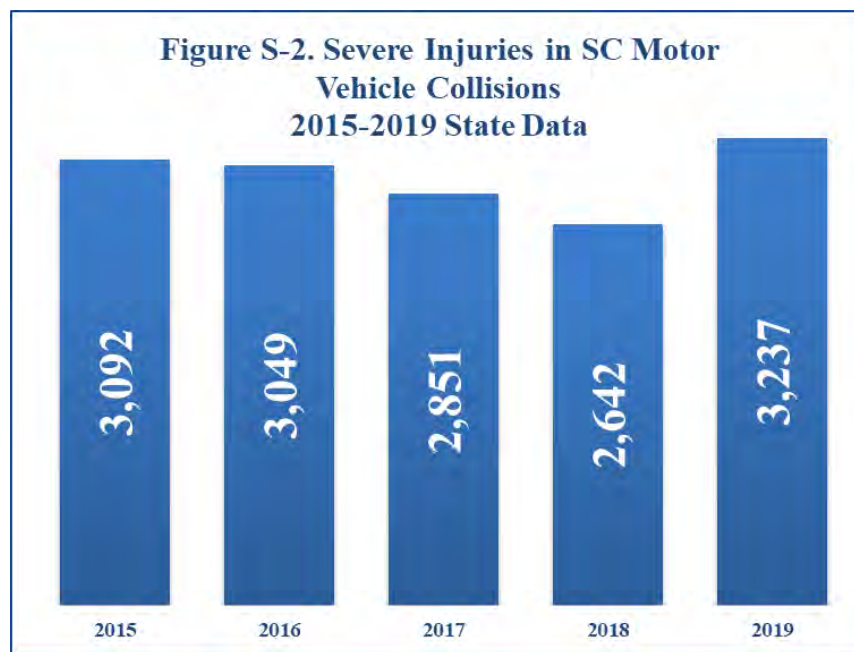
Observed statistical declines occurred in the alcohol-impaired driving fatalities (-6.90%), motorcycle rider fatalities (-17.30%), young (under 21) driver-involved fatalities (-22.31%), passenger fatalities (-6.51%), driver fatalities (-2.24%), and the unrestrained vehicle occupant fatalities (-2.92%) categories from 2015 through 2019. The remaining categories all saw increases. The categories of traffic fatalities in which increases were observed were: Bicyclist (62.50%); Pedestrians (30.08%); Speeding-Related (25.41%); and Older (65+) Driver-Involved Fatalities (21.02%).

### Traffic Collision Injuries

**Figure S-1** contains South Carolina state data which indicates there were 297,532 persons injured in motor vehicle collisions during the five year period (2015-2019). The traffic collision data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during traffic collisions decreased from 58,604 in 2015 to 58,410 in 2019. The 2019 data represents a 0.33% decrease when compared to the number of people injured in traffic collisions in 2015. When compared to the average of the four-year period 2015-2018 (59,780.5 injuries), the 2019 figure represents a 2.29% decrease. Of the 297,532 people injured during a motor vehicle collision from 2015 to 2019, 14,871 people (**Figure S-2**), sustained severe injuries as a result of a motor vehicle collision.

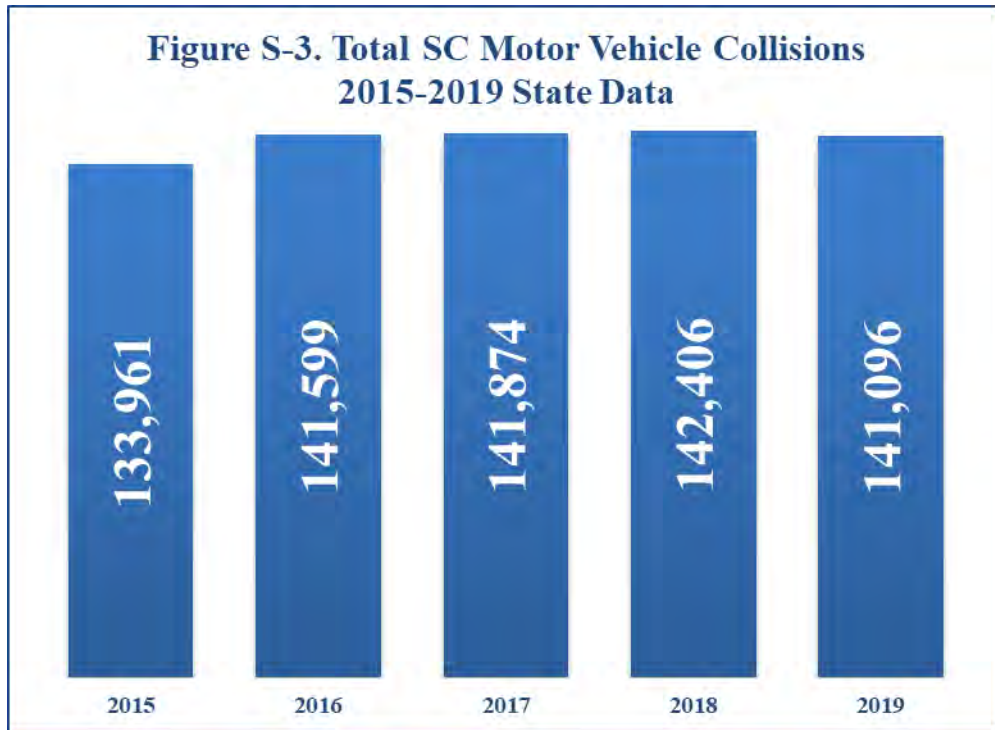


**Figure S-2** contains data regarding severe traffic collision injuries occurring in the state during the years 2015-2019. Of the 297,532 traffic collision injuries occurring during this time period, 14,871 were severe injuries. There were 3,237 traffic-related severe injuries in 2019, an increase of 4.7% when compared to 2015. The 2019 figure of 3,237 severe traffic collision injuries represents an increase of 11.3% as compared to the average of the four-year period 2015-2018 (2,908.5 severe injuries).



## Traffic Collisions

From 2015 to 2019, state data listed in **Figure S-3** shows that there were a total of 700,936 vehicle collisions in South Carolina during this five year time period. Of the 700,936 vehicle collisions reported during this time period, 16,852 (**Figure S-4**), were fatal or severe-injury collisions. From 2015 to 2019, the state experienced a 5.33% increase in the number of reported vehicle crashes. When compared to the four-year average of traffic crashes occurring from 2015 to 2018 (139,960 collisions) the 2019 figure represents a 0.81% increase. The leading counties for fatal and severe-injury collisions from 2015 to 2019 were, in decreasing order, Greenville, Charleston, Horry, Spartanburg, Richland, Anderson, Lexington, York, Berkeley, Florence, Beaufort, Orangeburg, Aiken, Dorchester, Pickens, Lancaster, Laurens, Sumter, Oconee, and Georgetown.



**Figure S-4. All SC Fatal and Severe Injury Collisions by County,  
State Data 2015-2019**

<b>County</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
<b>Greenville</b>	252	300	292	272	335	<b>1,451</b>
<b>Charleston</b>	281	272	280	263	306	<b>1,402</b>
<b>Horry</b>	299	269	278	241	242	<b>1,329</b>
<b>Spartanburg</b>	202	201	175	220	213	<b>1,011</b>
<b>Richland</b>	198	214	168	143	201	<b>924</b>
<b>Anderson</b>	161	192	174	148	152	<b>827</b>
<b>Lexington</b>	151	142	165	176	171	<b>805</b>
<b>York</b>	125	143	128	125	157	<b>678</b>
<b>Berkeley</b>	148	102	109	102	124	<b>585</b>
<b>Florence</b>	86	91	79	97	132	<b>485</b>
<b>Beaufort</b>	107	102	105	78	82	<b>474</b>
<b>Orangeburg</b>	79	96	76	103	112	<b>466</b>
<b>Aiken</b>	96	88	108	86	74	<b>452</b>
<b>Dorchester</b>	85	75	68	65	71	<b>364</b>
<b>Pickens</b>	67	61	69	78	81	<b>356</b>
<b>Lancaster</b>	86	85	65	43	58	<b>337</b>
<b>Laurens</b>	67	66	65	70	69	<b>337</b>
<b>Sumter</b>	60	68	59	50	85	<b>322</b>
<b>Oconee</b>	53	51	55	58	70	<b>287</b>
<b>Georgetown</b>	63	43	67	61	44	<b>278</b>
Colleton	56	66	50	47	45	264
Cherokee	51	48	59	47	53	258
Darlington	52	64	38	38	56	248
Greenwood	62	47	46	43	49	247
Kershaw	33	56	49	48	47	233
Jasper	43	60	31	36	55	225
Chesterfield	44	38	44	28	44	198
Chester	39	39	40	42	37	197
Williamsburg	38	38	41	33	43	193
Clarendon	32	33	36	22	46	169
Newberry	34	35	32	26	28	155
Fairfield	22	29	28	32	20	131
Dillon	24	21	27	24	28	124
Marion	23	13	20	19	35	110
Union	23	21	16	21	26	107
Marlboro	20	21	15	13	29	98
Abbeville	17	17	24	14	19	91
Hampton	23	17	16	12	23	91
Barnwell	26	15	16	19	13	89
Lee	16	13	13	25	18	85
Edgefield	17	20	14	13	14	78
Calhoun	15	13	17	15	14	74
Bamberg	13	16	11	18	9	67
Saluda	15	13	18	9	11	66
Allendale	10	9	7	12	9	47
McCormick	10	8	5	8	6	37
<b>Total</b>	<b>3,424</b>	<b>3,431</b>	<b>3,298</b>	<b>3,143</b>	<b>3,556</b>	<b>16,852</b>

## Deployment of Resources

For FFY 2022, the OHSJP will implement an Evidence-Based Traffic Safety Enforcement Plan (TSEP) comprising strategies that will include efforts utilizing highway safety grant enforcement projects in priority counties in the state, law enforcement training projects, the maintenance of the SC Law Enforcement Network, SCDPS's newly-established Area Coordinated Enforcement (ACE) Teams in high fatal/injury crash corridors across the state, and planned high-visibility enforcement strategies to support national mobilizations. The following sections outline these efforts in more detail.

### Highway Safety Grant Enforcement Projects

For FFY 2022, the SC Public Safety Coordinating Council has approved twenty-one (21) traffic enforcement projects, the majority of which will be implemented, based on the availability of federal funding, in priority counties in the state.

Of the 21 enforcement projects, seventeen (17) are police traffic services projects. The state will contract with 17 host agencies to provide a total of 40,440-62,820 hours of general traffic and speed enforcement activity in municipalities located in the priority counties of Greenville, Horry, Charleston, Spartanburg, Lexington, York, Berkeley, Orangeburg, Sumter, Beaufort, Dorchester, Lancaster, Georgetown, and Oconee, as well as Chesterfield County. The fifteen previously identified counties accounted for 58.4% of all speed-related fatalities in the state in 2019. These projects will also encompass DUI enforcement efforts; however, they will primarily focus on general traffic enforcement to include speeding and occupant restraint violations; the conducting of educational presentations to inform local communities about traffic safety problems and issues; meeting with local judges to instruct them about the projects; media contacts to share success stories and enforcement strategies with the general public; and required participation in the SC Law Enforcement Network.

Of the 21 awarded enforcement projects, four (4) are DUI enforcement projects. The state will contract with the four host agencies to provide 6,180-9,788 hours of activity during FFY 2022 in the counties of Berkeley, Lancaster, and Dorchester. The projects will focus exclusively on alcohol-impaired driving enforcement, DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 6,180-9,788 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which NHTSA'S FARS data demonstrates to be those during which the most DUI-related fatal collisions occur in the state (1,236 or 87.72% of the 1,409 DUI-related fatal collisions during the years of 2015-2019). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI-related collisions within their respective jurisdictions.

### Law Enforcement Training Projects

The OHSJP will also fund two projects that provide training to law enforcement officers statewide through the SC Criminal Justice Academy. One of the two training projects implemented through the SC Criminal Justice Academy will be funded with Section 402 federal dollars and will focus on comprehensive, advanced training for traffic enforcement officers leading to a Traffic Safety Officer certification and/or a Traffic Safety Instructor Program certification. Training will not only assist officers in enhancing their knowledge and enforcement of traffic laws, but will also provide them with the skills needed to increase conviction rates of traffic law violators. The project will fund four Traffic Safety Instructors. Instructors will train officers from all over South Carolina in a variety of traffic enforcement and investigation areas, including At-Scene Collision Investigation, Technical Collision Investigation, Traffic Collision Reconstruction, Data Master DMT Operator Certification, Data Master DMT Operator Recertification, Advanced DUI and Standardized Field Sobriety Testing (SFST), SFST Recertification, Speed and Measurement Device Operator Program, Speed Measurement Device Instructor Program, Motorcycle Collision Reconstruction, Pedestrian/Bicycle Collision Reconstruction, and Commercial Vehicle Collision Reconstruction. SCCJA will track and schedule at least 120 training classes during the FFY 2022 grant year.

The other training project which will be continued with the SC Criminal Justice Academy focuses on Impaired Driving Countermeasures Training for Law Enforcement and will be funded with Section 405d federal dollars. This project funds one State Impaired Driving Coordinator, who will expend efforts in providing training to state traffic enforcement officers in the areas of Standardized Field Sobriety Testing Instructor; DataMaster DMT Operator; Advanced Roadside Impaired Driving Enforcement (ARIDE); and Drug Recognition Expert (DRE). Since this project began several years ago, it has been largely responsible for increasing the number of active DRE-certified officers in the state to 105 and the number of DRE-certified instructors to 26. This valuable training is provided to South Carolina's traffic enforcement officers, both state and local, at no cost.

### SC Law Enforcement Network

The OHSJP will continue to fund, with Section 402 federal dollars, a Law Enforcement Coordination internal grant which funds one law enforcement liaison and one supervisor, whose priorities are to develop and maintain the SC Law Enforcement Network (SCLLEN) system. Law enforcement support services staff will work to establish and maintain relationships between OHSJP and law enforcement agencies around the state and garner law enforcement support for participation in statewide enforcement mobilization campaigns. The grant project will also provide SCLLEN support grants to established networks around the state. The sixteen (16) established law enforcement networks correspond to the sixteen judicial circuits in the state. The support grants

will be provided through the Law Enforcement Coordination grant to assist the networks with meeting room costs, recognition awards, the costs to attend training and/or conferences, educational materials, and the cost of helping to train traffic officers in their respective networks. The LEN system will allow statewide coverage and implementation of law enforcement activity including multi-jurisdictional enforcement activities.

The state of South Carolina has an effective, unique way of leveraging resources through its SCLLEN system. The OHSJP will continue in FFY 2022 awarding 16 grants of \$10,000 each (\$160,000 total) to an agency within each individual law enforcement network. Each of the 16 individual agencies serves as the Host Agency within its respective network. The purpose of the network, as mentioned above, is to disseminate information among participating law enforcement agencies (state, local, federal) regarding important traffic safety campaigns and other issues that may impact traffic enforcement within each network and to garner law enforcement support of and participation in statewide enforcement mobilization campaigns, including the two DUI annual mobilization crackdowns, known as *Sober or Slammer!*, and the state's high-visibility DUI Challenge enforcement campaign.

The statewide Target Zero Challenge, formerly referred to as the Law Enforcement DUI Challenge, has been successful over the last decade with DUI-related traffic fatalities reduced by 38.5%, from 464 in 2007 to 285 in 2019, and the state is hopeful that the positive reductions will continue in FFY 2022 and future years. The SCDPS will continue to implement a statewide Target Zero Challenge in FFY 2022 that focuses predominantly on the SC Highway Patrol (SCHP) for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. The SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. The SCHP, during FFY 2022, will conduct special DUI enforcement emphases once a month on weekends from December 2021 to September 2022. The weekend enforcement efforts will be supported by radio, social media, and possibly television advertising announcing the enforcement beginning on Wednesday of each week preceding the scheduled enforcement weekends. In addition, during the two DUI mobilization crackdowns, the SCHP will conduct an additional four nights of specialized DUI enforcement, including saturation patrols and public safety checkpoints.

The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts. Agencies with the highest DUI arrests made during the campaigns will be awarded a recognition plaque for their efforts. Law Enforcement Liaisons will encourage agencies within the Law Enforcement Network system in the state to participate in these enforcement events. Participating agencies will receive a certificate from the OHSJP in recognition of their participation.



Educational efforts will again utilize media (television, radio, social media, and alternative advertising) to support campaign efforts. The focus of the educational efforts will be on the twenty priority counties, (Greenville, Horry, Lexington, Spartanburg, Anderson, Richland, Charleston, York, Berkeley, Aiken, Florence, Laurens, Orangeburg, Beaufort, Dorchester, Lancaster, Darlington, Oconee, Pickens and Kershaw), which represent approximately 77.47% of the state's impaired driving fatal and severe injury collisions for the five-year period 2015 to 2019 and are designated within the state's Highway Safety Plan.

#### Area Coordinated Enforcement Teams

The SC Department of Public Safety (SCDPS), with funds from the SC Department of Transportation (SCDOT), will continue to implement a targeted enforcement program, now referred to as Area Coordinated Enforcement (ACE). SCDOT provides SCDPS with complete funding for several ACE Team members to conduct selective, concentrated, and strict enforcement of the state's traffic laws along roadway corridors identified by SCDPS and SCDOT as being highest for the occurrence of fatal and injury collisions. ACE Team members will focus on traffic enforcement and spend little or no time engaging in crash investigation. Roadways have been identified through statistical analysis of the most recent crash data.

#### Effectiveness Monitoring

The South County Department of Public Safety, Office of Highway Safety and Justice Programs (OHSJP) utilizes several methods to monitor the effectiveness of enforcement activities using data as the basis for adjustments to countermeasure strategies and updates to the HSP. To ensure that the activities required by the grant award are being performed, the Program Coordinators (for Impaired Driving Countermeasures and Police Traffic Services and Occupant Protection) complete monthly, at minimum, desk-monitoring for all projects. The Program Coordinators, along with the Highway Safety Grants Accounting Manager and/or Grants Administration Accountants conduct monitoring visits for 100% of all projects funded in order to provide adequate technical assistance and to ensure compliance with grant guidelines. During the visits, staff assigned to the grant are asked programmatic and financial monitoring questions to determine whether the subgrantee is in compliance with the terms and conditions of the grant award and if the subgrantee has made sufficient progress towards achieving the grant's outlined goals and objectives. The results, as well as any findings or recommendations for improvement, are discussed with the subgrantee and documented in a letter, mailed to the subgrantee, and a copy is placed in the grant file.

Enforcement subgrantees must also submit monthly reports and all subgrantees provide quarterly reports to the OHSJP documenting grant progress. The monthly and quarterly reports are reviewed by the appropriate OHSJP staff including the Program Coordinator, Highway Safety Grant Program Manager, and law enforcement staff.

The enforcement subgrantees' specific performance e.g., numbers of citations written for speeding, DUI, seatbelt use, etc. are recorded in a spread sheet. Internal meetings and conversations are held regularly to review the subgrantees' progress. Participants in these meetings and conversations include the Program Coordinators, the Highway Safety Grant Program Manager, and OHSJP staff members with law enforcement experience. The perspective of law enforcement staff is immensely beneficial to the team in evaluating whether the level of enforcement activity is appropriate for the number of officers assigned to the project. If the team determines that enforcement activity is insufficient, the subgrantee is notified by a phone call (which is followed up by an email) regarding the need to make adjustments. The email is placed in the subgrantee's grant file. Additionally, the Program Coordinators maintain effective working relationships with the subgrantees encouraging them to notify the OHSJP if there are changes that may impact the level of grant activity, e.g., an officer is on leave. These relationships and ongoing communication, along with desk and onsite monitoring, help to keep the subgrantees on track with meeting the grant requirements.

Any recommended changes made to the OHSJP's Countermeasure Strategies as warranted by data, are discussed by the senior management team in consultation with our regional NHTSA representative.

## **HIGH-VISIBILITY ENFORCEMENT (HVE) STRATEGIES**

### **Planned HVE strategies to support national mobilizations:**

<b>Countermeasure Strategy</b>
Communication and Outreach
High Visibility DUI Enforcement
Highway Safety Office Program Management
Short-term, High Visibility Law Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

**HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
AL PEM	Impaired Driving Communication Campaign
OP PEM	Occupant Protection Communication Campaign
M4HVE	DUI Enforcement Teams
164AL	Alcohol-impaired driving enforcement
PTS-EU	PTS Enforcement Units
PTS-LEC	Law Enforcement Coordination
PTS-OP	High visibility enforcement of seat belt law

U.S. Department of Transportation National Highway Traffic Safety Administration

State: South Carolina

Highway Safety Plan Cost Summary

Page: 1

2022-HSP-1

Report Date: 06/10/2021

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>164 Transfer Funds</b>								
<b>164 Alcohol</b>								
	164AL-2022-HS-36-22	City of Goose Creek Prosecutor *164AL	\$ .00	\$ .00	\$ .00	\$68,444.00	\$68,444.00	\$68,444.00
	164AL-2022-HS-37-00	City of Goose Creek *164AL	\$ .00	\$ .00	\$ .00	\$54,833.00	\$54,833.00	\$54,833.00
	164AL-2022-HS-39-22	Berkeley Co SO *164AL	\$ .00	\$ .00	\$ .00	\$64,733.00	\$64,733.00	\$64,733.00
	164AL-2022-HS-43-22	Berkeley Co SO DUI Prosecutor *164AL	\$ .00	\$ .00	\$ .00	\$77,450.00	\$77,450.00	\$77,450.00
	164AL-2022-HS-44-22	Sixth Circuit Solicitor's DUI Office *16	\$ .00	\$ .00	\$ .00	\$64,098.00	\$64,098.00	\$64,098.00
	164AL-2022-HS-45-22	Lancaster CO SO *164AL	\$ .00	\$ .00	\$ .00	\$75,397.00	\$75,397.00	\$75,397.00
	164AL-2022-HS-46-22	Fifteenth Judicial Circuit Solicitor *16	\$ .00	\$ .00	\$ .00	\$75,164.00	\$75,164.00	\$75,164.00
	164AL-2022-HS-47-22	Town of Summerville *164AL	\$ .00	\$ .00	\$ .00	\$62,421.00	\$62,421.00	\$62,421.00
	164AL-2022-HS-51-22	Fifth Judicial Circuit Solicitor *164AL	\$ .00	\$ .00	\$ .00	\$75,661.00	\$75,661.00	\$75,661.00
	<b>164 Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$618,201.00</b>	<b>\$618,201.00</b>	<b>\$618,201.00</b>
<b>164 Paid Media</b>								
	164PM-2022-HS-25-22	ID Countermeasures PAID MEDIA *ALPEM	\$ .00	\$ .00	\$ .00	\$550,000.00	\$550,000.00	\$ .00
	<b>164 Paid Media Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$550,000.00</b>	<b>\$550,000.00</b>	<b>\$ .00</b>
	<b>164 Transfer Funds Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$1,168,201.00</b>	<b>\$1,168,201.00</b>	<b>\$618,201.00</b>
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2022-HS-01-22	OHSJP PLANNING AND ADMINISTRATION *PA	\$ .00	\$221,959.00	\$ .00	\$221,959.00	\$221,959.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$221,959.00</b>	<b>\$ .00</b>	<b>\$221,959.00</b>	<b>\$221,959.00</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2022-HS-04-22	OHSJP PIOT MOTORCYCLE SAFETY *M11MA MC	\$ .00	\$10,000.00	\$ .00	\$40,000.00	\$40,000.00	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$10,000.00</b>	<b>\$ .00</b>	<b>\$40,000.00</b>	<b>\$40,000.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2022-HS-02-22	OHSJP OCCUPANT PROTECTION *OP-INT	\$ .00	\$48,107.25	\$ .00	\$192,429.00	\$192,429.00	\$ .00
	OP-2022-HS-17-22	SC DHEC OPERATION SAFE RIDE *OP-1 OP-2	\$ .00	\$47,653.75	\$ .00	\$190,615.00	\$190,615.00	\$190,615.00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$95,761.00</b>	<b>\$ .00</b>	<b>\$383,044.00</b>	<b>\$383,044.00</b>	<b>\$190,615.00</b>
<b>Pedestrian/Bicycle Safety</b>								

PS-2022-HS-04-22	OHSJP PIOT PEDESTRIAN/BICYCLE *PIOT-S	\$ .00	\$10,000.00	\$ .00	\$40,000.00	\$40,000.00	\$ .00
PS-2022-HS-28-22	Goose Creek P.D. *PTS-EU/PTS-OP	\$ .00	\$55,470.00	\$ .00	\$221,880.00	\$221,880.00	\$221,880.00
<b>Pedestrian/Bicycle Safety Total</b>		<b>\$ .00</b>	<b>\$65,470.00</b>	<b>\$ .00</b>	<b>\$261,880.00</b>	<b>\$261,880.00</b>	<b>\$221,880.00</b>
<b>Police Traffic Services</b>							
PT-2022-HS-05-22	OHSJP POLICE TRAFFIC SERVICES *PTS-INT	\$ .00	\$53,493.00	\$ .00	\$213,972.00	\$213,972.00	\$ .00
PT-2022-HS-06-22	OHSJP LAW ENF COORD *PTS-LEC	\$ .00	\$126,578.00	\$ .00	\$506,312.00	\$506,312.00	\$160,000.00
PT-2022-HS-07-22	SCCJA TSO PROGRAM *PTS-TSO	\$ .00	\$100,826.25	\$ .00	\$403,305.00	\$403,305.00	\$403,305.00
PT-2022-HS-08-22	City of Spartanburg *PTS-EU/PTS-OP	\$ .00	\$17,621.00	\$ .00	\$70,484.00	\$70,484.00	\$70,484.00
PT-2022-HS-09-22	Moncks Corner PD *PTS-EU/PTS-OP	\$ .00	\$24,552.75	\$ .00	\$98,211.00	\$98,211.00	\$98,211.00
PT-2022-HS-10-22	SCDPS Highway Patrol *PTS-EU *PTS-OP	\$ .00	\$145,827.00	\$ .00	\$583,308.00	\$583,308.00	\$583,308.00
PT-2022-HS-12-22	City of Orangeburg *PTS-EU/PTS-OP	\$ .00	\$20,845.75	\$ .00	\$83,383.00	\$83,383.00	\$83,383.00
PT-2022-HS-13-22	Town of Port Royal *PTS-EU/PTS-OP	\$ .00	\$24,188.00	\$ .00	\$96,752.00	\$96,752.00	\$96,752.00
PT-2022-HS-14-22	Sumter County Sheriff's Office *PTS-EU *	\$ .00	\$16,555.25	\$ .00	\$66,221.00	\$66,221.00	\$66,221.00
PT-2022-HS-15-22	City of Myrtle Beach *PTS-OP *PTS-EU	\$ .00	\$47,051.25	\$ .00	\$188,205.00	\$188,205.00	\$188,205.00
PT-2022-HS-16-22	York County S.O. *PTS-EU/PTS-OP	\$ .00	\$56,124.00	\$ .00	\$224,496.00	\$224,496.00	\$224,496.00
PT-2022-HS-18-22	Chesterfield County S.O. *PTS-EU/PTS-OP	\$ .00	\$17,265.25	\$ .00	\$69,061.00	\$69,061.00	\$69,061.00
PT-2022-HS-19-22	Berkeley Co SO *PTS--EU/PTS-OP	\$ .00	\$43,315.00	\$ .00	\$173,260.00	\$173,260.00	\$173,260.00
PT-2022-HS-20-22	Mount Pleasant Police Dept *PTS-EU/PTS-O	\$ .00	\$21,481.50	\$ .00	\$85,926.00	\$85,926.00	\$85,926.00
PT-2022-HS-21-22	Lexington Police Department *PTS-EU/PTS-	\$ .00	\$28,303.25	\$ .00	\$113,213.00	\$113,213.00	\$113,213.00
PT-2022-HS-22-22	Town of Summerville *PTS-EU/PTS-OP	\$ .00	\$41,614.00	\$ .00	\$166,456.00	\$166,456.00	\$166,456.00
PT-2022-HS-29-22	Lancaster Police Dept *PTS-EU/PTS-OP	\$ .00	\$23,224.00	\$ .00	\$92,896.00	\$92,896.00	\$92,896.00
PT-2022-HS-30-22	Georgetown County S.O. *PTS-EU/PTS-OP	\$ .00	\$50,399.50	\$ .00	\$201,598.00	\$201,598.00	\$201,598.00
PT-2022-HS-32-22	Oconee County S.O. *PTS-EU/PTS-OP	\$ .00	\$18,904.75	\$ .00	\$75,619.00	\$75,619.00	\$75,619.00
<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$878,169.50</b>	<b>\$ .00</b>	<b>\$3,512,678.00</b>	<b>\$3,512,678.00</b>	<b>\$2,952,394.00</b>
<b>Traffic Records</b>							
TR-2022-HS-03-22	OHSJP Traf Rec Improvements *TR	\$ .00	\$15,612.50	\$ .00	\$62,450.00	\$62,450.00	\$ .00
<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$15,612.50</b>	<b>\$ .00</b>	<b>\$62,450.00</b>	<b>\$62,450.00</b>	<b>\$ .00</b>
<b>Safe Communities</b>							
SA-2022-HS-04-22	OHSJP PIOT *PIOT-SA	\$ .00	\$218,664.50	\$ .00	\$874,658.00	\$874,658.00	\$ .00
<b>Safe Communities Total</b>		<b>\$ .00</b>	<b>\$218,664.50</b>	<b>\$ .00</b>	<b>\$874,658.00</b>	<b>\$874,658.00</b>	<b>\$ .00</b>
<b>FAST Act NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$1,505,636.50</b>	<b>\$ .00</b>	<b>\$5,356,669.00</b>	<b>\$5,356,669.00</b>	<b>\$3,364,889.00</b>
<b>FAST Act 405b OP High</b>							
<b>405b High HVE</b>							
M1HVE-2022-HS-02-22	OP BUCKLE UP CAMPAIGN *OP PEM	\$ .00	\$78,500.00	\$ .00	\$314,000.00	\$314,000.00	\$ .00
<b>405b High HVE Total</b>		<b>\$ .00</b>	<b>\$78,500.00</b>	<b>\$ .00</b>	<b>\$314,000.00</b>	<b>\$314,000.00</b>	<b>\$ .00</b>
<b>405b High OP Information System</b>							
M1OP-2022-HS-02-22	M1 OP BUCKLE UP SURVEYS HIGH *OP PEM	\$ .00	\$16,500.00	\$ .00	\$66,000.00	\$66,000.00	\$ .00
<b>405b High OP Information System Total</b>		<b>\$ .00</b>	<b>\$16,500.00</b>	<b>\$ .00</b>	<b>\$66,000.00</b>	<b>\$66,000.00</b>	<b>\$ .00</b>
<b>405b High Alcohol</b>							
M1*AL-2022-HS-25-22	405B High Imp Driving Countermeasures *A	\$ .00	\$22,500.00	\$ .00	\$90,000.00	\$90,000.00	\$ .00
<b>405b High Alcohol Total</b>		<b>\$ .00</b>	<b>\$22,500.00</b>	<b>\$ .00</b>	<b>\$90,000.00</b>	<b>\$90,000.00</b>	<b>\$ .00</b>

<b>FAST Act 405b OP High Total</b>		<b>\$ .00</b>	<b>\$117,500.00</b>	<b>\$ .00</b>	<b>\$470,000.00</b>	<b>\$470,000.00</b>	<b>\$ .00</b>
<b>FAST Act 405b OP Low</b>							
<b>405b Low HVE</b>							
M2HVE-2022-HS-02-22	OP BUCKLE UP CAMPAIGN *OP PEM	\$ .00	\$25,000.00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
<b>405b Low HVE Total</b>		<b>\$ .00</b>	<b>\$25,000.00</b>	<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$ .00</b>
<b>405b Low OP Information System</b>							
M2OP-2022-HS-02-22	M2 OP BUCKLE UP SURVEYS *OP PEM	\$ .00	\$5,000.00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
<b>405b Low OP Information System Total</b>		<b>\$ .00</b>	<b>\$5,000.00</b>	<b>\$ .00</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$ .00</b>
<b>FAST Act 405b OP Low Total</b>		<b>\$ .00</b>	<b>\$30,000.00</b>	<b>\$ .00</b>	<b>\$120,000.00</b>	<b>\$120,000.00</b>	<b>\$ .00</b>
<b>FAST Act 405c Data Program</b>							
<b>405c Data Program</b>							
M3DA-2022-HS-03-22	OHSJP Tr Rec Improvements *TR-M3DA	\$ .00	\$296,143.50	\$ .00	\$1,184,574.00	\$1,184,574.00	\$ .00
<b>405c Data Program Total</b>		<b>\$ .00</b>	<b>\$296,143.50</b>	<b>\$ .00</b>	<b>\$1,184,574.00</b>	<b>\$1,184,574.00</b>	<b>\$ .00</b>
<b>FAST Act 405c Data Program Total</b>		<b>\$ .00</b>	<b>\$296,143.50</b>	<b>\$ .00</b>	<b>\$1,184,574.00</b>	<b>\$1,184,574.00</b>	<b>\$ .00</b>
<b>FAST Act 405d Impaired Driving High</b>							
<b>405d High HVE</b>							
M4HVE-2022-HS-25-22	Imp. Driving Countermeasures PRG MGT *M1	\$ .00	\$69,562.00	\$ .00	\$278,248.00	\$278,248.00	\$ .00
<b>405d High HVE Total</b>		<b>\$ .00</b>	<b>\$69,562.00</b>	<b>\$ .00</b>	<b>\$278,248.00</b>	<b>\$278,248.00</b>	<b>\$ .00</b>
<b>405d High Paid/Earned Media</b>							
M4PEM-2022-HS-25-22	ID Countermeasures PAID MEDIA *AL PEM	\$ .00	\$82,500.00	\$ .00	\$330,000.00	\$330,000.00	\$ .00
<b>405d High Paid/Earned Media Total</b>		<b>\$ .00</b>	<b>\$82,500.00</b>	<b>\$ .00</b>	<b>\$330,000.00</b>	<b>\$330,000.00</b>	<b>\$ .00</b>
<b>FAST Act 405d Impaired Driving High Total</b>		<b>\$ .00</b>	<b>\$152,062.00</b>	<b>\$ .00</b>	<b>\$608,248.00</b>	<b>\$608,248.00</b>	<b>\$ .00</b>
<b>FAST Act 405d Impaired Driving Mid</b>							
<b>405d Mid HVE</b>							
M5HVE-2022-HS-37-22	City of Goose Creek *M4HVE	\$ .00	\$4,569.25	\$ .00	\$18,277.00	\$18,277.00	\$ .00
M5HVE-2022-HS-39-22	Berkeley Co SO *M4HVE	\$ .00	\$5,394.50	\$ .00	\$21,578.00	\$21,578.00	\$ .00
M5HVE-2022-HS-45-22	Lancaster CO SO *M4HVE	\$ .00	\$6,283.00	\$ .00	\$25,132.00	\$25,132.00	\$ .00
M5HVE-2022-HS-47-22	Town of Summerville *M4HVE	\$ .00	\$5,201.75	\$ .00	\$20,807.00	\$20,807.00	\$ .00
<b>405d Mid HVE Total</b>		<b>\$ .00</b>	<b>\$21,448.50</b>	<b>\$ .00</b>	<b>\$85,794.00</b>	<b>\$85,794.00</b>	<b>\$ .00</b>
<b>405d Mid Court Support</b>							
M5CS-2022-HS-24-22	SCDPS DUI Paralegal Support *M4CS	\$ .00	\$17,367.25	\$ .00	\$69,469.00	\$69,469.00	\$ .00
M5CS-2022-HS-27-22	SC Comm on Prosecution Coord. Prosecutor	\$ .00	\$43,246.75	\$ .00	\$172,987.00	\$172,987.00	\$ .00
M5CS-2022-HS-36-22	City of Goose Creek Prosecutor *M4CS	\$ .00	\$5,703.50	\$ .00	\$22,814.00	\$22,814.00	\$ .00
M5CS-2022-HS-43-22	Berkeley Co SO DUI Prosecutor *M4CS	\$ .00	\$6,454.00	\$ .00	\$25,816.00	\$25,816.00	\$ .00
M5CS-2022-HS-44-22	Sixth Circuit Solicitor's DUI Office *M4	\$ .00	\$5,341.50	\$ .00	\$21,366.00	\$21,366.00	\$ .00
M5CS-2022-HS-46-22	Fifteenth Judicial Circuit Solicitor *M4	\$ .00	\$6,263.50	\$ .00	\$25,054.00	\$25,054.00	\$ .00
M5CS-2022-HS-51-22	Fifth Judicial Circuit Solicitor *M4CS	\$ .00	\$6,305.00	\$ .00	\$25,220.00	\$25,220.00	\$ .00
<b>405d Mid Court Support Total</b>		<b>\$ .00</b>	<b>\$90,681.50</b>	<b>\$ .00</b>	<b>\$362,726.00</b>	<b>\$362,726.00</b>	<b>\$ .00</b>
<b>405d Mid Paid/Earned Media</b>							

M5PEM-2022-HS-25-22	ID Countermeasures PAID MEDIA *AL PEM	\$ .00	\$82,500.00	\$ .00	\$330,000.00	\$330,000.00	\$ .00
<b>405d Mid Paid/Earned Media Total</b>		<b>\$ .00</b>	<b>\$82,500.00</b>	<b>\$ .00</b>	<b>\$330,000.00</b>	<b>\$330,000.00</b>	<b>\$ .00</b>
<b>405d Mid Training</b>							
M5TR-2022-HS-26-22	CJA Imp Dr Countermeasures Training *M4T	\$ .00	\$54,117.50	\$ .00	\$216,470.00	\$216,470.00	\$ .00
<b>405d Mid Training Total</b>		<b>\$ .00</b>	<b>\$54,117.50</b>	<b>\$ .00</b>	<b>\$216,470.00</b>	<b>\$216,470.00</b>	<b>\$ .00</b>
<b>405d Impaired Driving Mid</b>							
M5X-2022-HS-23-22	MADD Midlands *M4X	\$ .00	\$22,685.50	\$ .00	\$90,742.00	\$90,742.00	\$ .00
M5X-2022-HS-50-22	MADD Midlands *M4X	\$ .00	\$20,714.75	\$ .00	\$82,859.00	\$82,859.00	\$ .00
<b>405d Impaired Driving Mid Total</b>		<b>\$ .00</b>	<b>\$43,400.25</b>	<b>\$ .00</b>	<b>\$173,601.00</b>	<b>\$173,601.00</b>	<b>\$ .00</b>
<b>FAST Act 405d Impaired Driving Mid Total</b>		<b>\$ .00</b>	<b>\$292,147.75</b>	<b>\$ .00</b>	<b>\$1,168,591.00</b>	<b>\$1,168,591.00</b>	<b>\$ .00</b>
<b>FAST Act 405f Motorcycle Safety Programs</b>							
<b>405f Safety Motorcyclist Awareness</b>							
M11MA-2022-HS-04-22	PIOT MOTORCYCLE AWARENESS *M11MA	\$ .00	\$20,000.00	\$ .00	\$80,000.00	\$80,000.00	\$ .00
<b>405f Safety Motorcyclist Awareness Total</b>		<b>\$ .00</b>	<b>\$20,000.00</b>	<b>\$ .00</b>	<b>\$80,000.00</b>	<b>\$80,000.00</b>	<b>\$ .00</b>
<b>FAST Act 405f Motorcycle Safety Programs Total</b>		<b>\$ .00</b>	<b>\$20,000.00</b>	<b>\$ .00</b>	<b>\$80,000.00</b>	<b>\$80,000.00</b>	<b>\$ .00</b>
<b>FAST Act 405h Nonmotorized Safety</b>							
<b>405h Public Education</b>							
FHPE-2022-HS-04-22	PIOT NONMOTORIZED SAFETY CAMPAIGN *PIOT-	\$ .00	\$50,000.00	\$ .00	\$200,000.00	\$200,000.00	\$ .00
<b>405h Public Education Total</b>		<b>\$ .00</b>	<b>\$50,000.00</b>	<b>\$ .00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$ .00</b>
<b>FAST Act 405h Nonmotorized Safety Total</b>		<b>\$ .00</b>	<b>\$50,000.00</b>	<b>\$ .00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$ .00</b>
<b>NHTSA Total</b>		<b>\$ .00</b>	<b>\$2,463,489.75</b>	<b>\$ .00</b>	<b>\$10,356,283.00</b>	<b>\$10,356,283.00</b>	<b>\$3,983,090.00</b>
<b>Total</b>		<b>\$ .00</b>	<b>\$2,463,489.75</b>	<b>\$ .00</b>	<b>\$10,356,283.00</b>	<b>\$10,356,283.00</b>	<b>\$3,983,090.00</b>

**FFY 2022**  
**Highway Safety Equipment and Accessories**

Application #:	Subgrantee	Equipment	Estimated Cost of Equipment - NHTSA Share	Funding Source
AH22007	City of Myrtle Beach	(1) Police Vehicle at \$34,500 each	\$34,500	402
		(1) In-Car Camera and Accessories at \$7,000 each	\$7,000	402
		(1) Radar and Accessories at \$2,400 each	\$2,400	402
		(1) Laptop and Accessories at \$3,140 each	\$3,140	402
		(1) Lightbar at \$2,000 each	\$2,000	402
		(1) Lighting Package and Accessories at \$6,000 each	\$6,000	402
		(1) Laptop Mount/Docking Station at \$1,500 each	\$1,500	402
		(1) Enforcement Package and Accessories at \$4,685 each	\$4,685	402
AH22015	City of Goose Creek	(1) Police Vehicle at \$36,920 each	\$36,920	402
		(1) In-Car Camera and Accessories at \$9,528 each	\$9,528	402
		(1) Portable Radio and Accessories at \$5,200 each	\$5,200	402
		(1) Mobile Radio and Accessories at \$4,600 each	\$4,600	402
		(1) Lightbar at \$1,545 each	\$1,545	402
		(1) Radar and Accessories at \$2,642 each	\$2,642	402
		(1) Lidar and Accessories at \$1,910 each	\$1,910	402
		(1) Lighting Package at \$4,740 each	\$4,740	402
		(1) Enforcement Package and Accessories at \$6,115 each	\$6,115	402
(1) Laptop Mount/Docking Station at \$2,520 each	\$2,520	402		
AH22018	15th Circuit Solicitor's Office	(1) Laptop at \$1,500 each	\$1,500	164AL/405d
AH22031	South Carolina Highway Patrol	(4) Police Vehicles at \$25,750 each	\$103,000	402
		(4) In-Car Cameras and Accessories at \$5,153 each	\$20,612	402
		(4) Mobile Radios and Accessories at \$8,381 each	\$33,524	402
		(4) Radars and Accessories at \$1,466 each	\$5,864	402
		(4) Lightbars at \$1,595 each	\$6,380	402
		(4) MDTs at \$1,091 each	\$4,364	402
		(4) Enforcement Packages and Accessories at \$3,830 each	\$15,320	402
AH22032	Moncks Corner Police Department	(1) Lidar and Accessories at \$2,500 each	\$2,500	402



**Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: South Carolina

Fiscal Year: 2022

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **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) and 49 CFR part 21;
- **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.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents 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); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING**  
**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**  
**(applies to subrecipients as well as States)**

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.



5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

### **BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**

**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

### **POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

## **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation into the HVE Database;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).  
(23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [CHECK ONLY ONE]

Certifies that automated traffic enforcement systems are not used on any public road in the States;

OR

Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

Robert G. Woods, IV 06/23/2021  
Signature Governor's Representative for Highway Safety Date

Robert G. Woods, IV  
Printed name of Governor's Representative for Highway Safety

# 405(b) OCCUPANT PROTECTION GRANT

## Occupant protection information

**405(b) qualification status:** High seat belt use rate State

## Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

### DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

South Carolina has made significant strides in improving safety belt usage rates since the passage and enactment of a primary enforcement safety belt law in 2005. At the time the law was enacted, the state’s observed safety belt usage rate stood at 69.7% statewide. Based on the results of the June 2019 statewide safety belt survey conducted by the University of South Carolina, the state’s usage rate was 90.3%. The 2019 usage rate represents a 0.6 percentage point increase from 2018, when the usage rate was 89.7%. The state remains committed to increasing restraint usage in an effort to reduce motor vehicle crash injuries and fatalities, particularly in the light of the state’s relatively high unbelted fatality rate (see **Table 7**).

**Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities**

	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	308	315	308	331	299	-2.92%	-5.23%
<b>VMT Rate**</b>	0.60	0.58	0.55	0.58	0.52	-13.33%	-9.96%
<b>Pop Rate***</b>	6.30	6.35	6.13	6.51	5.81	-7.78%	-8.11%
<b>Pct. Of Total</b>	31.46%	30.88%	31.14%	31.95%	29.87%	-1.59%	-1.49%
<b>Observed Belt Use</b>	91.60%	93.90%	92.30%	89.70%	90.30%	-1.30%	-1.57%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

2019 VMT provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

In South Carolina’s FFY 2020 HSP, the focus for occupant protection was to increase the observed seatbelt usage rate by 0.1 percentage points from the 2013-2017 baseline average of 91.9% to 92% by December 31, 2020. Because the state utilized the National Highway Traffic Safety Administration’s (NHTSA) waiver of the requirement for states to conduct an annual seatbelt use survey during calendar year 2020, the observed seatbelt usage rate for 2020 is unknown at this time. However, the state will continue to strive to increase the safety belt usage rate through educational programs aimed at the state’s citizens, particularly minority groups who lag behind their non-minority counterparts in belt usage rates, the enforcement of the safety belt law, and the

continuation of a Memorial Day safety belt and child passenger safety seat enforcement mobilization which conforms to the national *Click it or Ticket* model, called *Buckle Up, South Carolina*. The state also desires to see an increase in the correct usage of child passenger safety seats. Occupant Protection Programs that are funded by the highway safety program will train NHTSA Child Passenger Safety technicians and instructors, conduct child passenger safety seat check events, certify child passenger safety fitting stations, conduct educational presentations, target minority groups, and emphasize child passenger safety seat use and enforcement during the statewide Memorial Day occupant protection enforcement mobilization.

Since the state utilized NHTSA’s waiver of the annual seat belt usage survey requirement for calendar year 2020, the information provided below is based on the results of the state’s most recent survey, conducted in calendar year 2019.

As indicated previously, the state of South Carolina has seen a steady increase in safety belt use rates since the passage and enactment of a primary safety belt law, from 69.7% in 2005 to 90.3% in 2019. **Figure 20** demonstrates this increase as compared to the national rate for the time period 2015-2019. As seen in **Figure 20**, South Carolina’s observed seat belt usage rate was above the national rate for the 2015-2018 time period and slightly lower than the national rate in 2019. In 2018, South Carolina’s rate was 0.1% higher than the national rate (89.7% and 89.6%, respectively). Observed seat belt use rates in South Carolina ranged from a low of 91.6% in 2015 to a high of 93.9% in 2016 before dipping in 2017 and 2018 before rising to the 2019 rate of 90.3%.

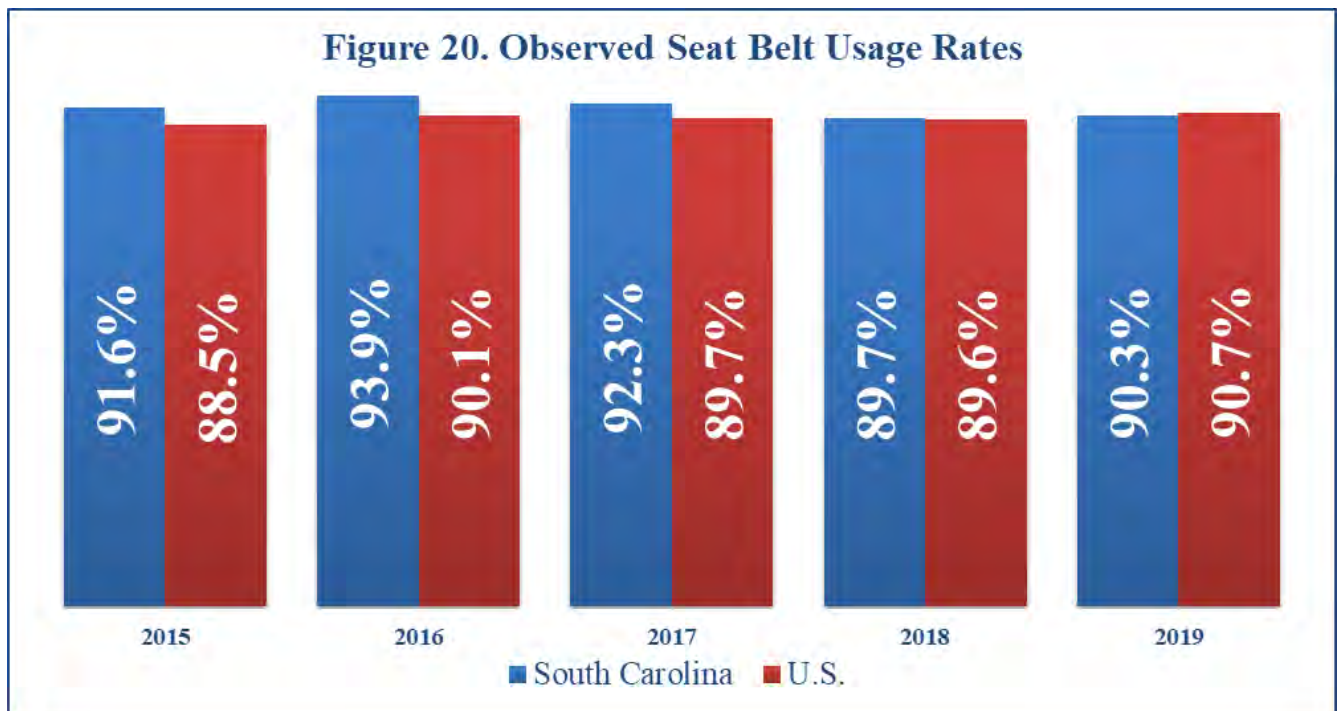
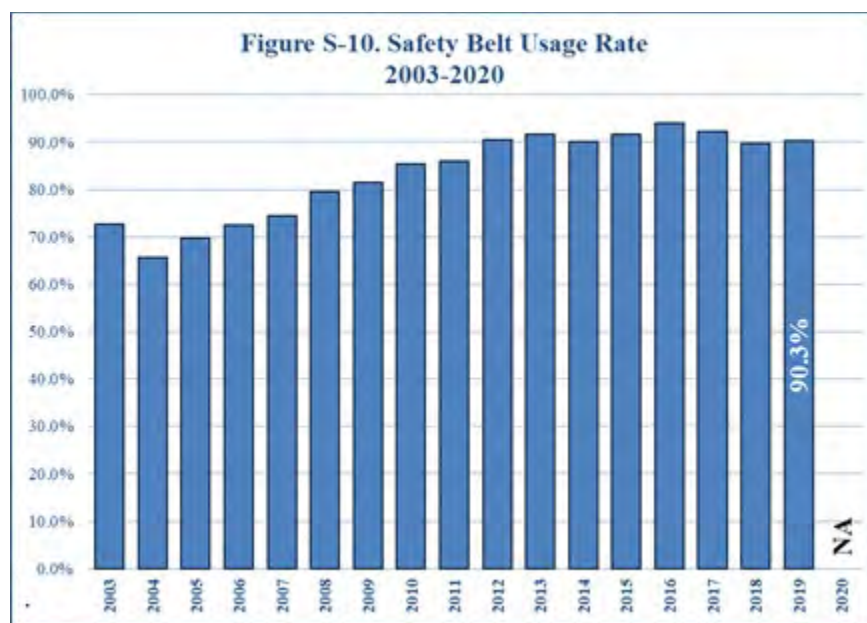




Figure S-10 demonstrates the increase in the state’s safety belt usage rate since 2003



As shown in **Table S-8**, surveys conducted by the University of South Carolina show that South Carolina has made tremendous progress towards improving the statewide belt usage rate. The progress has been significant since 2009, with nonwhite belt use moving from 74.1% in CY 2009 (compared to whites at 84.7%) to 87.5% for nonwhites in 2019 (compared to 92% for whites). This represents noteworthy forward momentum. Over a 10-year period, nonwhite belt use has moved from 10.6% below that of the majority population belt use, to only 4.5% below the majority population. Additionally, from 2018 to 2019, belt usage among non-white drivers increased by 1.4% percentage points. The progress over the years can be attributed to the state of South Carolina's efforts to maintain a diverse approach to messaging along with maintaining safety belt law enforcement efforts. Obviously, there remains a need to continuously educate the public as to the benefits of safety belt usage, but existing efforts to address this issue have been beneficial.

**Table S-8 South Carolina Observed Seatbelt Use Rate,  
2009-2019**

	<b>6/09</b>	<b>6/10</b>	<b>6/11</b>	<b>6/12</b>	<b>6/13</b>	<b>6/14</b>	<b>6/15</b>	<b>6/16</b>	<b>6/17</b>	<b>6/18</b>	<b>6/19</b>
Male	77.1	82.3	81.8	87.6	89.8	88.3	88.6	92.5	89.7	88.2	87.8
Female	87.8	90.6	89.4	93.3	93.9	91.6	95.0	95.5	94.9	91.6	92.8
Driver	81.3	86.0	86.4	90.0	91.0	89.9	91.5	93.4	91.6	89.5	90.6
Passenger	82.1	85.4	85.6	90.0	94.6	89.3	91.3	95.8	95.7	90.5	88.2
Urban	82.3	87.4	85.6	91.4	91.0	89.0	91.7	93.7	91.7	89.5	90.1
Rural	79.5	80.5	87.0	88.5	94.2	93.1	91.3	94.2	94.3	90.3	91.0
White	84.7	88.5	86.5	91.3	93.1	91.6	92.6	93.9	94.1	91.7	92.0
Non-white	74.1	80.6	82.2	87.8	87.5	85.1	87.5	93.6	86.8	86.1	87.5
Cars	84.3	86.6	88.2	92.0	92.3	90.7	93.1	94.5	92.8	89.9	91.2
Trucks	75.0	81.7	78.7	86.0	90.0	86.9	85.0	90.4	89.7	89.4	86.9
Overall	81.5	85.4	86.0	90.5	91.7	90.0	91.6	93.9	92.3	89.7	90.3

The following data sections outline specifically the problems being faced by the state of South Carolina in terms of occupant protection and demonstrate the foundation upon which the state has built its response to the problems for its FFY 2022 Highway Safety Plan.

#### Traffic Collision Fatalities

In 2019, traffic collisions claimed 35,627 lives throughout the nation, a decrease of 1,203 lives when compared to the 36,830 lives lost nationally in 2018. In 2019, vehicle miles traveled (VMT) increased to 3,267 from 3,240 billion in 2018 (see **Table 2**). Traffic fatalities in the United States decreased by 3.27% in 2019 as compared to the prior year. The VMT increased by 5.56% from 2015 to 2019.

A comparison of South Carolina data (**Table 1**) with national data (**Table 2**) indicates that South Carolina’s 2015-2019 average population-based traffic fatality rate (20.02 per 100,000 persons) was higher than the national rate (11.28) during the same time period. South Carolina’s VMT increased by 12.03% from the 2015 figure to the 2019 figure, and there was an increase of 6.09% in 2019 compared to the previous four year average. Total fatalities in 2019 decreased from the previous year; however, the state still continues to have a problem with unbelted traffic collision fatalities, low seatbelt usage rates among minority populations, and a high number of fatalities among drivers on rural roadways.



Table 1. South Carolina Basic Data							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
Total Fatalities	979	1,020	989	1,036	1,001	2.25%	-0.50%
VMT*	51.72	54.40	55.50	56.84	57.94	12.03%	6.09%
VMT Rate**	1.89	1.87	1.78	1.82	1.73	-8.47%	-5.98%
Population	4,891,938	4,957,968	5,021,268	5,084,156	5,148,714	5.25%	3.20%
Pop Rate***	20.01	20.57	19.70	20.38	19.44	-2.85%	-3.60%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

2019 VMT & VMT Rate provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

\*Vehicle Miles of Travel (billions)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

Table 2. Nationwide Basic Data							
	2015	2016	2017	2018	2019	% Change: 2015 vs. 2019	% Change: 2019 vs. prior 4-yr Avg.
Total Fatalities	35,477	37,803	37,471	36,830	35,627	0.42%	-3.44%
VMT*	3,095	3,174	3,212	3,240	3,267	5.56%	2.73%
VMT Rate**	1.15	1.19	1.17	1.14	1.10	-4.35%	-5.38%
Population	320,635,163	322,941,311	324,985,539	326,687,501	328,239,523	2.37%	1.37%
Pop Rate***	11.06	11.71	11.53	11.27	10.85	-1.90%	-4.76%

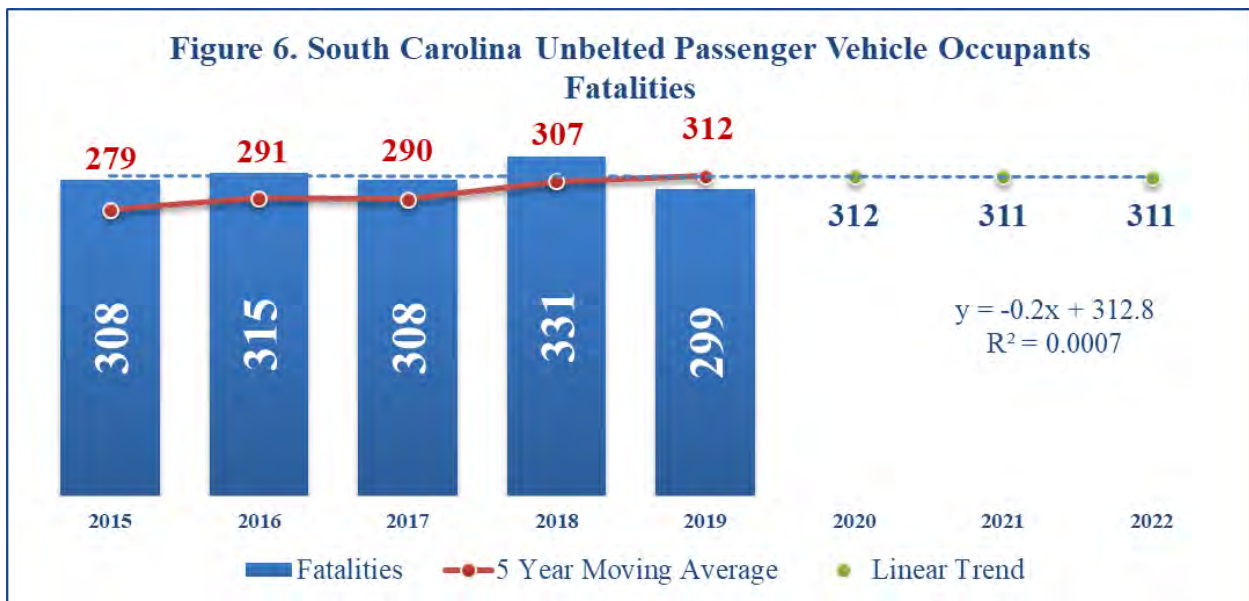
NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

\*Vehicle Miles of Travel (billions)

\*\*Rate per 100 million vehicle miles

\*\*\*Rate per 100,000 population

Figure 6 shows the numbers of unbelted passenger vehicle occupants (i.e. occupants of passenger cars, light trucks, and vans) killed in South Carolina from 2015 through 2019. The number of unbelted passenger-vehicle-occupant fatalities was at its highest level in 2018 (331 fatalities) and at its lowest level in 2019 (299). The 2019 (299) count represents a 5.23% decrease compared to the 2015-2018 average (315.5 fatalities) and a 2.92% decrease from the 2015 total.



In South Carolina, observed safety belt use decreased 1.3% in 2019 (90.3%) when compared to the 2015-2019 average (91.5%). In 2018, observed seat belt usage was at its lowest level (89.7%) during the five-year period and at its highest in 2016 (93.9%).

In South Carolina, unbelted passenger vehicle fatalities accounted for 29.87% of all traffic-related fatalities in 2019. This is a 1.54% decrease when compared to the prior four-year average (31.36%) and a 1.59% decrease when comparing 2015 to 2019.

According to NHTSA’s FARS data, in South Carolina, restraint use among fatally-injured passenger-vehicle occupants was below that of the nation for the past five (5) years (**Table 27**). The 2019 restraint use percentage for fatally-injured passenger vehicle occupants in South Carolina represents a 1.64% increase compared to the average of the previous four years (45.75%). The US as a whole also saw a slight increase (1.41%) in this index compared to the average of the previous four years (48.03%).

<b>Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities</b>							
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>% Change: 2015 vs. 2019</b>	<b>% Change: 2019 vs. prior 4-yr Avg.</b>
<b>Total Fatalities</b>	308	315	308	331	299	-2.92%	-5.23%
<b>VMT Rate**</b>	0.60	0.58	0.55	0.58	0.52	-13.33%	-9.96%
<b>Pop Rate***</b>	6.30	6.35	6.13	6.51	5.81	-7.78%	-8.11%
<b>Pct. Of Total</b>	31.46%	30.88%	31.14%	31.95%	29.87%	-1.59%	-1.49%
<b>Observed Belt Use</b>	91.60%	93.90%	92.30%	89.70%	90.30%	-1.30%	-1.57%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)  
 2019 VMT provided by South Carolina Department of Transportation  
 Population provided by U.S. Bureau of Census  
 \*\*Rate per 100 million vehicle miles  
 \*\*\*Rate per 100,000 population

<b>Table 27. Restraint Use of Fatally-Injured Passenger Vehicle Occupants</b>					
<b>Restraint Use</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>South Carolina</b>	45.3%	45.0%	46.3%	46.4%	46.5%
<b>U.S.</b>	47.5%	47.7%	48.5%	48.4%	48.7%

NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

In 2019 in South Carolina, as indicated in **Table S-9**, 455 motor vehicle occupants were totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 110, or 24.18%, were fatally injured. In addition, 213 occupants were partially ejected and 27 of those, or 12.68%, were fatally injured. Of the 343,321 occupants not ejected, 511, or 0.15%, were fatally injured.

<b>Table S-9 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2019</b>							
<b>Ejection Status</b>	<b>Fatal Injury</b>	<b>Incapacitating Injury</b>	<b>Non-incapacitating Injury</b>	<b>Possible Injury</b>	<b>Not Injured</b>	<b>Total</b>	<b>Percent</b>
Not Ejected	511	2,150	11,709	39,635	289,316	343,321	97.93%
Partially Ejected	27	23	27	34	102	213	0.06%

<b>Ejection Status</b>	<b>Fatal Injury</b>	<b>Incapacitating Injury</b>	<b>Non-incapacitating Injury</b>	<b>Possible Injury</b>	<b>Not Injured</b>	<b>Total</b>	<b>Percent</b>
Totally Ejected	110	166	98	38	43	455	0.13%
Not Applicable	0	6	32	56	4,454	4,548	1.30%
Unknown	2	21	17	157	1,850	2,047	0.58%
<b>Total</b>	<b>650</b>	<b>2,366</b>	<b>11,883</b>	<b>39,920</b>	<b>295,765</b>	<b>350,584</b>	<b>100.0%</b>

As indicated in **Table S-10**, during the period 2015-2019, there were 2,647 individuals totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 614, or 23.20%, were fatally injured. In addition, 1,073 were partially ejected, and 153 of those, or 14.26%, were fatally injured. Of the 1,711,070 occupants not ejected, 2,530 or 0.15% were fatally injured.

<b>Ejection Status</b>	<b>Fatal Injury</b>	<b>Incapacitating Injury</b>	<b>Non-incapacitating Injury</b>	<b>Possible Injury</b>	<b>Not Injured</b>	<b>Total</b>	<b>Percent</b>
Not Ejected	2,530	9,855	50,644	211,264	1,436,777	1,711,070	97.96%
Partially Ejected	153	163	124	145	488	1,073	0.06%
Totally Ejected	614	805	599	290	339	2,647	0.15%
Not Applicable	3	24	101	370	21,717	22,215	1.27%
Unknown	6	51	91	916	8,670	9,734	0.56%
<b>Total</b>	<b>3,306</b>	<b>10,898</b>	<b>51,559</b>	<b>212,985</b>	<b>1,467,991</b>	<b>1,746,739</b>	<b>100.0%</b>

As shown in **Table S-11**, estimates indicate that, of the 608 occupant fatalities with known restraint usage in 2019, 308 (50.66%) were not restrained, and 300 (49.34%) were restrained. According to State Data, from 2015 to 2019 there were 3,120 fatalities in which the restraint use was known in South Carolina. Of this number, 1,619, or 51.89%, were unrestrained.

<b>Year</b>	<b>Known Restraint Use</b>	<b>Unrestrained</b>	<b>Percent Unrestrained</b>
2015	605	319	52.73%
2016	619	328	52.99%
2017	623	322	51.69%
2018	665	342	51.43%
2019	608	308	50.66%
<b>Total</b>	<b>3,120</b>	<b>1,619</b>	<b>51.89%</b>

County data shows interesting trends in terms of unrestrained traffic collision fatalities, particularly at night. As shown in **Table 28**, for the years 2015-2019, 56.59% of South Carolina's passenger vehicle occupant fatalities that occurred at night were unrestrained. The following six counties accounted for the highest percentages of unrestrained nighttime passenger vehicle occupant fatalities: Edgefield (7 fatalities, 7 [100%] unrestrained); Newberry (10 fatalities, 10 [100%]

unrestrained); Marion (16 fatalities, 12 [75%] unrestrained); Sumter (23 fatalities, 17 [73.91%] unrestrained); Union (10 fatalities, 7 [70%] unrestrained); and Barnwell (13 fatalities, 9 [69.23%] unrestrained).

Of the 46 counties in the state, Dillon, Laurens, and Chester had the smallest percentages of unrestrained night-time fatalities (16 fatalities, 5 [31.25%] unrestrained); (44 fatalities, 14 [31.82%] unrestrained) and (25 fatalities, 8 [32%] unrestrained).

**Table 28. Unrestrained Passenger Vehicle Occupant Fatalities at Night(8pm-6am) by County**

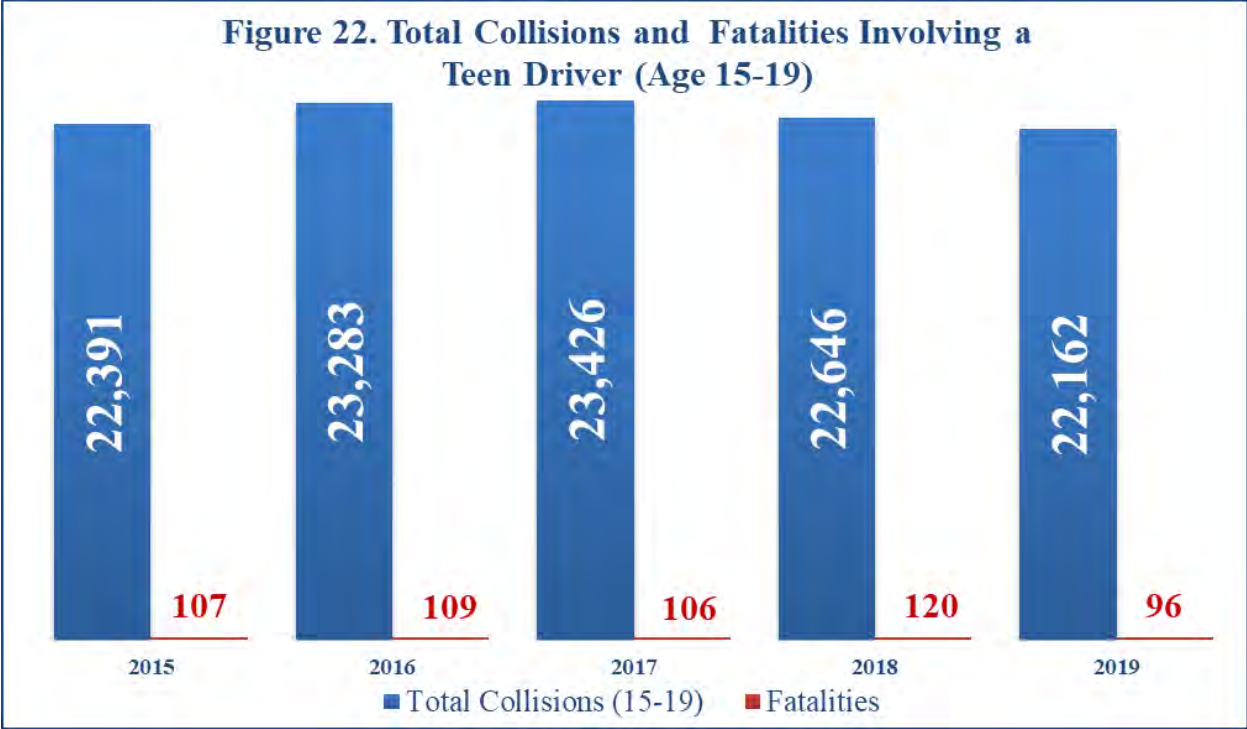
County	2015	2016	2017	2018	2019	2019 Total Passenger Vehicle Occupant Fatalities at Night	2015-2019 Unrestrained Vehicle Occupant Fatalities at Night	2015-2019 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Abbeville	0	1	3	2	1	1	7	11	63.64%
Aiken	4	2	12	6	5	10	29	50	58.00%
Allendale	0	0	2	1	2	2	5	8	62.50%
Anderson	4	9	7	5	7	11	32	55	58.18%
Bamberg	2	2	0	2	0	0	6	10	60.00%
Barnwell	3	2	3	1	0	2	9	13	69.23%
Beaufort	3	2	6	4	2	6	17	31	54.84%
Berkeley	7	7	3	7	5	9	29	57	50.88%
Calhoun	4	4	1	2	0	0	11	18	61.11%
Charleston	10	10	12	14	16	29	62	113	54.87%
Cherokee	2	0	4	2	3	7	11	23	47.83%
Chester	2	5	0	1	0	4	8	25	32.00%
Chesterfield	3	3	4	2	2	5	14	25	56.00%
Clarendon	2	4	2	4	3	4	15	31	48.39%
Colleton	10	6	4	5	3	6	28	47	59.57%
Darlington	8	7	3	3	4	4	25	37	67.57%
Dillon	1	1	1	0	2	4	5	16	31.25%
Dorchester	7	5	4	4	4	7	24	39	61.54%
Edgefield	0	1	4	2	0	0	7	7	100.0%
Fairfield	0	1	3	4	1	2	9	15	60.00%
Florence	3	6	5	11	3	5	28	51	54.90%
Georgetown	2	1	3	4	2	5	12	21	57.14%
Greenville	14	14	10	9	16	27	63	117	53.85%
Greenwood	4	0	0	3	1	1	8	17	47.06%
Hampton	1	0	0	0	3	4	4	7	57.14%
Horry	9	12	16	10	11	17	58	97	59.79%
Jasper	0	7	3	2	6	10	18	30	60.00%
Kershaw	4	4	8	0	1	3	17	25	68.00%
Lancaster	1	2	1	2	5	5	11	18	61.11%
Laurens	4	2	4	1	3	5	14	44	31.82%
Lee	4	1	1	3	0	2	9	14	64.29%
Lexington	14	8	9	13	6	13	50	91	54.95%
McCormick	0	1	0	0	2	4	3	5	60.00%
Marion	2	3	4	1	2	2	12	16	75.00%
Marlboro	3	0	1	4	1	1	9	14	64.29%
Newberry	1	3	2	1	3	3	10	10	100.0%
Oconee	1	2	2	2	3	5	10	21	47.62%
Orangeburg	9	2	3	10	8	17	32	64	50.00%
Pickens	1	3	6	4	5	6	19	31	61.29%

County	2015	2016	2017	2018	2019	2019 Total Passenger Vehicle Occupant Fatalities at Night	2015-2019 Unrestrained Vehicle Occupant Fatalities at Night	2015-2019 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Richland	11	13	9	11	8	12	52	80	65.00%
Saluda	0	0	1	2	0	0	3	5	60.00%
Spartanburg	17	10	9	12	11	19	59	99	59.60%
Sumter	6	6	1	2	2	2	17	23	73.91%
Union	4	3	0	0	0	1	7	10	70.00%
Williamsburg	2	8	1	2	4	6	17	26	65.38%
York	3	3	3	5	5	18	19	48	39.58%
<b>Total</b>	<b>192</b>	<b>186</b>	<b>180</b>	<b>185</b>	<b>171</b>	<b>306</b>	<b>914</b>	<b>1,615</b>	<b>56.59%</b>

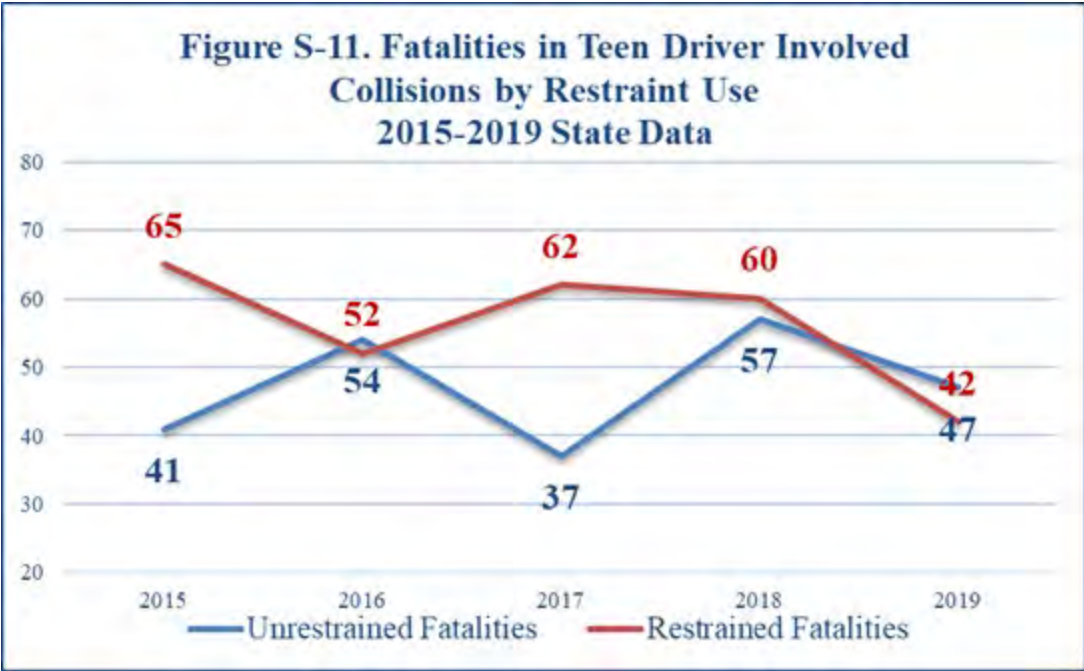
NHTSA NCSA FARS: 2015-2018 Final File and 2019 Annual Report File (ARF)

Analyzing teen driver data shows challenging statistics for this age group relative to safety belt use, particularly in terms of traffic fatalities in the state from 2015 to 2019. As shown in **Table S-12** and **Figure 22**, state data from 2015 to 2019 indicates that drivers between the ages of 15 and 19 were involved in 113,908 traffic collisions, or 16.3% of the total number of collisions during that time period. The number of collisions involving a teen driver decreased 1.02% in 2019 compared to the year 2015.

Year	Total Collisions	Involving a Teen Driver (age 15-19)	Percent	# of Fatalities involving a Teen Driver
2015	133,961	22,391	16.7%	107
2016	141,599	23,283	16.4%	109
2017	141,874	23,426	16.5%	106
2018	142,406	22,646	15.9%	120
2019	141,096	22,162	15.7%	96
<b>Total</b>	<b>700,936</b>	<b>113,908</b>	<b>16.3%</b>	<b>538</b>



Also, shown in **Figure S-11**, are the number of fatalities that occurred when a teen driver was involved in the collision by restraint usage. There were a total of 538 such fatalities from 2015 to 2019. Of those in which restraint usage was known (517), 236, or 45.65% were unrestrained.



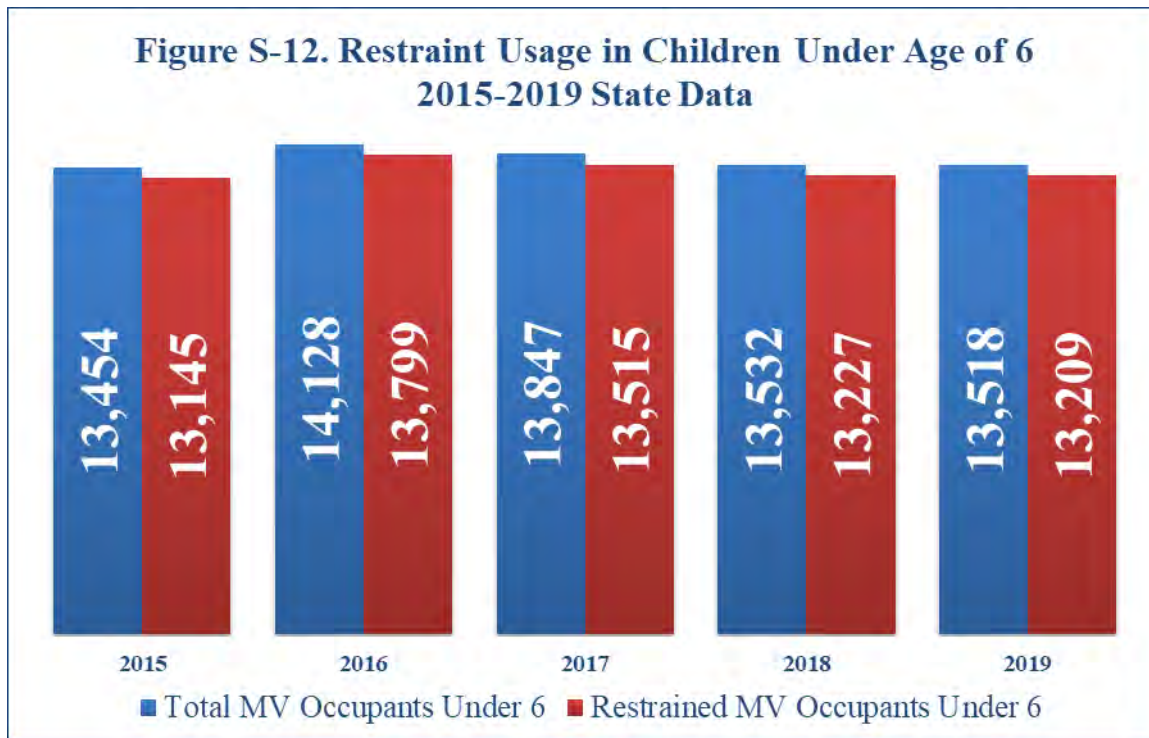
Restraint usage among fatally-injured persons in traffic collisions in which a teen was driving is shown in **Table S-11**, **Table S-13** and **Figure S-11**. There were 107,917 traffic collisions that involved a teen driver in which restraint devices were used by all occupants from 2015 to 2019. These collisions resulted in the deaths of 281 persons. Conversely, there were 3,115 collisions that involved a teen driver in which restraint devices were not used for at least one occupant, resulting in the deaths of 236 persons.

<b>Year</b>	<b>Known Restraint Use</b>	<b>Unrestrained</b>	<b>Percent Unrestrained</b>
2015	605	319	52.73%
2016	619	328	52.99%
2017	623	322	51.69%
2018	665	342	51.43%
2019	608	308	50.66%
<b>Total</b>	<b>3,120</b>	<b>1,619</b>	<b>51.89%</b>

<b>Year</b>	<b>All Occupants Restrained Collision</b>	<b>Restraint Collision Fatalities</b>	<b>At Least One Occupant Unrestrained Collision</b>	<b>Unrestrained Collision Fatalities</b>	<b>Unknown Restraint Collision</b>	<b>Unknown Restraint Collision Fatalities</b>
2015	21,190	65	641	41	560	1
2016	21,983	52	705	54	595	3
2017	22,257	62	622	37	547	7
2018	21,534	60	570	57	542	3
2019	20,953	42	577	47	632	7
<b>Total</b>	<b>107,917</b>	<b>281</b>	<b>3,115</b>	<b>236</b>	<b>2,876</b>	<b>21</b>

After analyzing the traffic data relative to the use of appropriate restraints by children, there is a slightly more promising outlook for the state than for teen drivers. During the calendar years 2015-2019, 68,479 children under six years of age were motor vehicle occupants involved in traffic collisions in South Carolina (**Figure S-12**). During this five-year period, 66,895 of those children were restrained by a safety restraint device. These figures show that 4.5% of children injured in South Carolina traffic collisions during the five-year period, 2015-2019, were unrestrained.



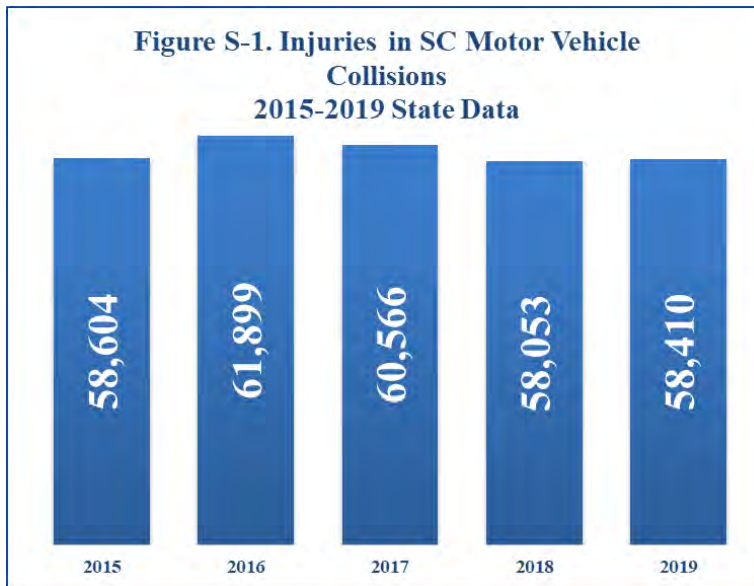
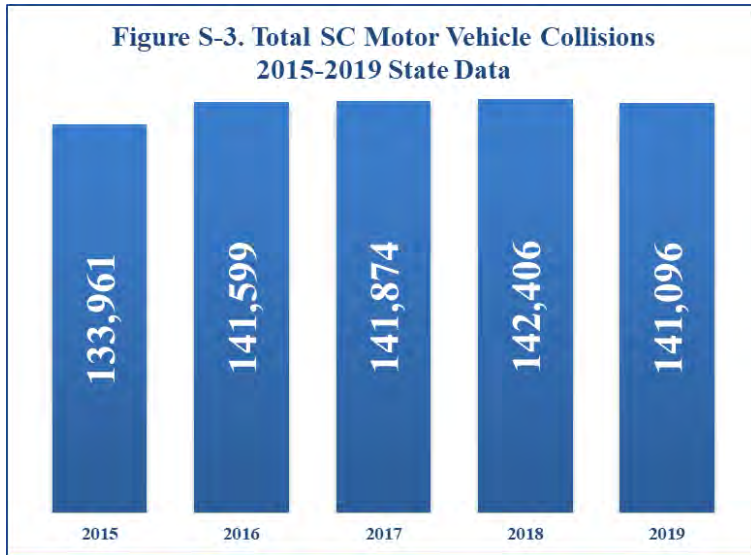


### Traffic Collision Injuries

The state data listed in **Figure S-3** shows that in 2019 there were 141,096 motor vehicle collisions in South Carolina. **Figure S-1** for 2019 also indicates that there were 58,410 reported traffic collision injuries during the year, compared to 58,604 reported in 2015. State data in **Figure S-1** shows a decrease of 0.33% in total traffic collision injuries since 2015, from 58,604 total injuries to 58,410 in 2019. However, the 2019 figure is lower than the average of the four prior years 2015-2018 (59,780.5). The number of total traffic collision injuries in 2019 (58,410) increased by 0.61% compared to the number of total injuries in 2018 (58,053).

State data listed in **Table S-14** shows that during the five-year period from 2015 to 2019 in South Carolina, there were 1,746,739 motor vehicle occupants (i.e. occupants of passenger cars, trucks, vans, and SUVs) involved in collisions; of these, 278,808 were injured and of those, 14,306, or 5.1%, were unrestrained.



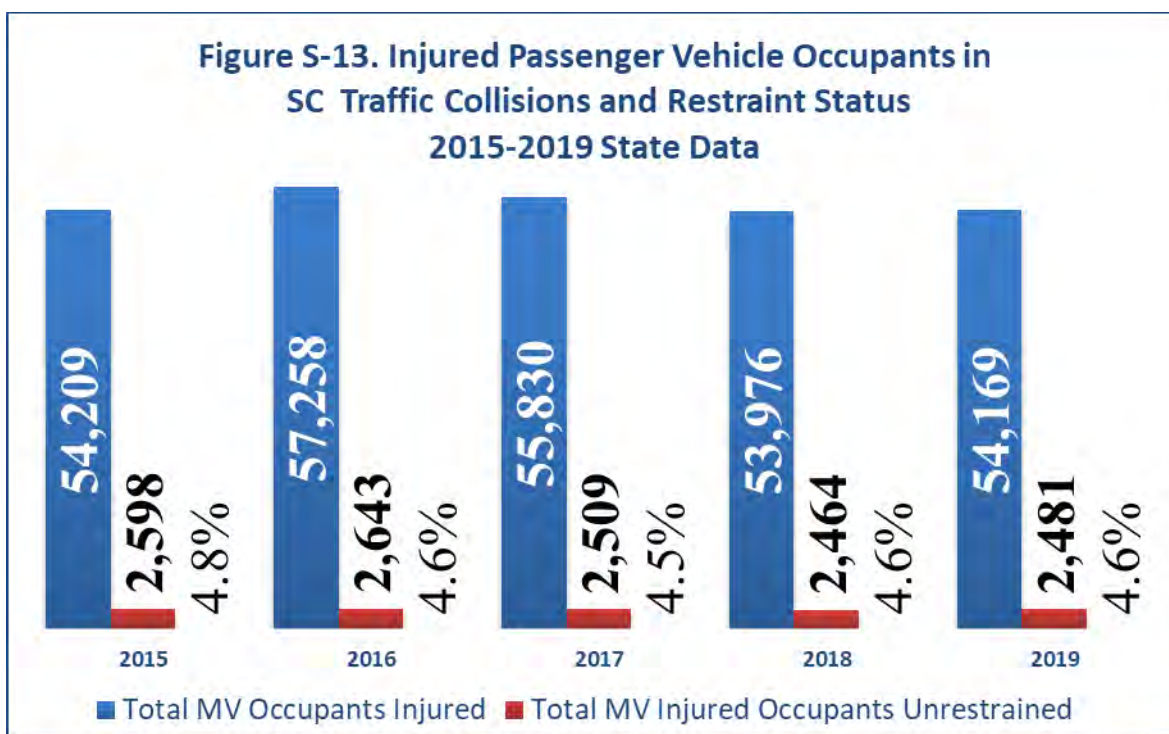


**Table S-14 Passenger Vehicle Occupant Injuries\* and Restraint Usage,  
State Data 2015-2019**

Year	Total MV Occupants	Total MV Occupants Injured	Total MV Injured Occupants Unrestrained	Percent Injured Unrestrained
2015	334,156	54,852	2,917	5.3%
2016	354,521	57,922	2,967	5.1%
2017	354,103	56,521	2,828	5.0%
2018	353,375	54,694	2,805	5.1%
2019	350,584	54,819	2,789	5.1%
<b>Total</b>	<b>1,746,739</b>	<b>278,808</b>	<b>14,306</b>	<b>5.1%</b>

\*Includes fatally injured occupants.

**Figure S-13** provides a graphical representation of the total number of passenger vehicle occupants injured and the percentage unrestrained during collisions that occurred from 2015 to 2019.



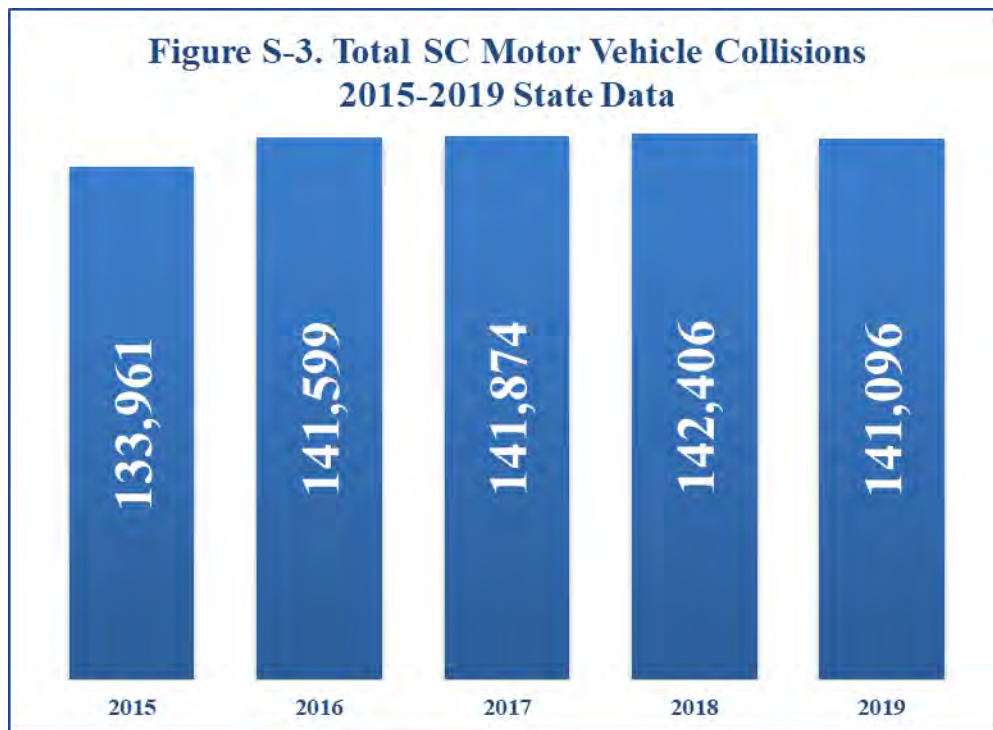
**Table S-15** displays information related to passenger vehicle occupants under the age of six who sustained injuries in passenger vehicle collisions. During the calendar years 2015-2019, 68,479 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. Of those children, 9,403, or 13.7%, suffered some type of injury. Of the 9,403 injured, 427, or 4.5%, were unrestrained. During the five-year period, 46 occupants under the age of six were killed in traffic collisions. Informal surveys conducted at seat check events by the SC Department of Health and Environmental Control (SCDHEC), indicate that proper usage of child safety seats is historically less than 15% in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide, since misuse of safety seats may result in death or serious injury to a child.

Year	Under 6 MV Occupants	Under 6 Fatalities	Under 6 Injured	Under 6 Injured Unrestrained	Percent Injured Unrestrained
2015	13,454	14	1,949	86	4.4%
2016	14,128	10	2,030	90	4.4%
2017	13,847	8	1,906	95	5.0%
2018	13,532	8	1,800	80	4.4%
2019	13,518	6	1,718	76	4.4%
<b>Total</b>	<b>68,479</b>	<b>46</b>	<b>9,403</b>	<b>427</b>	<b>4.5%</b>

## Traffic Collisions

There were 700,936 total traffic collisions in South Carolina from 2015 to 2019. This total includes fatal collisions, injury collisions, and property-damage-only collisions. State data in **Figure S-3** shows a decrease of 0.92% in total collisions from 2018 (142,406) compared to 2019 (141,096). The 2019 figure represents an increase of 0.81% as compared to the average of the previous four years of 2015-2018 (139,960). From 2015 to 2019, the 700,936 total collisions involved 1,746,739 passenger vehicle occupants (see **Table S-16**). Of those occupants, 25,153, or 1.44%, were unrestrained. These figures indicate that 98.56% of all occupants involved in traffic collisions during this time period were utilizing some sort of safety restraint device.

Year	Total MV Occupants	Total MV Occupants Unrestrained
2015	334,156	5,042
2016	354,521	5,197
2017	354,103	5,142
2018	353,375	4,859
2019	350,584	4,913
<b>Total</b>	<b>1,746,739</b>	<b>25,153</b>



During the calendar years 2015-2019 (see **Table S-17** below), 68,479 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. During this five-year period, 66,895 of those children were restrained by a safety restraint device. These figures indicate that approximately 98% of children involved in 2015-2019 traffic collisions were utilizing some sort of safety restraint device.

<b>Table S-17 Passenger Vehicle Occupants Under Age Six in SC Crashes and Restraint Usage, State Data 2015-2019</b>			
<b>Year</b>	<b>Under 6 MV Occupants</b>	<b>Under 6 Number Restrained</b>	<b>Under 6 Injured Unrestrained</b>
2015	13,454	13,145	86
2016	14,128	13,799	90
2017	13,847	13,515	95
2018	13,532	13,227	80
2019	13,518	13,209	76
<b>Total</b>	<b>68,479</b>	<b>66,895</b>	<b>427</b>

#### **Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	Annual	311
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	Annual	0.904
2022	C-3R) South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis	2022	Annual	2.56
2022	C-3U) South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis	2022	Annual	1.18

## Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on HSP Page No.
Highway Safety Office Program Management	65
Child Passenger Safety Technicians	89
Child Restraint System Inspection Station(s)	93
Short-term, High Visibility Seat Belt Law Enforcement	99

**Countermeasure Strategy:** Child Passenger Safety Technicians

**Program Area:** Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The overall projected traffic safety impact of the chosen countermeasure strategy will be a greater number of children who survive automobile collisions without severe-injuries because this countermeasure strategy will increase the number of CPS technicians certified to educate the public on proper child restraint use.

### Linkage Between Program Area

State data indicates that during the years 2015-2019, 68,479 children under six years of age were occupants involved in traffic collisions in South Carolina. During this five-year period, 66,895 of those children were restrained by a safety restraint device. These figures indicate that approximately 98% of children involved in 2015-2019 traffic collisions were utilizing some sort of safety restraint device. Although approximately 98% of children were utilizing some sort of safety restraint device, informal studies conducted by the South Carolina Department of Environmental Control indicate that only 15% of child safety seats are properly installed. Given that 85% of child safety seats are improperly installed, there is a significant need for increased opportunities to educate the public on the proper use of child safety seats. CPS technicians are a valuable resource to aid the reduction of the misuse of child restraints. CPS technicians have completed the National Highway Traffic Safety Administration (NHTSA) Standardized Child Passenger Safety Training Course, which was designed to train safety professionals and other interested parties in the fundamentals of correctly choosing and installing the proper car seat for child passengers. Individuals who successfully complete the course are certified to educate the public on the proper use of child restraints and provide caregivers with “hands-on” assistance. By increasing the number of technicians trained to educate the public in the proper use of child

restraints and to provide caregivers with "hands on" assistance, the number of parents/caregivers who properly restrain the children under their care will also increase.

Increasing the number of properly restrained children will increase the number of children who survive traffic collisions and decrease the number of children who survive but sustain severe injuries. Reducing the number of child fatalities and severe injuries among children who were occupants in collisions are significant positive traffic safety impacts.

The OP/PTS PC will work with the SCDHEC to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OP/PTS PC will implement a comprehensive approach to increase the overall safety belt usage rate above 90% with a target of 100% safety belt usage. The OP/PTS PC will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses. The OP/PTS PC will also oversee efforts aimed at increasing the number of permanent fitting stations within South Carolina, especially in underserved areas of the state. In 2022, DHEC will augment its child restraint efforts by continuing its Diversity Outreach Project for high-risk populations (children of Hispanic and African-American descent), spearheaded by the Emergency Management Services and Trauma Division, and will include collaboration and coordination with DHEC's Office of Minority Health Division and DHEC's Public Health Regional professionals. The Diversity Outreach Project will target non-white children and their parents who are less likely than their white counterparts to use safety restraints. The county areas of Cherokee, Abbeville, Allendale, Bamberg, Colleton, Dillon, Laurens, Lee, and McCormick are targeted for development of Occupant Protection safety education and CPS fitting stations since these counties serve the at-risk population of drivers on rural roadways and do not currently have CPS fitting stations. The efforts of the Diversity Outreach Project will be supplemented using communications and outreach statewide. These activities will occur by the end of the grant year.

### **Rationale**

The state currently complies with countermeasures deemed highly effective by the Countermeasures that Work guide, such as statewide primary safety belt enforcement, short-term high-visibility belt law enforcement following the national *Click it or Ticket* model, combined nighttime seat belt and alcohol enforcement, and communications and outreach strategies for lower belt use groups. South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement. In addition, the state has implemented countermeasures that have not clearly been demonstrated as effective overall, but may have an impact in specific areas, such as the development of inspection stations for child safety seats.

## Planned activity in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on HSP Page No.
OP-2	Recruiting, Training, and Maintaining Child Passenger Safety Technicians	91

**Planned Activity:** Recruiting, Training, and Maintaining Child Passenger Safety Technicians

**Planned activity number:** OP-2

**Primary Countermeasure Strategy ID:** Child Passenger Safety Technicians

### **Planned Activity Description:**

#### Recruiting of Technicians

The typical audience for the NHTSA Child Passenger Safety Technician training is composed of law enforcement, firefighters, and emergency medical personnel. Recruitment of agencies to participate in the SC Fitting Station Network is accomplished through a number of avenues. Word-of-mouth advertising about the program from agency to agency in areas surrounding currently staffed fitting stations generates a great deal of interest in the training. As SCDHEC Vehicle Occupant Protection project staff travel throughout the state, visits are made to agencies that do not currently have trained CPS Technicians. Focus is concentrated on areas of the state that have few or no fitting stations. For law enforcement agencies that are members of the South Carolina Law Enforcement Network (SCLLEN), funding is sometimes available through the SCLLEN to pay registration fees, enabling an agency with a tight budget to train personnel, with the only investment required being time away from the office. Law enforcement officers attending the CPS Technician training also earn Continuing Law Enforcement Education units (CLEEs). Fire and rescue agencies are quickly becoming the predominant agency requesting training, and efforts are under way to secure continuing education credit for firefighters as well. The state also trains a large number of SC Highway Patrol Troopers as CPS Technicians.

SCDHEC will continue to recruit CPS technicians through partnerships with public health agency staff, law enforcement, fire departments, EMS, Safe Kids Coalitions, health educators in the private sector, and various community organizations.

### Training of Technicians

In order to ensure that the state addresses the identified highway safety challenges of the high rural fatality rate and low seatbelt usage rate among minority populations, in FFY 2022, the SCDHEC SC Vehicle Occupant Protection project will hold 12 Child Passenger Safety Technician courses in counties in which the majority of the state's identified at-risk populations (minority drivers and drivers on rural roadways) are located. SCDHEC's target is to certify 120 new CPS technicians in FFY 2022, and to provide three (3) continuing education classes to recertify 30 CPS technicians. Once certified/recertified, these technicians will be eligible to staff inspection stations and participate in inspection events held in FFY 2022.

Child Passenger Safety (CPS) Technician training is conducted at the site of the host agency, and invitations are sent to surrounding agencies requesting that they also send personnel. Agencies sending personnel to the CPS Technician training are encouraged to become a part of the SCCPS Fitting Station Network. Agencies participating in the SCCPS Fitting Station Network must list themselves on the NHTSA website as a permanent fitting station. Once an agency becomes a NHTSA- recognized fitting station, they are eligible to receive both convertible child restraint and booster seats from the SCDHEC. The seats are kept on hand so that if a seat is deemed unsafe during an inspection, a replacement can be offered as a trade for the unsafe seat. The child must be present so the seat can be fitted to the child, and during this time, the parent/guardian receives education on the proper use and installation of the child restraint system. The Lower Anchors and Tethers for Children (LATCH) Restraint System manual is also provided to the fitting station.

### Retention of Technicians

South Carolina currently has a recertification rate of approximately 47% - 51%. After a class is held, technicians are encouraged to contact SCDHEC staff with any needs the agency may have for daily operation or recertification. SCDHEC staff offer a one-day training that provides six continuing education units (CEU) and verification of seat installations. A copy of the CEU curriculum is provided to CPS Technician Instructors so that they may offer the class in their area. Continuing education is offered at the SCCPS Summit held in September of every other year, and this Summit also provides an opportunity for seat installation verification. SCDHEC staff members send an email to technicians a few months before their certification expires, offering assistance with any aspect of the recertification process. The OHSJP also pays the initial technician and renewal fees of the Occupant Protection/Police Traffic Services Program Coordinator and Troopers of the SC Highway Patrol in order to certify as many individuals as possible.

**Intended Subrecipient(s):** South Carolina Department of Health and Environmental Control



## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020/2021	FAST Act NHTSA 402	Occupant Protection (FAST)	\$190,615 (for entire grant)	\$47,653.75	\$190,615

## Countermeasure Strategy: Child Restraint System Inspection Station(s)

**Program Area:** Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The overall projected traffic safety impact of the chosen countermeasure strategy will be a greater number of children who survive automobile collisions without severe-injuries because this countermeasure strategy will increase the availability of locations in which parents/guardians may receive education from certified CPS technicians on proper child restraint use.

### Linkage Between Program Area

State data indicates that during 2015-2019, 68,479 children under six years of age were occupants involved in traffic collisions in South Carolina. During this five-year period, 66,895 of those children were restrained by a safety restraint device. These figures indicate that approximately 98% of children involved in 2015-2019 traffic collisions were utilizing some sort of safety restraint device. Although approximately 98% of children were utilizing some sort of safety restraint device, informal surveys conducted by SCDHEC indicate that 15% of child safety seats are properly installed. Given that 85% of child safety seats are improperly installed, there is a significant need for increased opportunities to educate the public on the proper use of child safety seats.

### Rationale

The state currently complies with countermeasures deemed highly effective by the *Countermeasures that Work* guide, such as statewide primary safety belt enforcement, short-term high-visibility belt law enforcement following the national *Click it or Ticket* model, combined nighttime seat belt and alcohol enforcement, and communications and outreach strategies for lower belt use groups. South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement. In addition, the state

has implemented countermeasures that have not clearly been demonstrated as effective overall, but may have an impact in specific areas, such as the development of inspection stations for child safety seats.

**Planned activity in countermeasure strategy**

Unique Identifier	Planned Activity Name	Description Located on HSP Page No.
OP-1	Increasing the number of Inspection Stations	94

**Planned Activity Number:** OP-1

**Primary Countermeasure Strategy ID:** Child Restraint System Inspection Station(s)

**Planned Activity Description:**

A partnership between the SC Department of Public Safety (SCDPS) and the SC Department of Health and Environmental Control (SCDHEC) will continue in FFY 2022 with the implementation of the South Carolina Vehicle Occupant Protection grant project. The main focus of the project will be to educate and train local law enforcement and other first responders, public health agency staff, and parents/caregivers concerning the proper usage of Child Passenger Safety (CPS) and occupant restraint devices. Two full-time Child Passenger Safety (CPS) Technician Instructors with the SC Department of Health and Environmental Control (SCDHEC) will be funded to ensure that training is taking place statewide to certify new CPS technicians and recertify current technicians. The project will seek to increase all forms of vehicle occupant protection, particularly among the state’s identified at-risk populations of minorities and drivers on rural roadways, by educating the public about the importance of safety belt use and supporting national and statewide emphases. The project will also provide staff to serve as the state contacts for National Safe Kids in terms of CPS certification and will continue to coordinate diversity outreach efforts with the Office of Highway Safety and Justice Programs. With the OHSJP’s partnerships with SCDHEC, Safe Kids, and highway safety sub-grantees, thirty-five (35) of the forty-six (46) counties in the state have at least one Child Restraint Inspection Station (as of April 13, 2021). This represents 92.9% of the statewide population, according the US Census (2010), having access to a Child Restraint Inspection Station. At each child safety seat inspection station and during seat check events, educational material is distributed to better educate parents on the proper way to ensure the safety of their children while riding as passengers in automobiles. Presentations are also conducted across the state at churches, day care centers, schools, and civic organizations by the SCDHEC

Child Passenger Safety (CPS) Technician Instructors, Safe Kids coalitions, and South Carolina Highway Patrol's Community Resource Officers.

In an effort to curtail the misuse of child safety seats, South Carolina has established an active network of child inspection stations across the state in order for the public to have access to someone who will assist with the proper installation of child safety seats. Each inspection station in the state is staffed with nationally-certified child passenger safety technicians who are available during official posted hours and/or by appointment. According to the most recent US Census (2010), South Carolina has a population of 4,625,364 people within 46 counties. Inspection stations are located in 35 of the 46 counties. Using data from the census, counties containing inspection stations have a total population of 4,295,337. Based on both the census data and locations of fitting stations, SC fitting stations reach 92.9% of the state's population. Still, more efforts are needed, especially for the state's high risk populations.

In 2022, the Diversity Outreach Project will continue its work to increase fitting stations in areas where Hispanic and African American individuals reside. Data indicate that these populations are at-risk given the historically low seatbelt utilization rate among these populations when compared to their white counterparts. The project is a collaboration between SCDPS, SCDHEC's EMS and Trauma Division, SCDHEC's Office of Minority Health, and SCDHEC's Public Health Regional professionals. Additionally, through this project, special efforts will be made to place fitting stations in the rural counties of Cherokee, Abbeville, Allendale, Bamberg, Colleton, Dillon, Laurens, Lee, and McCormick in an effort to improve seatbelt and child restraint use for one of the state's additional at-risk populations: drivers on rural roadways.

The table below contains a listing of each of the inspection stations in South Carolina that are staffed with a certified CPS technician and includes the total number of inspection stations that service rural and urban areas and high risk populations (minority and low income). As of April 6, 2021, South Carolina has 877 nationally certified child passenger safety technicians, and 26 of those are certified instructors.

In an effort to provide services to underserved areas within the state, the OHSJP provides child safety seats and educational materials to the SC Highway Patrol's Occupant Protection Division. The SC Highway Patrol has Community Relation Officers (CRO) throughout the state who currently handle all CPS events and provide installation of child safety seats. In addition, safety materials, law cards, and fitting station listings are placed in all health districts (one health department is located in each county) and pediatricians' offices across the state.

Currently, South Carolina's technician-to-child ratio ranks sixth nationally based on the 2019 Safe Kids Annual Report and fourth nationally in classes taught per population.

**South Carolina’s Child Restraint Inspection Stations Serving Urban Rural and At-Risk Populations Staffed with a Nationally Certified Child Passenger Safety Technician**

<b>Fitting Stations Statewide staffed with a Nationally Certified Passenger Safety Technician and Serving At-Risk Populations</b>			
	<b>Organization Name</b>	<b>County</b>	<b>Rural/Urban</b>
1	Aiken Department of Public Safety	Aiken	Urban
2	Town of Hilton Head Fire and Rescue	Beaufort	Urban
3	North Charleston Fire Department, Station 6	Charleston	Urban
4	Summerville Fire and Rescue Headquarters	Dorchester	Urban
5	Safe Kids Pee Dee	Florence	Urban
6	Midway Fire/Rescue	Georgetown	Urban
7	Georgetown City Fire Headquarters	Georgetown	Rural
8	Georgetown County Fire	Georgetown	Rural
9	Greer Fire Department	Greenville	Rural
10	Parker Fire Department	Greenville	Urban
11	Safe Kids Lakelands	Greenwood	Rural
12	Myrtle Beach Fire Department Station 6	Horry	Urban
13	Myrtle Beach Police Department	Horry	Urban
14	North Myrtle Beach DPS	Horry	Urban
15	Camden Fire Department	Kershaw	Rural
16	Lugoff Fire Department	Kershaw	Rural
17	Lexington Police Department	Lexington	Urban
18	Cayce Public Safety	Lexington	Urban
19	Batesburg-Leesville Police Department	Lexington	Rural
20	Newberry County Sheriff	Newberry	Rural
21	Seneca Fire Department	Oconee	Rural
22	OBC Safe Kids/The Regional Medical Center	Orangeburg	Urban
23	Easley Fire Department #2	Pickens	Rural
24	SCDHEC	Richland	Urban
25	City of Columbia Police Department	Richland	Urban
26	Safe Kids of the Piedmont/Spartanburg Regional Medical Center	Spartanburg	Urban
27	North Spartanburg Fire Department	Spartanburg	Urban
28	Reidville Fire Department	Spartanburg	Rural
29	Safe Kids Sumter/Prisma Health Tuomey	Sumter	Rural
30	Simpsonville Police Department	Greenville	Urban
31	Berea Fire Department	Greenville	Urban
32	Piedmont EMS	York	Urban
33	Irmo Fire District	Richland	Urban
34	Piedmont Park Fire Dept	Greenville	Urban

	Anderson City Fire Department Station 1	Anderson	Urban
36	International Center of York County	York	Urban
	Richland County Sheriff's Dept	Richland	Urban
38	Marion City Fire Department	Marion	Rural
	Safe Kids Aiken County/Tri-Development Center	Aiken	Urban
40	Beaufort County First Steps	Beaufort	Urban
	Goose Creek Police Department	Berkeley	Urban
42	Hartsville Fire Department	Darlington	Rural
	Boiling Springs Fire Department	Spartanburg	Rural
44	Conway Police Department	Horry	Rural
	Horry County Fire/Rescue	Horry	Rural
46	Westview Fairforest Fire Department Headquarters	Spartanburg	Urban
	Pelham-Batesville Fire Department	Spartanburg	Rural
48	Lexington County Sheriff Department	Lexington	Urban
	Britax Child Safety, Inc. PCS	York	Urban
50	The Medical University of South Carolina	Charleston	Urban
	Safe Kids Anderson County	Anderson	Urban
52	Charleston Fire Department	Charleston	Urban
	West Columbia Police Department	Lexington	Urban
54	Isle of Palms Fire Department	Charleston	Urban
	Lancaster County EMS	Lancaster	Rural
56	Jasper County First Steps	Jasper	Rural
	Fairfield County Sheriff's Office	Fairfield	Rural
58	Clover Police Department	York	Rural
	Beaufort Fire Department Station 1	Beaufort	urban
60	St. John's Fire Department	Charleston	Urban
	Greenville Memorial Hospital	Greenville	Rural
62	Special Needs Clinic	Greenville	Urban
	Walhalla Fire Department	Oconee	Rural
64	Boiling Springs Fire Department	Greenville	Urban
	Bluffton Township Fire District	Beaufort	Urban
66	Clear Springs Fire and Rescue	Greenville	Urban
	York County Coroner's Office	York	Urban
68	Sumter County EMS	Sumter	Rural
	Williamsburg County Fire	Williamsburg	Rural
70	Summerville Fire and Rescue Station 2	Dorchester	Urban
	Summerville Fire and Rescue Station 3	Dorchester	Urban
72	Summerville Fire and Rescue Station 4	Dorchester	Urban
	Summerville Fire and Rescue Station 5	Dorchester	Urban
74	Charleston County EMS	Charleston	Urban

	Irmo Police Department	Richland	Urban
76	Lake City Fire Department	Florence	Rural
77	St. Andrews Fire Department	Charleston	Urban
78	Berkeley County Sheriff's Office	Berkeley	Urban
79	Anderson City Fire Department Station 2	Anderson	Urban
80	Anderson City Fire Department Station 3	Anderson	Urban
81	City of Dillon Fire Department	Dillon	Rural
82	Bennettsville Fire Department	Marlboro	Rural
83	Manning Fire Department	Clarendon	Rural
84	Hanahan Fire/EMS	Berkeley	Rural
	Baby CSI	Dorchester	Urban
86	Mauldin Fire Department	Greenville	Rural
87	City of Newberry Fire Department	Newberry	Rural
88	Alicia Stephenson	Berkeley	Urban
89	Union County EMS	Union	Rural
90	Saluda County Sheriff's Department	Saluda	Rural
91	Lando Fire Department	Chester	Rural
92	Pickens City Fire Department	Pickens	Rural
93	Boiling Springs Fire Department Station 12	Greenville	Urban
94	Boiling Springs Fire Department Station 14	Greenville	Urban
	Boiling Springs Fire Department Station 15	Greenville	Urban
96	LCHCS/Barnwell Pediatrics	Barnwell	Rural
97	Chester Police Department	Chester	Rural
98	Camden Fire Department Station 2	Kershaw	Rural
99	Prisma Health Patewood Campus	Greenville	Urban
100	North Charleston Fire Department Station 1	Charleston	Urban
101	North Charleston Fire Department Station 2	Charleston	Urban
102	North Charleston Fire Department Station 9	Charleston	Urban
103	North Charleston Fire Department Station 8	Charleston	Urban
104	North Charleston Fire Department Station 10	Charleston	Urban
	North Charleston Fire Department Station 11	Charleston	Urban
106	North Charleston Fire Department Station 12	Charleston	Urban
107	North Charleston City Hall	Charleston	Urban
108	St. James Santee Family Healthcare Center/Georgetown Pediatric Center	Georgetown	Rural
109	Georgetown City Fire Department Station 2	Georgetown	Rural
110	Westview Fairforest Fire Department Station 2	Spartanburg	Urban
111	Port Royal Fire Station	Beaufort	Urban
112	Beaufort/Port Royal Fire Station	Beaufort	Urban
113	Chesterfield Sheriff's Department	Chesterfield	Rural

114	Anderson County DHEC Office	Anderson	Urban
115	Beaufort Fire Department Station 2	Beaufort	Urban
116	Isle of Palms Police Department	Charleston	Urban
117	Mt. Pleasant Fire Department	Charleston	Urban
118	Myrtle Beach Fire Department Station 1	Horry	Urban
119	Myrtle Beach Fire Department Station 2	Horry	Urban
120	Myrtle Beach Fire Department Station 3	Horry	Urban
121	Myrtle Beach Fire Department Station 4	Horry	Urban
122	Myrtle Beach Fire Department Station 5	Horry	Urban
123	South Carolina Center for Community Literacy	Richland	Urban
124	Calhoun County EMS	Calhoun	Rural
125	A Step Above CDC	Lancaster	Rural
126	South Carolina State Fire Office	Richland	Urban
127	Hampton County Sheriff's Office	Hampton	Rural
128	Irmo Fire District Northlake	Lexington	Urban
129	Tandem Health	Sumter	Rural
130	Greenwood City Police Department	Greenwood	Rural

**Intended Subrecipient(s):** South Carolina Department of Health and Environmental Control

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020/2021	FAST Act NHTSA 402	Occupant Protection (FAST)	\$190,615 (for entire grant)	\$47,653.75	\$190,615

**Countermeasure Strategy:** Short-term, High Visibility Seat Belt Law Enforcement

**Program Area:** Police Traffic Services

**Project Safety Impacts**

The state will use two strategies to address the Occupant Protection issues plaguing South Carolina. In order to increase the safety belt usage rate, the state will continue its existing educational program which is intended to alert the state's citizens, particularly minority groups,

who lag behind their non-minority counterparts in belt usage rates, to the primary enforcement safety belt law. Additionally, the state will continue to conduct a statewide occupant protection enforcement mobilization during and around the Memorial Day holiday each year to coincide with national enforcement mobilizations.

Aggressively enforcing the primary safety belt law and continuing a Memorial Day safety belt and child passenger safety seat high-visibility enforcement mobilization which conforms to the national *Click it or Ticket* model help increase the safety belt usage rate as well as the correct usage of child passenger safety seats. Occupant Protection programs that are funded by the highway safety program will train NHTSA Child Passenger Safety technicians and instructors, conduct child passenger safety seat check events, certify child passenger safety fitting stations, conduct educational presentations, and emphasize child passenger safety seat use and enforcement during the statewide Memorial Day Occupant Protection Enforcement Mobilization.

It is anticipated that performance of the chosen countermeasure strategy will provide a beneficial traffic safety impact in the area of occupant protection in FFY 2022.

### **Linkage Between Program Area**

Based on the analysis of the problem identification data, South Carolina faces significant issues related to Occupant Protection. Allocating funds to high-visibility enforcement of the state's primary seatbelt law will facilitate the state's achievement of the outlined Occupant Protection performance targets. Achievement of these performance targets will serve to reduce collisions, severe-injuries, and fatalities in the state.

### **Rationale**

The state currently complies with countermeasures deemed highly effective by the *Countermeasures that Work* guide, such as statewide primary safety belt enforcement, short-term high-visibility belt law enforcement following the national *Click it or Ticket* model, combined nighttime seat belt and alcohol enforcement, and communications and outreach strategies for lower belt use groups. South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement. In addition, the state has implemented countermeasures that have not clearly been demonstrated as effective overall, but may have an impact in specific areas, such as the development of inspection stations for child safety seats.



## Planned activity in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on HSP Page No.
PTS-OP	High Visibility Enforcement of Seat Belt Law	100

**Planned Activity:** High visibility enforcement of seat belt law

**Planned activity number:** PTS-OP

**Primary Countermeasure Strategy ID:** Short-term, High Visibility Seat Belt Law Enforcement

### Planned Activity Description:

The state of South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2022 holiday period from May 23 – June 5, 2022, known as *Buckle Up, South Carolina. It's the law and it's enforced. (BUSC)*, modeled after the national *Click-It-or-Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. The campaign will focus on nighttime safety belt enforcement to attempt to reduce unrestrained traffic fatalities and injuries, especially during these hours. The 2022 *BUSC* campaign media plan will follow similarly the media buy plan implemented for the 2021 *BUSC* campaign. The SC Highway Patrol (SCHP), the SC State Transport Police (STP), and the Law Enforcement Network system in South Carolina, which is composed of local law enforcement agencies statewide, have indicated that they will again participate in 2022. This level of participation will again allow the OHSJP to cover 100% of the state's population. Additionally, all Police Traffic Services subgrantees have an objective to participate in the *BUSC* campaign and have an objective specifically related to increasing Occupant Protection violation citations. Diversity outreach is accomplished through focusing placement of paid media on stations and during time slots that attract African American, Hispanic, youth, and rural male audiences. These demographic groups have shown statistically to have lower safety belt use rates than non-minority, urban and female counterparts. Campaign on-air messages, both radio and television will be translated/dubbed into Spanish and aired on Hispanic television and radio stations statewide. The paid media components of this effort will include airing television and radio spots to alert the general public of the enforcement mobilization and to send the message that law enforcement in the state is serious about enforcing the state's occupant protection laws. The campaign will utilize the state's enforcement slogan, *Buckle up, South Carolina. It's the law, and it's enforced. (BUSC)*. The OHSJP will also hold press events in

key media markets of the state to enhance the effort and to alert the general public regarding the enforcement and media components of the campaign. The mobilization crackdown will be coordinated through the SC Law Enforcement Network. Saturation patrols, nighttime seatbelt enforcement, and direct enforcement strategies will be employed to focus on occupant protection violations.

**Intended Subrecipients**

<b>Agency</b>	<b>County</b>	<b>Project Title</b>
South Carolina Highway Patrol	Horry & Greenville	SCHP Greenville and Horry County Traffic Enforcement Project
Moncks Corner Police Department	Berkeley	Moncks Corner Traffic Enforcement Unit
Town of Port Royal Police Department	Beaufort	Town of Port Royal Traffic Enforcement Team
Chesterfield County Sheriff's Office	Chesterfield	Chesterfield County Traffic Enforcement Unit
Town of Mount Pleasant Police Department	Charleston	Mount Pleasant Traffic Enforcement Unit
Town of Lexington	Lexington	Town of Lexington Police Traffic Services Enhancement
Georgetown County Sheriff's Office	Georgetown	Georgetown County Sheriff's Office Traffic Enforcement Unit
Oconee County Sheriff's Office	Oconee	Traffic Safety/Speed Enforcement Program
Berkeley County Sheriff's Office	Berkeley	Berkeley County Sheriff's Traffic Safety Unit
City of Goose Creek Police Department	Berkeley	Traffic Enforcement Officers
City of Myrtle Beach Police Department	Horry	Myrtle Beach Traffic Enforcement Unit
City of Orangeburg Police Department	Orangeburg	Traffic Enforcement Unit
City of Spartanburg Police Department	Spartanburg	City of Spartanburg Traffic Unit
Lancaster Police Department	Lancaster	Lancaster Police Department Traffic Enforcement Unit
Sumter County Sheriff's Office	Sumter	Sumter County General Traffic Enforcement Grant
Town of Summerville	Dorchester	Summerville Specialized Traffic Enforcement

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021/2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,610,969	\$652,742.25	\$2,610,969

**Major Purchases and Dispositions**

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

**Participation in Click-it-or-Ticket (CIOT) national mobilization**

Select the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6). Agencies planning to participate in CIOT

South Carolina Highway Patrol
Moncks Corner Police Department
Town of Port Royal Police Department
Chesterfield County Sheriff's Office
Town of Mount Pleasant Police Department
Town of Lexington
Georgetown County Sheriff's Office
Oconee County Sheriff's Office
Berkeley County Sheriff's Office
City of Goose Creek Police Department
City of Myrtle Beach Police Department
City of Orangeburg Police Department
City of Spartanburg Police Department
Lancaster Police Department
Sumter County Sheriff's Office
Town of Summerville
York County Sheriff's Office

**Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.**

The State of South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2022 holiday period, from May 23 through June 5, 2022, known as *Buckle Up, South Carolina. It's the law and it's enforced. (BUSC)*. BUSC is modeled after the national *Click-It-or-Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. It will focus on nighttime safety belt enforcement to attempt to reduce unrestrained traffic fatalities and injuries, especially during nighttime hours. The FFY 2022 BUSC campaign

media plan will follow the media buy plan for the FFY 2021 BUSC campaign. The SC Highway Patrol (SCHP), the SC State Transport Police (STP), and the Law Enforcement Network system in South Carolina, which is comprised of local law enforcement agencies statewide, have all indicated that they will again participate in FFY 2022. This level of participation will again allow the OHSJP to cover 100% of the state’s population. The campaign mobilizations will include elements of paid and earned media, enforcement, and diversity outreach. The funding expended during the BUSC portion of the effort will be utilized for advertising, which will focus on the enforcement of safety belt and child passenger safety seat laws. The Law Enforcement Support Services section of the OHSJP will work to recruit and encourage agencies to conduct and report special enforcement activities focusing on occupant protection violations during the BUSC campaign. Additionally, all Police Traffic Services FFY 2022 sub-grantees will have an objective to participate in the BUSC campaign and have another objective specifically related to increasing occupant protection violation enforcement activities. According to the U.S. Census Bureau’s 2019 population estimates, South Carolina has a significant minority population: 27.0% African American and 6.0% Hispanic. For this reason, the State has focused placement of paid media on digital outlets and on television stations during time slots that attract African American, youth, and rural male audiences. These demographic groups have shown statistically lower safety belt use rates than non-minority and female counterparts.

The paid media components of this effort may include a combination of paid social media, digital media, television, and outdoor advertising. All paid media will be used to send the message that law enforcement in the state is serious about enforcing the state’s occupant protection laws. The campaign will utilize the state’s enforcement slogan, Buckle up, South Carolina (BUSC). The enforcement mobilization will be coordinated through the SC Highway Patrol and the SC Law Enforcement Network (SCLLEN). Saturation patrols and direct enforcement strategies will be employed to focus on occupant protection violations. Campaign media messages will focus on the life-saving capabilities of the state’s primary enforcement safety belt law and alert the listening and/or viewing audiences to the aggressive, specialized enforcement being conducted by law enforcement agencies during the Memorial Day enforcement mobilization. In addition, for FFY 2022, the state will use its adopted umbrella message of “Target Zero” relating to all campaign efforts and its corresponding logo will be incorporated with all campaign materials.

**Child restraint inspection stations**

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.**

Countermeasure Strategy Name
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-1	Increasing the number of Inspection Stations	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events:	130
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Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at- risk.

Populations served-urban	82
Populations served-rural	48
Populations served-at risk	130

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally certified Child Passenger Safety Technician.

### Child Passenger Safety Technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

Countermeasure Strategy Name
Child passenger safety technicians

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2	Recruiting, training and maintaining a sufficient number of child passenger safety technicians	Child passenger safety technicians

**Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

<b>Estimated total number of classes</b>	12
<b>Estimated total number of technicians</b>	150

Maintenance of effort

**ASSURANCE:** The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.



# STATE OF SOUTH CAROLINA

## Traffic Records Strategic Plan for 2020-2022

Approved 6/3/2020

Update Approved  
April 29, 2021



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## *2020-2022 Traffic Records Strategic Plan-South Carolina* **Executive Summary**

The South Carolina Traffic Records Coordinating Committee (TRCC) Working Group has prepared the *2020-2022 Traffic Records Strategic Plan (TRSP)* for the Traffic Records Executive Group's review and approval. The plan was presented by the TRCC-Working Group to the Executive Group on May 28, 2020, during an online meeting in Columbia, SC. An amendment was introduced by the Executive Group which was approved on June 3, 2020. The plan was approved by the Executive Group as amended on June 3, 2020.

The primary focus of last year's 2019-2020 TRSP was enhancements to the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES). This system, designed to automate the processing of citations issued and adjudicated through the courts, is hosted by the South Carolina Department of Motor Vehicles (SCDMV). SCDMV partnered with the South Carolina Department of Public Safety (SCDPS) and the South Carolina Judicial Branch (SCJB) to develop e-Citation interfaces between each agency's traffic records system to collect, track, and disseminate citation data initiated by law enforcement. Since going into full production in early 2018, SCUTTIES has undergone several enhancements, including improvements to system interfaces between SCJB's Case Management System (CMS) and the South Carolina Collision and Ticket Tracking System (SCCATTS). In 2020, SmartCOP (SCDPS' Case Management System) was also interfaced.

The TRCC Working Group identified projects in the 2019-2020 TRSP that focused on enhancements of the SCUTTIES and Phoenix systems, which collect and process citation data collected from Law Enforcement through either SCCATTS, the SCUTTIES web-portal, or third party vendors. Over the past year, issues have arisen between the various systems, and while the completed projects resolved many of the issues, others remain. It is estimated that the remaining projects will take approximately 24 months to complete.

The SCUTTIES application was developed to meet the Federal Motor Carrier Safety Administration's (FMCSA) mandatory process for transferring traffic conviction data for holders of a Commercial Driver's License (CDL) to the state in which the holder is licensed within 10 days of conviction. To accomplish this, a legislative change was made which required the law enforcement officer to electronically submit citation data to DMV after a Uniform Traffic Ticket (UTT) was issued. The mandatory submission and collection of this citation data was implemented on January 1, 2018.

As of December 2019, there were several avenues by which law enforcement agencies could submit citation data to SCDMV. First, they could utilize their own Records Management System (RMS) validated by SCDMV for several independent vendors to submit citation data from local agency RMS directly into SCUTTIES. This process

accounted for approximately 20% of all citation data captured.

The second process, the South Carolina Collision and Ticket Tracking System (SCCATTS), hosted by SCDPS, provides interested local (city/county) law enforcement agencies with the ability to electronically prepare, issue, and submit citations to SCDMV. At the end of 2019, SCCATTS submissions accounted for approximately 70% of all electronic citation data received by SCDMV.

Finally, SCDMV provides the SCUTTIES web portal for law enforcement agencies that do not have a RMS or the in-vehicle hardware required to electronically submit data. The web portal application provides interested agencies and local (county/city) law enforcement the ability to enter citation data directly, via the web, to SCDMV.

During January 2020, the Highway Patrol and State Transport Police began using their own RMS to create and submit electronic forms. As of March 2021, accounts for approximately 50% of the electronic citation data received by SCDMV. SCCATTS, the SCUTTIES web portal, and third party RMS products account for the remainder.

Initially, SCDMV was reporting at less than 10% compliance with the FMCSA regulation. With implementation of the mandatory electronic citation process, this rate jumped to 48% compliance within the first month. During the first quarter of 2021, the rate rose to 90.21% compliance.

### **Proposed 2020-2022 TRSP**

The focus for the 2020-2022 TRSP will be on upgrading and enhancing the state's core Traffic Records System. A major priority for this year's TRSP is the upgrading of the SCCATTS e-Reporting application. The current application for electronic Traffic Records report submission and data processing is the ReportBeam® product. This product, purchased through federal grant funds, is hosted by SCDPS for county and local law enforcement to process records data. The product is used by law enforcement officers to produce and electronically submit citations, collisions, and public contact/warning reports and/or data through SCDPS to SCDMV, SCJD, and the SCDOT. The application was purchased in 2009 and, unfortunately, presents several security vulnerabilities.

During the first half of 2020, to reduce end user device security risks, a new version of the client software for ReportBeam® was installed on all laptops utilizing SCCATTS (ReportBeam). To improve the application and infrastructure security, as well as to provide improved operational capabilities, a project is proposed for the 2020-2022 TRSP (listed under the SCCATTS program), to research a replacement for the current e-reporting software application. The State is dependent upon the SCUTTIES and SCCATTS programs and the traffic records data to meet both FMCSA and National Highway Traffic Safety Administration (NHTSA) reporting requirements. These requirements have a direct impact on funding for Traffic and Roadway Safety Programs within our state.

The TRCC held four separate meetings over the past fiscal year. They occurred on November 3, 2020, January 20, 2021, March 24, 2021, and April 29, 2021 (Executive Group Meeting). The March 24, 2021 meeting was a planning session for the updated 2020-2022 TRSP. During this planning session, the Working Group updated the 2020-2022 TRSP with project updates and any modifications needed for the plan. The TRCC will allocate funds for the projects as available and recommended by the TRCC-Working Group with final approval from the Executive Group.

A project prioritization rank has been added to each project description page. Multiple projects within the list will be addressed throughout the year, and the completion of one project is not contingent upon the completion of a higher ranked project. The current TRSP contains the programs that make up the Core Systems of the state's traffic records collection process and projects that are being addressed within each of those systems. The plan includes projects that are not seeking Traffic Records funding, but are nonetheless addressing the traffic records system. The program areas for the state are:

- ❖ **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- ❖ **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.
- ❖ **SCDMV's Phoenix System** for driver and vehicle records services.
- ❖ **SCDMV's SCUTTIES** for citation records processing.
- ❖ **SCDOT's Roadway Component** for maintaining, compiling, and analyzing traffic records data for highway safety purposes.
- ❖ **SCDPS's SCCATTS** application for collection and e-Reporting of crash, citation, and public contact/warnings.
- ❖ **SCDPS's SMARTCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration.
- ❖ **SCJB's Case Management System (CMS)** citation and adjudication processing.

Each agency has developed a prioritized schedule of the projects within each of these program areas for the 2020-2022 TRSP. A synopsis of those programs is attached to this executive summary. Details for each project are listed in Appendix C of the TRSP.

In closing, it is important to mention the South Carolina Traffic Records Assessment (TRA) that took place over several months in early 2017. NHTSA requires states to conduct a TRA every five years in order to qualify for highway safety funding authorized by the current transportation authorization bill. The most recent TRA was conducted through an online process that was initiated on January 17, 2017 and ran through April 27, 2017. Members of the SC TRCC-Working Group and associated traffic records stakeholders provided NHTSA assessors detailed information on core components of the state's Traffic Records System. The information was collected using the State Traffic Records Assessment Program (STRAP), a federal program facilitated by NHTSA

through independent contractors and OHSJP Traffic Records staff. General recommendations were received from the assessment by the TRCC-Working Group on April 27, 2017. The TRCC-Working group continues to review these recommendations and will use this information as a resource for improving the state's TRS through future programs and projects associated with the TRSP. A copy of those recommendations is included in this plan.

## 2020-2022 Programs and Projects Overview

System Title	Type	Lead Agency	405 c
SC TRCC-Programs/Projects	TRS	SCDPS	\$454,530
<p>The TRCC will administer programs and/or projects that benefit multiple Traffic Records Systems. These programs/projects are approved by designated members of the TRCC.</p> <p style="text-align: right;">405c Funds <input checked="" type="checkbox"/>Yes                      State Funds <input checked="" type="checkbox"/>Yes                      Other Federal Funds <input checked="" type="checkbox"/>Yes</p>			
<p><b>TRCC Prioritized Programs/Projects:</b> (Full descriptions of projects are listed in Appendix C)</p> <p>1. OHSJP Traffic Records Staffing. The Traffic Records Team within the Office of Highway Safety and Justice Programs has been steadily coordinating Traffic Records efforts.....405 c \$454,530</p>			
<p><b>TRS Goal # 1:</b> Improve collection and management of core Traffic Records Data Systems.</p> <p><b>TRS Goal #2:</b> Improve traffic records data integration, access, and analysis.</p> <p><b>Data Quality Goal:</b> Improve the overall data quality of traffic records data collected.</p>	<p><b>TRS Components</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Collision</li> <li><input checked="" type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway</li> <li><input checked="" type="checkbox"/> Injury Surveillance,</li> <li><input checked="" type="checkbox"/> Driver</li> <li><input checked="" type="checkbox"/> Vehicle</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Accessibility</li> <li><input checked="" type="checkbox"/> Timeliness</li> <li><input checked="" type="checkbox"/> Accuracy</li> <li><input checked="" type="checkbox"/> Completeness</li> <li><input checked="" type="checkbox"/> Uniformity</li> <li><input checked="" type="checkbox"/> Data Integration</li> </ul>	

System Title	Type	Lead Agency	405 c
Injury Surveillance Systems (ISS)	Injury	SCDHEC	None

This is an ongoing program to maintain and enhance systems related to the gathering of injury codes for traffic related incidents. The Injury Surveillance System (ISS) is managed by SCDHEC. This agency collects and maintains data through several statewide data systems. They include Emergency Medical Services (EMS) records; a patient care reporting system called Prehospital Management Information System (PreMIS), which is an electronic reporting component of the National Emergency Medical Services Information System (NEMSIS); and statewide trauma registry and the vital records system.

405c Funds  Yes  
State Funds  Yes  
Other Federal Funds  Yes

**ISS Prioritized Projects:** (Full descriptions of projects are listed in Appendix C)

1. EMS Patient Tracking System..... State/Other Federal Funds

<p><b>TRS Goal #2:</b> Improve traffic records data integration, access, and analysis.</p> <p><b>Project Goal:</b> To improve the data collection, management and quality of injury coding systems for enhance data analysis and data sharing methods.</p>	<p><b>TRS Components:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Collision</li> <li><input type="checkbox"/> Citation /Adjudication</li> <li><input type="checkbox"/> Roadway</li> <li><input checked="" type="checkbox"/> Injury Surveillance</li> <li><input type="checkbox"/> Driver</li> <li><input type="checkbox"/> Vehicle</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Accessibility</li> <li><input checked="" type="checkbox"/> Timeliness</li> <li><input checked="" type="checkbox"/> Accuracy</li> <li><input checked="" type="checkbox"/> Completeness</li> <li><input checked="" type="checkbox"/> Uniformity</li> <li><input checked="" type="checkbox"/> Data Integration</li> </ul>
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System Title	Type	Lead Agency	405 c
Phoenix System	Driver/Veh.	SCDMV	\$130,000
<p>SCDMV maintains driver records for the state in a customer-centric system, called the Phoenix System. This system uses a common architecture to combine driver license records and driver history. These records contain crash and citation data that are used daily by stakeholder agencies for day-to-day operations. The SCDMV is responsible for maintaining current South Carolina driver history from the data collected from the TR-310 collision form and UTT citation data received from law enforcement and the courts.</p> <p style="text-align: right;">405c Funds <input checked="" type="checkbox"/> Yes  State Funds <input checked="" type="checkbox"/> Yes  Other Federal Funds <input checked="" type="checkbox"/> Yes</p>			
<p><b>Phoenix System Prioritized Projects:</b> (Full descriptions of projects are listed in Appendix C)</p> <ol style="list-style-type: none"> <li>1. Automate Failure to Pay UTT Process; Working with SCDMV's Phoenix system and SCJD's CMS develop an application or program to automate the processing of UTT's that are not paid by violator according to statute.....[\$90,000]...405 c \$20,000 State \$15,000</li> <li>2. Phoenix e-Citation Enhancements.....405 c \$90,000</li> <li>3. Phoenix e-Citation data quality improvements..... 405 c \$20,000</li> </ol>			
<p><b>TRS Goal # 1:</b> Improve collection and management of core Traffic Records Data Systems.</p> <p><b>Program Goal:</b> Enhance the collection systems for Driver/Vehicle records and improve data quality.</p>	<p><b>TRS Components</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Collision</li> <li><input checked="" type="checkbox"/> Citation /Adjudication</li> <li><input type="checkbox"/> Roadway</li> <li><input type="checkbox"/> Injury Surveillance</li> <li><input checked="" type="checkbox"/> Driver</li> <li><input checked="" type="checkbox"/> Vehicle</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Accessibility</li> <li><input checked="" type="checkbox"/> Timeliness</li> <li><input checked="" type="checkbox"/> Accuracy</li> <li><input checked="" type="checkbox"/> Completeness</li> <li><input checked="" type="checkbox"/> Uniformity</li> <li><input checked="" type="checkbox"/> Data Integration</li> </ul>	



System Title	Type	Lead Agency	405 c
SC Uniform Traffic Ticket Information Exchange System (SCUTTIES)	Citation	SCDMV	\$60,000
<p>This is a joint program between SCDMV, SCJD and SCDPS to maintain and enhance the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES). This system has a central citation database in order to process citations issued by law enforcement through courts to SCDMV. This program may require projects to be developed to maintain proper collection and sharing of data. This program and the projects included will improve data quality and decrease processing time for receiving adjudicated citation records between courts and SCDMV.</p> <p style="text-align: right;">405c Funds <input checked="" type="checkbox"/> Yes  State Funds <input checked="" type="checkbox"/> Yes  Other Federal Funds <input checked="" type="checkbox"/> Yes</p>			
<p><b>SCUTTIES Prioritized Projects:</b> (Full descriptions of projects are listed in Appendix C)</p> <ol style="list-style-type: none"> <li>1. Citation Reports Development: Develop an online reporting tool for reporting needs for users of the SCUTTIES application..... 405 c \$15,000</li> <li>2. SCUTTIES e-Citation Data Quality Improvements..... 405 c \$45,000</li> <li>3. Court Ishmael Orders electronic process..... State/Other Fed</li> </ol>			
<p><b>TRS Goal #2:</b> Improve traffic records data integration, access, and analysis.</p> <p><b>Program Goal:</b> Decrease the number of days for adjudicated records to be posted and available in SCDMV Phoenix from 30/45 days to 10 days or less.</p> <p><b>Program Goal:</b> Improve the overall data quality of citation/adjudication data collected.</p>	<p><b>TRS Components</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Collision</li> <li><input checked="" type="checkbox"/> Citation /Adjudication</li> <li><input type="checkbox"/> Roadway</li> <li><input type="checkbox"/> Injury Surveillance</li> <li><input checked="" type="checkbox"/> Driver</li> <li><input checked="" type="checkbox"/> Vehicle</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Accessibility</li> <li><input checked="" type="checkbox"/> Timeliness</li> <li><input checked="" type="checkbox"/> Accuracy</li> <li><input checked="" type="checkbox"/> Completeness</li> <li><input checked="" type="checkbox"/> Uniformity</li> <li><input checked="" type="checkbox"/> Data Integration</li> </ul>	

System Title	Type	Lead Agency	405 c
Roadway and Crash Management Program	Roadway	SCDOT	\$223,000
<p>SCDOT's Roadway and Crash Management Program is an ongoing program used to identify locations in the state with the highest occurrence of traffic collisions, as well as maintaining and enhancing the state's roadway information. Traffic crash data received from SCDPS is placed on SCDOT's line work and each crash is assigned a mile point which enables data analysts to study the locations of crashes to identify corridors/intersections for engineering improvements. Additionally, this program has been used to identify locations for law enforcement activities (e.g. Target Zero Team). Vital roadway data are critical for the planning of roadway management initiatives related to traffic safety. Multiple roadway enhancement projects are included in the state's TRSP related to traffic records data collection and analysis for traffic safety improvements.</p> <p style="text-align: right;">405c Funds <input checked="" type="checkbox"/> Yes  State Funds <input checked="" type="checkbox"/> Yes  Other Federal Funds <input checked="" type="checkbox"/> Yes</p>			
<p><b>Roadway/Crash Mgmt. Prioritized Projects:</b> (Full descriptions of projects are listed in Appendix C)</p> <ol style="list-style-type: none"> <li>1. Maintenance of Local Agency Data Collected.....405c \$50,000</li> <li>2. Pedestrian/Bicycle Facilities.....405c \$173,000</li> <li>3. Roadway &amp; Crash Management Program Enhancement/Update ...Multiple Sources \$2,150,000</li> </ol>			
<p><b>TRS Goal #2:</b> Improve traffic records data integration, access, and analysis.</p> <p><b>Project Goals:</b> To increase the robustness of the SCDOT's Roadway and Crash Management Program, capturing additional data elements, improving data quality and improving collision data analysis.</p>	<p><b>TRS Components:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Collision</li> <li><input checked="" type="checkbox"/> Citation /Adjudication</li> <li><input checked="" type="checkbox"/> Roadway</li> <li><input checked="" type="checkbox"/> Injury Surveillance</li> <li><input checked="" type="checkbox"/> Driver</li> <li><input checked="" type="checkbox"/> Vehicle</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Accessibility</li> <li><input checked="" type="checkbox"/> Timeliness</li> <li><input checked="" type="checkbox"/> Accuracy</li> <li><input checked="" type="checkbox"/> Completeness</li> <li><input checked="" type="checkbox"/> Uniformity</li> <li><input checked="" type="checkbox"/> Data Integration</li> </ul>	

System Title	Type	Lead Agency	405 c
South Carolina Collision and Ticket Tracking System (SCCATTS)	Crash/Citation	SCDPS	\$40,000
<p>This is an ongoing program to maintain and enhance the state's SCCATTS solution for e-Reporting by local law enforcement agencies. This system, available to all state law enforcement agencies, allows for the electronic submission of collision forms (TR-310) Uniform Traffic Ticket (UTT) citations, and Public Contact/Warnings. The data are collected, stored and disseminated to other stakeholders by SCDPS. Approximately 96% of the state's collision data are collected electronically through the SmartCOP application and this system. The remaining 4% is collected manually and entered into SCCATTS by SCDPS data entry staff. The SCCATTS system also submits approximately 35% of all citation data electronically to SCDMV's SCUTTIES to allow for processing through the Driver, Vehicle and Citation/Adjudication Core Systems. Continued SCCATTS maintenance, upgrades, and deployment of application software(s) are vital to the continued success of the program. This system will improve timeliness, accuracy, completeness, and integration of collision and citation data.</p> <p style="text-align: right;">405c Funds <input checked="" type="checkbox"/> Yes  State Funds <input checked="" type="checkbox"/> Yes  Other Federal Funds <input checked="" type="checkbox"/> Yes</p>			
<p><b>SCCATTS Prioritized Projects:</b> (Full descriptions of projects are listed in Appendix C)</p> <ol style="list-style-type: none"> <li>1. SCCATTS Software Application Replacement .....405c \$15,000</li> <li>2. Field Deployment to Law Enforcement Agencies.....405c \$15,000</li> <li>3. SCCATTS Enhancements/ Reporting Equipment.....405c \$TBD</li> <li>4. Collision Report Form Revision.....405c \$10,000</li> </ol>			
<p><b>TRS Goal # 1:</b> Improve collection and management of core Traffic Records Data Systems.</p> <p><b>Program Goal:</b> Increase total numbers of traffic records reports received electronically and improve data quality.</p>	<p><b>TRS Components:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Collision</li> <li><input checked="" type="checkbox"/> Citation /Adjudication</li> <li><input checked="" type="checkbox"/> Roadway</li> <li><input checked="" type="checkbox"/> Injury Surveillance</li> <li><input checked="" type="checkbox"/> Driver</li> <li><input checked="" type="checkbox"/> Vehicle</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Accessibility</li> <li><input checked="" type="checkbox"/> Timeliness</li> <li><input checked="" type="checkbox"/> Accuracy</li> <li><input checked="" type="checkbox"/> Completeness</li> <li><input checked="" type="checkbox"/> Uniformity</li> <li><input checked="" type="checkbox"/> Data Integration</li> </ul>	

System Title	Type	Lead Agency	405 c
SmartCOP	Crash/Citation	SCDPS	None
<p>This is a new system for use by the SCDPS Law Enforcement Divisions (Highway Patrol, State Transport and Bureau of Protective Services). This system allows for the electronic submission of collision forms (TR-310) Uniform Traffic Ticket (UTT) citations, and Public Contact/Warnings. The data is collected, stored and disseminated to other stakeholders by SCDPS. Approximately 96% of the state's collision data are collected electronically through a combination of this system and the SCCATTS Reporting software program. The remaining 4% is collected manually and entered into SCCATTS by SCDPS data entry staff. The SmartCOP system also submits approximately 40% of all citation data electronically to SCDMV's SCUTTIES to allow for processing through the Driver, Vehicle and Citation/Adjudication Core Systems. This system will improve timeliness, accuracy, completeness, and integration of collision and citation data.</p> <p style="text-align: right;">405c Funds <input type="checkbox"/> Yes  State Funds <input checked="" type="checkbox"/> Yes  Other Federal Funds <input checked="" type="checkbox"/> Yes</p>			
<p><b>SMARTCOP Project:</b> (Full descriptions of projects are listed in Appendix C)</p> <p>1. SmartCOP data quality and enhancements.....405c \$0</p>			
<p><b>TRS Goal # 1:</b> Improve collection and management of core Traffic Records Data Systems.</p> <p><b>Program Goal:</b> Increase total numbers of traffic records reports received electronically and improve data quality.</p>	<p><b>TRS Components:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Collision</li> <li><input checked="" type="checkbox"/> Citation /Adjudication</li> <li><input checked="" type="checkbox"/> Roadway</li> <li><input checked="" type="checkbox"/> Injury Surveillance</li> <li><input checked="" type="checkbox"/> Driver</li> <li><input checked="" type="checkbox"/> Vehicle</li> </ul>	<p><b>Performance Measures:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Accessibility</li> <li><input checked="" type="checkbox"/> Timeliness</li> <li><input checked="" type="checkbox"/> Accuracy</li> <li><input checked="" type="checkbox"/> Completeness</li> <li><input checked="" type="checkbox"/> Uniformity</li> <li><input checked="" type="checkbox"/> Data Integration</li> </ul>	

System Title	Type	Lead Agency	405 c
Case Management System (CMS)	Citation/Adjudication	SCJB	\$150,000
<p>This is an ongoing program to maintain and enhance the state's court's processing system as it applies to Traffic Records related cases. SCJB's CMS was developed to track court records from summons, trial, adjudication and dissemination of disposition data to the SCDMV for vital Driver and Vehicle records.</p> <p style="text-align: right;">405c Funds <input checked="" type="checkbox"/> Yes  State Funds <input checked="" type="checkbox"/> Yes  Other Federal Funds <input checked="" type="checkbox"/> Yes</p>			
<p><b>CMS Prioritized Projects:</b> (Full descriptions of projects are listed in Appendix C)</p> <p>1. CMS-SCUTTIES Enhancements.....405 c \$150,000</p>			
<p><b>TRS Goal #2:</b> Improve traffic records data integration, access, and analysis.</p> <p><b>Program Goal:</b> Maintain and enhance the collection, tracking, and sharing of citation/adjudication data process through the state's traffic courts.</p>	<p><b>TRS Components:</b></p> <p><input type="checkbox"/> Collision</p> <p><input checked="" type="checkbox"/> Citation /Adjudication</p> <p><input type="checkbox"/> Roadway</p> <p><input type="checkbox"/> Injury Surveillance</p> <p><input checked="" type="checkbox"/> Driver</p> <p><input checked="" type="checkbox"/> Vehicle</p>	<p><b>Performance Measures:</b></p> <p><input checked="" type="checkbox"/> Accessibility</p> <p><input checked="" type="checkbox"/> Timeliness</p> <p><input checked="" type="checkbox"/> Accuracy</p> <p><input checked="" type="checkbox"/> Completeness</p> <p><input checked="" type="checkbox"/> Uniformity</p> <p><input checked="" type="checkbox"/> Data Integration</p>	

## Introduction

South Carolina's 2020-2022 *Traffic Records Strategic Plan* (TRSP) provides a framework for identifying projects critical to improving the state's Traffic Records Systems (TRS). This plan was developed based on the FAST Act (*Fixing America's Surface Transportation Act*) legislation, Section 405c, which includes a requirement for having a TRSP in order to qualify for grants to improve the state's TRS.

The legislation also includes a requirement that each state have a Traffic Records Coordinating Committee (TRCC). South Carolina's TRCC is a two-tiered committee including an Executive Group and a Working Group. The Executive Group includes the agency heads from the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Department of Public Safety (SCDPS), South Carolina Department of Transportation (SCDOT), South Carolina Judicial Branch (SCJB), and the South Carolina Department of Health and Environmental Control (SCDHEC). The Working Group is composed of members appointed by the Executive Group based on duties related to traffic records data collection and core databases. It also includes representatives from local law enforcement that are directly involved in traffic records collection and information technology.

The Executive Group also appointed a State Traffic Records Manager, who chairs the TRCC Working Group. The mission of the TRCC is ***“to provide multi-agency coordination of projects designed to create more timely, complete, uniform, integrated, accurate, and accessible data and to use these data to realize our ultimately shared goal of reducing traffic fatalities and injuries in South Carolina.”***

One of the major responsibilities of the TRCC is to develop an annual TRSP to meet the requirements set forth in the FAST Act. This plan is based on maintaining and improving the state's core TRS, which includes collision reporting, citation data, citation adjudication, driver/vehicle records, injury surveillance systems, and roadway databases. Each of these components provides vital information in analyzing the state's safety performance and helps prepare strategic highway safety initiatives to reduce traffic-related fatalities, serious injuries, and collisions overall. Improving the quality of data by addressing known deficiencies helps decision-makers put more trust in the data, supports higher-quality decisions, and proves the value of the traffic records information.

The TRSP will help South Carolina spend limited resources wisely, getting the largest benefit for the investment of money and staff time. A strategic plan is a way for the state to ensure that new efforts are aimed squarely at needed improvements to the data elements and those resources are allocated in a systematic manner. In addition, as situations change and South Carolina reacts to new opportunities or requirements, the strategic plan can help to put those changes and opportunities into context.

It is also important to acknowledge that a strategic plan is a “living” document. It cannot

remain static, but must be updated frequently to account for changes in budgets, revised priorities, new opportunities, and emerging needs. When a plan is kept fresh, it serves as an integral part of the management of the traffic records system in general, and for each of the components of that system.

The following pages will include specific information on this year's plan, the previous plan's successes, continuing opportunities, and a synopsis of the current status of the state's traffic records system.

## Components of a Traffic Records System

Traffic Records Systems (TRS) are defined as several state systems that contain information about collisions, roadway, citations/adjudications, drivers, vehicles, and injury surveillance for collision victims. The figure below shows the components of an interconnected traffic records system.



It helps to view the various data components as a unified whole that supplies the information needed to support safety decisions at the state and local levels. The information in these systems supports data-driven decision making, including problem identification, countermeasure selection, and safety improvement evaluation. In practice, the traffic records system is not a single data source, but incorporates several systems that reside in multiple databases within different agencies.



## Overview of the South Carolina Traffic Records System

The South Carolina Traffic Records System is composed of the six components maintained by five core state agencies SCDMV, SCDOT, SCJD, SCDHEC and SCDPS.

### The Collision Component (SCDPS, SCDMV)

The SCDPS maintains the South Carolina Collision and Ticket Tracking System (SCCATTS). SCCATTS serves as the state-provided solution for collecting collision, public contact/warning, and citation data for SCCATTS users. The SCDPS Law Enforcement Divisions are now using their own system (SmartCOP) for collecting electronic forms. As of December 31, 2020, SCDPS is submitting about 51% of the crash data and SCCATTS is submitting about 45%. The remaining 4% of reports are submitted manually and entered into SCCATTS by data entry clerks with the SCDPS Office of Highway Safety and Justice Programs (OHSJP).

SCDPS also houses the South Carolina Traffic Collision Master File. This file contains data obtained from the South Carolina Traffic Collision Report Form (TR-310) submitted by law enforcement collision investigators. This form can be submitted electronically either through the SCCATTS system or SmartCOP to SCDPS and SCDMV. The form can also be submitted manually through a paper process by law enforcement agencies that do not have the capability to submit electronically through SCCATTS. SCDPS also houses the Traffic Records Staff, Fatality Analysis Reporting System (FARS), SafetyNet, and Statistical Analysis & Research sections. All of these sections work as a cohesive unit in association with South Carolina's crash data collection. SCDPS now has a Geographical Fatality portal which is accessible by the public. This portal is updated three times a day with the latest fatality information and allows the public to query the information and also map the crash locations.

In addition to those systems mentioned above, OHSJP is now participating in the National Highway Traffic Safety Administration's (NHTSA) Crash Report Sampling System (CRSS). This system reviews a sample geographical area of law enforcement reported crash investigations involving all types of motor vehicles, pedestrians, and cyclists. CRSS is used to develop an overall crash depiction, that can be used to identify highway safety problem areas, performance measure trends and as a basis for cost analysis with highway safety initiatives.

SCDMV currently houses driver and vehicle collision records obtained from the TR-310 and Financial Responsibility (FR-10) form. The FR-10 is a component of the TR-310 issued by law enforcement, during crash investigations, to verify liability insurance on the units involved. These records are used for insurance verification and driver/vehicle components of collision records described on the following pages. The SCDMV recently completed a project that allows the public to purchase a copy of the preliminary collision report online. An official copy of the collision

report can be purchased from a DMV office.

### **The Driver Component (SCDMV)**

SCDMV maintains driver records for the state in a customer-centric system, called the Phoenix System. This system uses a common architecture to combine driver license records and driver history. These records contain crash and citation data that are used daily by stakeholder agencies for day-to-day operations. The SCDMV is responsible for maintaining current South Carolina driver history from the data collected from the TR-310 collision form and UTT citation data received from law enforcement and the courts.

### **The Vehicle Component (SCDMV)**

SCDMV's Phoenix System also maintains vehicle records for the state. This system is used to maintain vehicle title, registration, and insurance records. This system is also used daily by stakeholders for vehicle information. The SCDMV is responsible for maintaining current South Carolina vehicle history from title, registration information and data collected from the TR-310 collision and FR-10 forms.

### **The Citation/Adjudication Component (SCDMV, SCJB)**

The Citation/Adjudication component went through major changes in the collection of citation data over the past several years. The South Carolina General Assembly enacted legislation that requires all citation data to be submitted electronically to SCDMV by January 1, 2017 as per SCDMV requirements. In response to this legislation, the TRCC coordinated the creation of a statewide citation database housed within SCDMV. This database, the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES), was designed to collect all citation data electronically from the issuing law enforcement agency and track the citation through the court system to ultimately obtain the disposition data for all traffic related offenses. The system became fully operational on January 1, 2018.

The Adjudication Component is managed by the South Carolina Judicial Branch (SCJB) through its Case Management System (CMS) and various local courts' Records Management Systems (RMS). The Court Administration was charged, as per legislation, with developing adjudication disposition data collection application(s) for all citations issued within the state. The data collection process utilized the state's Case Management System developed by SCJB. It also uses a Web-services application that was developed for local courts not utilizing CMS. The CMS disposition system was completed and enacted in June 2016. The Disposition Portal to collect disposition data for courts with no RMS was deployed in January 2018.

## **The Injury Surveillance System Component (SCDHEC)**

The Injury Surveillance System (ISS) is managed by SCDHEC. This agency collects and maintains data through several statewide data systems. They include Emergency Medical Services (EMS) records; a patient care reporting system called Prehospital Management Information System (PreMIS), which is an electronic reporting component of the National Emergency Medical Services Information System (NEMSIS); and statewide trauma registry and the vital records system.

These major statewide data systems rely on data collected by:

- State, county, local government agencies, private and volunteer service providers in health care-related fields that manage/report data contained in these systems
- State, county, and local government employees in law enforcement and engineering agencies

## **The Roadway Component (SCDOT)**

The South Carolina Department of Transportation (SCDOT) maintains roadway information in the Integrated Transportation Management System (ITMS), the Roadway Information Management System (RIMS), and a Geographic Information System (GIS). These systems focus on state-maintained roadways and local roadway segments that are included as selected segments for the Highway Performance Monitoring System (HPMS). SCDOT manages the state's Highway Safety Improvement Program (HSIP), the purpose of which is to identify locations in the state with the greatest potential to reduce traffic fatalities and serious injuries. Locations are evaluated for possible countermeasure implementation.

States are required to have access to a complete collection of Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE) on all public roads by September 30, 2026. In preparation for 100% compliance, 23 CFR Part 924.11 directs states to include in their 2017 Traffic Records Strategic Plan (TRSP) information related to MIRE FDE, expressly to "incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements". Of the 33 unique MIRE FDE identified, South Carolina Department of Transportation will have access to 97%, missing only one element, intersection traffic control, before the end of 2021. A number of projects in this year's TRSP address improvements to the collection of MIRE FDE. Specifically, the Collision Report Form Revision and the RIMS Enhancements will have the greatest impact. See Appendix C for more details on each of these projects.

## Traffic Records System Performance Measures

Traffic Records Systems (TRS) are typically made up of components that serve primary functions other than highway traffic safety improvement. Because of this, it may not be immediately obvious to the data custodians responsible for day-to-day management of the traffic records components that their data are part of the Traffic Records System. Data collected for one purpose (e.g., asset management, driver licensing, medical billing, etc.) may or may not be suitable for use in highway safety decision making. Treating such a diverse system as a unified whole requires that collectors, managers, and users come together to discuss needs and how best to meet the needs of decision-makers at a reasonable cost. To assist in this dialog, states develop measures of how well the traffic records data meet the needs of their users. The performance measures developed for this purpose are intended to measure the quality of the data in ways that are operationally meaningful. These measures could be used by front-line managers to gauge day-to-day operations and convey meaningful information to users. NHTSA has identified six performance attributes in the *Model Performance Measures for State Traffic Records Systems*.

1. **Timeliness:** Timeliness reflects the span of time between the occurrence of an event and entry of information into the appropriate database. Timeliness can also measure the time from when the custodial agency receives the data to the point when the data is entered into the database.
2. **Accuracy:** Accuracy reflects the degree to which the data is error-free, satisfies internal consistency checks, and does not exist in duplicate within a single database. Error means that the recorded value for some data element of interest is incorrect. Error does not mean that the information is missing from the record. Erroneous information in a database cannot always be detected. In some cases, it is possible to determine that the values entered for a variable or data element are not legitimate codes. In other cases, errors can be detected by matching data with external sources of information. It may also be possible to determine that duplicate records have been entered for the same event.
3. **Completeness:** Completeness reflects both the number of records that are missing from the database (e.g., events of interest that occurred but were not entered into the database) and the number of missing (blank) data elements in the records that are in a database.
4. **Uniformity:** Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard. Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures.
5. **Integration:** Integration reflects the ability of records in a database to be linked

to a set of records in another of the core databases, or components thereof, using common or unique identifiers. Integration differs in one important respect from the first four attributes of data quality. By definition, integration is a performance attribute that always involves two or more traffic records subsystems.

- 6. Accessibility:** Reflects the ability of legitimate users to successfully obtain desired data. For every database and file in a traffic records system, there is a set of legitimate users who are entitled to request and receive data. The accessibility of the database or sub-file is determined by obtaining the users' perceptions of how well the system responds to their requests.

The first five of these six types of performance measures are measured by the usage and examination of the data within each component's dataset. The accessibility performance attribute is measured in terms of customer satisfaction related to the retrieval of data. These performance attributes are to be specific and well-defined, performance-based, and practical.

## South Carolina Collision and Ticket Tracking System Update

The South Carolina Collision and Ticket Tracking System (SCCATTS) is a collaborative effort among the South Carolina Department of Public Safety (SCDPS), the South Carolina Department of Motor Vehicles (SCDMV), the South Carolina Department of Transportation (SCDOT), the South Carolina Judicial Branch (SCJB), and the South Carolina Department of Health and Environmental Control (SCDHEC) Injury Surveillance System (ISS). It was originally created to address the shortcomings of a system that predominantly generated and processed traffic collision reports and traffic citations manually. The goal of SCCATTS is to enhance highway safety through the timely collection, analysis, and response to pertinent data.

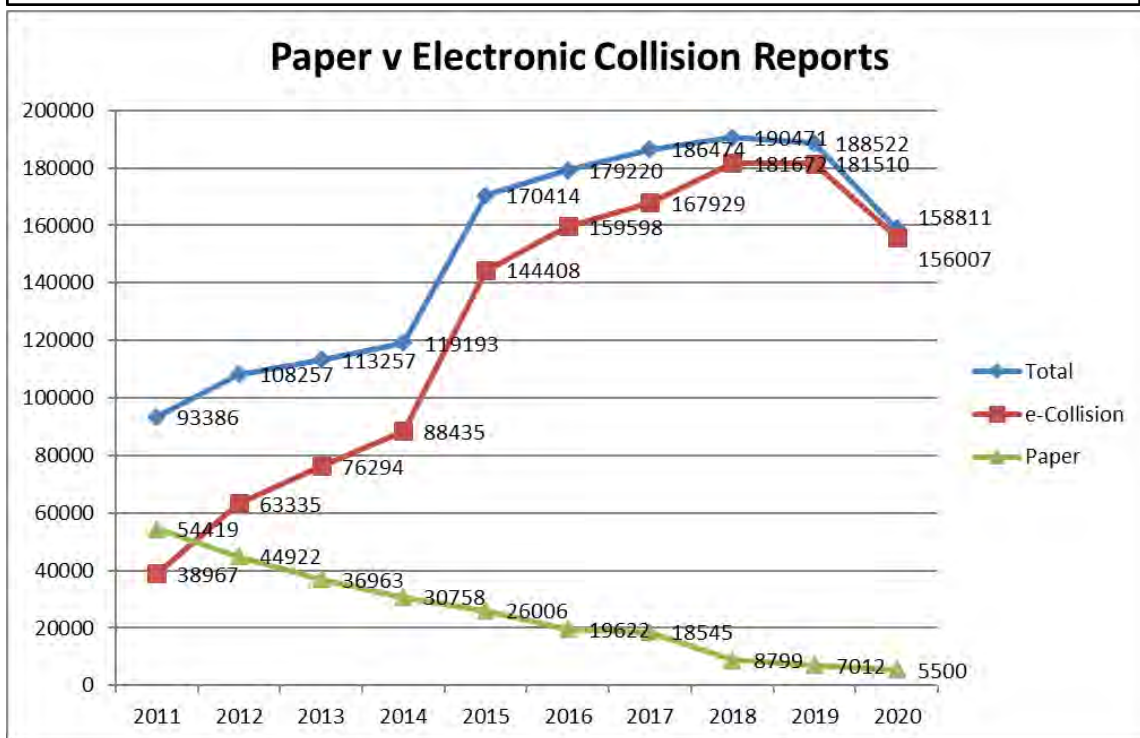
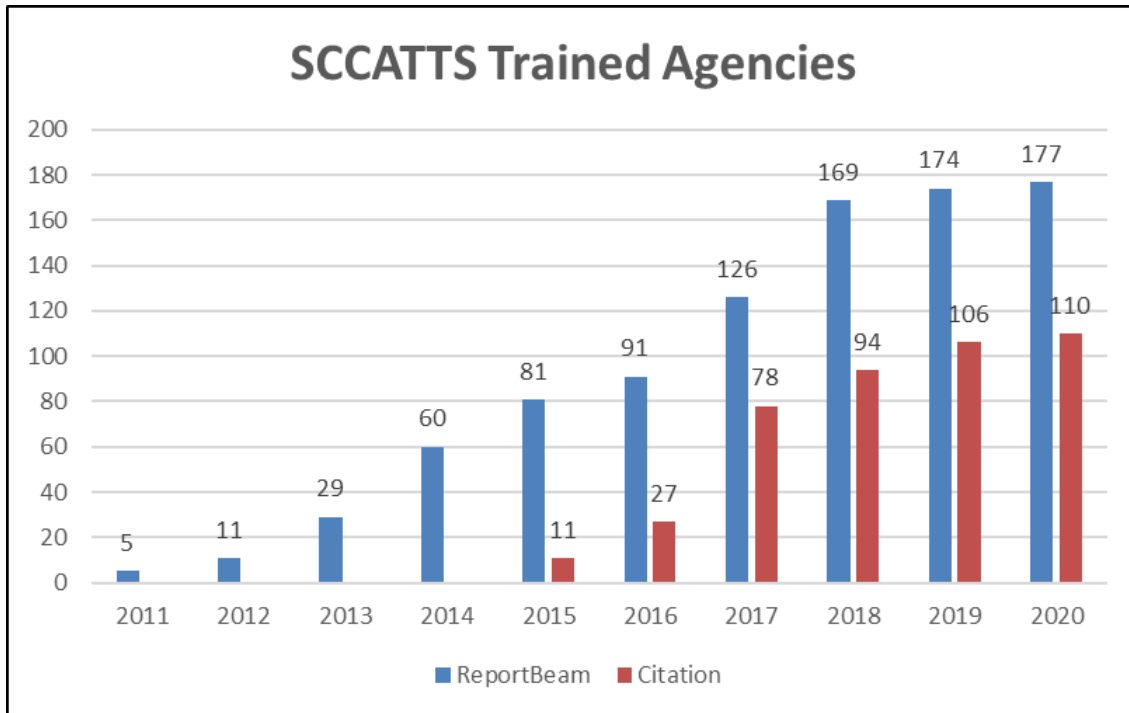
SCCATTS currently uses the product Report Beam® as the electronic reporting application. This reporting system is used by local law enforcement agencies to generate collision reports (TR-310), citations and public contact/warnings electronically. There are currently 126 agencies using SCCATTS. When a collision is investigated, each law enforcement officer submits the completed collision report to the South Carolina Department of Motor Vehicles (SCDMV) via SCDPS's SCCATTS application. The current form, TR-310, is a statewide form that each law enforcement agency uses for traffic crash investigations. SCDPS has deployed the electronic collision report to the Highway Patrol and local law enforcement agencies. In January of 2020, SCDPS began using a new RMS (SmartCOP). As of December 31, 2020, SCDPS is submitting about 51% of the crash data through SmartCOP and SCCATTS is submitting about 45%. The remaining 4% of reports are submitted manually on paper and entered into SCCATTS by data entry clerks with the SCDPS Office of Highway Safety and Justice Programs (OHSJP).

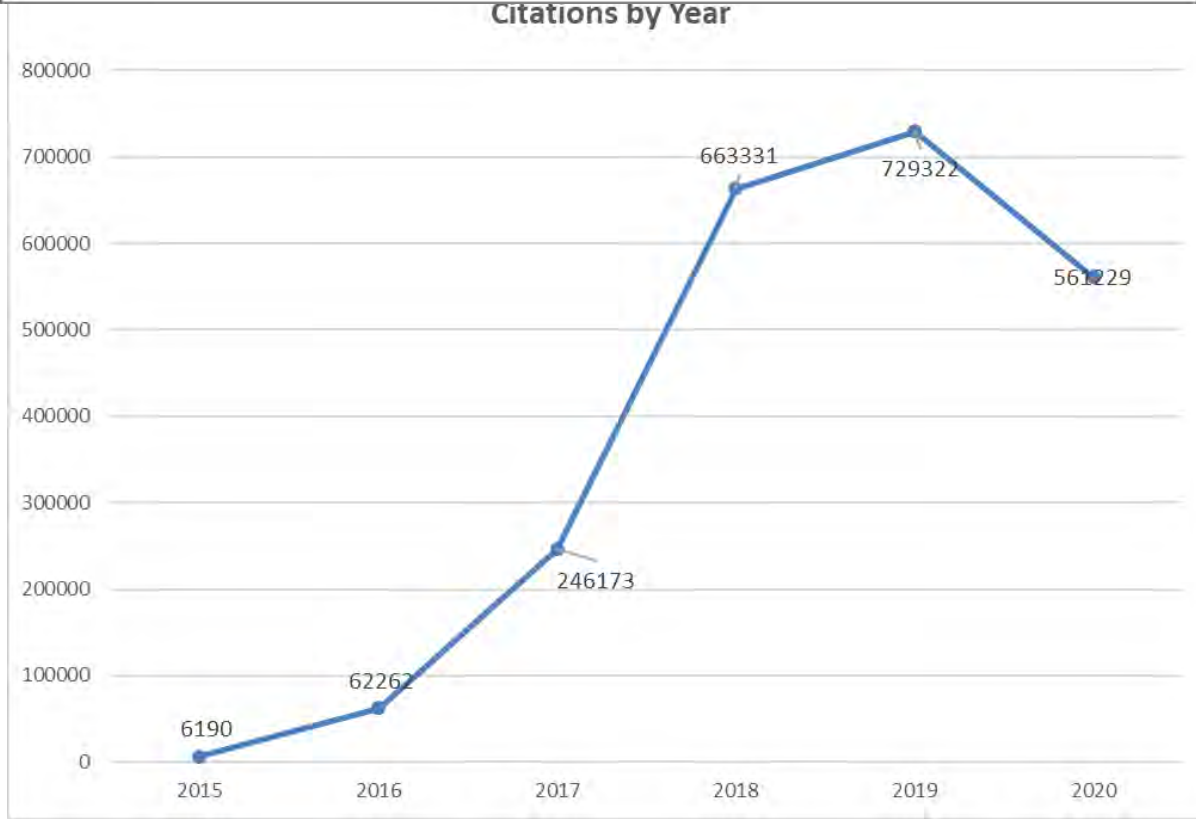
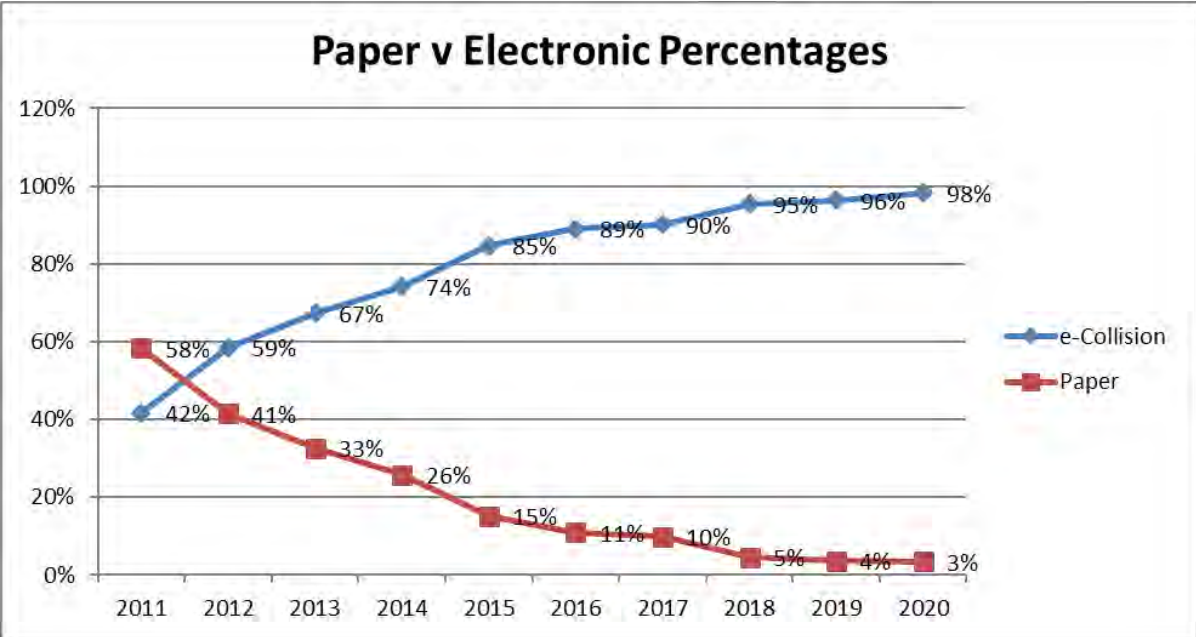
The OHSJP uses the data collected from the collision report to provide up-to-date preliminary numbers for highway fatalities across the state. This data is also utilized to create the SC Traffic Collision Fact Book, as required by statute, and by law enforcement for traffic safety initiatives. Annually, the data is compiled into the fact book that provides statistical information regarding crash data statewide. The data is also used by OHSJP to provide collision experience studies.

SCCATTS deployed the electronic citation application in ReportBeam® in June 2015. All citation data collected through the application is now transmitted to SCDMV and SCJD through interfaces with the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES). As of December 2020, 70 of the 110 agencies trained to use the e-Citation application in Report Beam® are submitting through the system. In January 2020, SCDPS began using a new RMS. As of December 31, 2020, SCDPS (SMARTCOP) is submitting approximately 740 citations per day and SCCATTS is



submitting approximately 600 citations per day.







## SC Traffic Records Coordinating Committee Overview

Since 2007, South Carolina has maintained a two-tiered Traffic Records Coordinating Committee (TRCC) governed by the Charter outlined on the following page. The two groups of the committee include an Executive Group and a Working Group. South Carolina's TRCC Executive Group held its inaugural meeting on September 17, 2007. This group includes the agency heads of the five state agencies composing the state's current Traffic Records System (TRS). These agencies include the South Carolina Department of Motor Vehicles (SCDMV), the South Carolina Department of Public Safety (SCDPS), the South Carolina Department of Transportation (SCDOT), the South Carolina Judicial Branch (SCJB), and the South Carolina Department of Health and Environmental Control (SCDHEC).

The TRCC Working Group includes representatives from these five agencies, appointed by the Executive Group, who are subject matter experts in fields related to components of the Traffic Records System. The Working Group also includes members from state and local law enforcement recommended by the *TRCC-Working Group* and the *South Carolina Law Enforcement Network* (SCLN) and subsequently approved by the TRCC-Executive Group.

The TRCC Working Group is required to meet a minimum of 3 times per year, and an annual meeting of the Executive Group is held to review the accomplishments of the previous year's strategic plan and direct the current year's plan for traffic records improvements. Currently, the state's Working Group is meeting on a bi-monthly basis.

In the formation of the TRCC, the TRCC Executive Group charged the TRCC Working Group to develop the state's *Traffic Records Strategic Plan* (TRSP) and assist in coordination of the annual grant submission under Section 405c of the FAST Act (Fixing Americas Surface Transportation Act) legislation. The TRSP is prepared by the TRCC-Working Group and approved by the TRCC-Executive Group each year. These programs and projects included in the TRSP focus on improving the core components of the state's TRS which are: collision, roadway, driver, vehicle, injury surveillance, and citation/adjudication. The goals of the projects and programs are to increase accuracy, timeliness, completeness, uniformity, and accessibility of data collected by the various agencies and systems utilized.

Every 5 years the state undergoes a required Traffic Records Assessment (TRA), facilitated by NHTSA, in order to obtain the highest quality of traffic records data collection and record keeping process possible. South Carolina last assessment was completed in April 2017.

Note: A roster of the current TRCC membership is shown in Appendix A.

## TRCC Charter

### Mission

*To provide multi-agency coordination of projects designed to create more timely, integrated, accurate, and accessible data and to use these data to realize our ultimately shared goal of reducing traffic fatalities and injuries in South Carolina.*

### TRCC Structure

- **TRCC Executive Group:** The Executive Group will oversee new policies and direct projects designed to improve the State's Traffic Records System. This group will ensure that planned projects will align with the priorities of their respective agencies and will review and approve the Traffic Records Strategic Plan. This group consists of the Agency Heads of the South Carolina Department of Public Safety (SCDPS), South Carolina Department of Transportation (SCDOT), South Carolina Judicial Branch (SCJB), South Carolina Department of Motor Vehicles (SCDMV), and SC Department of Health and Environmental Control (SCDHEC).
- **The TRCC Working Group:** This group will be a forum of those operating in technical and managerial capacities in the South Carolina Traffic Records System. Designees will be members appointed by the TRCC Executive Group, as well as members of local law enforcement.

### Functions

#### The TRCC Executive Group will:

- Operate as the Executive Stakeholder forum to discuss multi-agency impact on traffic records systems.
- Assess and make decisions based on recommendations noted by the TRCC Working Group.
- Review and approve the Traffic Records Strategic Plan annually.
- Appoint a State Traffic Records Coordinator who will chair the TRCC Working Group.
- Appoint Designees to serve as part of the TRCC Working Group.

#### The TRCC Working Group will

- Receive periodic updates on improvements and/or implementations to state Traffic Records Systems
- Meet 3 times per year
- Maintain the Traffic Records Strategic Plan
- Identify, evaluate, and improve performance measures based upon the six Federal performance areas and create attainable goals based on these measures
- Evaluate current state laws and assess the potential impact of new implementations.
- Perform as the discussion forum for emerging technologies that can be applied to the traffic records system.

## **SC Traffic Records Systems Goals and Objectives**

All agencies of South Carolina's TRCC are in the process of implementing projects and planning for the impending implementation of the next phase of projects. Members are also anticipating the many opportunities for access and analysis of the Traffic Records Systems' data that will be available as a result of the efforts outlined in this Plan.

Taking into consideration current efforts and needs/plans, the TRCC Working Group defined three distinct Goals. The three Goals and the projects (listed in Appendix C) associated with them which will be addressed (as funding and other resources allow) are:

### **Goal 1 – Improve Data Collection Methods**

Objective 1: Implement state-of-the-art electronic field data collection system for law enforcement agencies statewide to improve timeliness, accuracy, completeness, accessibility, consistency and data integration.

Objective 2: Improve data quality by systematic reviews of data submitted.

### **Goal 2 – Implement Data Sharing Projects and Provide Enhanced Data Analysis**

Objective 1: Support and implement electronic data sharing.

Objective 2: Improve access to data and analytic resources.

### **Goal 3 – Improve Management and Coordination of Traffic Records Systems**

Objective 1: Implement user support tools and resources for the TRCC and others in the Traffic Safety Community.

## Completed Projects

### 2017-2018 TRSP Completed Project Summaries

The projects listed in the table below have been completed from the 2017-2018 TRSP. These project phases for the SCUTTIES, SCCATTS, and CMS applications have been completed for the current TRSP. Although future project phase may be required these programs have moved into the operational phase they were intended for. New phases of the programs may be integrated into future plans based on need, available resources, and when appropriate approvals have been granted from the TRCC Executive Group.

1. Project Title	Status	Lead Agency	Total Project Budget	405c TR Funded
SCUTTIES-Citation Database	Deployed	SCDMV/SCJD	\$990,000	Yes
<p>This was a joint project between SCDMV, SCJD, and SCDPS to ensure that law enforcement could submit citation data to SCDMV and SCJD through integrated systems. The solution developed the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES). This system collected Uniform Traffic Ticket (UTT) citation data issued by law enforcement. The data collected though several state and local systems was integrated with the SCJD's Case Management System (CMS). The courts' records system can receive and send data to a central citation/adjudication database. CMS is now able to accept data from the SCUTTIES database, and post disposition information back to it. A translation among multiple law enforcement Record Management System (RMS) providers using XML and the NIEM standards was required.</p>				
2. Project Title	Status	Lead Agency	Total Project Budget	405c TR Funded
SCCATTS L/E Equipment	On-Going	SCDPS	\$150,000	Yes
<p>Annually OHSJP purchases law enforcement hardware to assist with the collection of traffic records data at the point of incident. This year with the use of 405c and other federal funds OHSJP was able to purchase 75 Bar-Code Readers for local law enforcement agencies and 50 laptop computers for the Highway Patrol's new troopers of Basic Class 103 utilizing the SCCATTS program.</p>				

## **2018-2020 TRSP Completed/Removed/Suspended Projects**

The projects listed in the table below has been either completed, removed or suspended from the 2020-2022 TRSP for the reasons listed. It is important to note that the suspended project may be reinstated into the plan based on need, available resources, and appropriate approvals have been granted from the TRCC Executive Group

<b>1. Project Title</b>	<b>Status</b>	<b>Lead Agency</b>	<b>Total Project Budget</b>	<b>405c TR Funded</b>
Intersections w/Traffic Signals	Removed	SCDOT	\$100,000	No
This data is being captured through a different program which will be integrated with the crash report data to get accurate information.				
<b>2. Project Title</b>	<b>Status</b>	<b>Lead Agency</b>	<b>Total Project Budget</b>	<b>405c TR Funded</b>
Traffic Records Dashboard	Suspended	TRCC	\$0	No
The Traffic Records Dashboard project has been suspended due to resource issues and logistical concerns. It is hoped that the project will be reinstated in a future plan.				
<b>3. Project Title</b>	<b>Status</b>	<b>Lead Agency</b>	<b>Total Project Budget</b>	<b>405c TR Funded</b>
R/U Roadway Surface Type	Completed	SCDOT	\$10,000	No
The SCDOT online application has been completed and deployed.				
<b>4. Project Title</b>	<b>Status</b>	<b>Lead Agency</b>	<b>Total Project Budget</b>	<b>405c TR Funded</b>
Online Collision Report Sales	Completed	SCDPS	\$25,000	Yes
SCDMV has developed and implemented an online crash report sales tool.				
<b>5. Project Title</b>	<b>Status</b>	<b>Lead Agency</b>	<b>Total Project Budget</b>	<b>405c TR Funded</b>
PDF Citation	Removed	SCJB	\$0	No
SCJB is combining this with another project currently in the plan.				

## 2020-2022 TRSP Planning Session

The TRCC-Working Group conducted a TRSP planning meeting at the SCDMV Headquarter building in Blythewood on March 24, 2021. During this meeting the Working Group was updated on completed projects and status of the ongoing projects. The program areas for the state are:

### 2020-2022 Programs

- ❖ **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- ❖ **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.
- ❖ **SCDMV's Phoenix System** for driver and vehicle records services.
- ❖ **SCDMV's SCUTTIES** for citation records processing.
- ❖ **SCDOT's Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
- ❖ **SCDPS's SCCATTS** application for collection and e-Reporting of crash, citation and public contact/warnings.
- ❖ **SCDPS's SmartCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
- ❖ **SCJB's Case Management System (CMS)** citation and adjudication processing.

After the Working Group meeting, representatives from each agency ranked the proposed projects from 1 to 12 with 1 being the most important and 12 being the least important. The project rankings are as follows:

Ranking	Agency	Project	Requested Amount
1	SCDPS	Collision Form Revision	\$10,000
2	SCDMV	Phoenix e-Citation Enhancements	\$90,000
3	SCDMV	Phoenix e-Citation Data Quality Improvements	\$20,000
4	SCDMV	SCUTTIES e-Citation Data Quality Improvements	\$45,000
5	SCDMV	Automated Failure To Pay	\$20,000
6	SCDOT	Pedestrian/Bicycle Facilities	\$173,000
7	SCDPS	Field Deployment	\$15,000
8	SCDMV	Citation Reports	\$15,000
9	SCJD	CMS-SCUTTIES Enhancements	\$150,000
10	SCDOT	Local Agency Data Collection*	\$50,000
11	SCDOT	Program Enhancements	\$0
12	SCDPS	Software Application Upgrade	\$0

Thorough details for each project are listed in Appendix C of the TRSP.

## APPENDICES

- A: South Carolina TRCC Membership Roster
- B: 2017 Traffic Records Assessment
- C: 2020-2022 TRSP Project Descriptions
- D: 2009-2019 TRS Completed Projects
- E: Model Inventory of Roadway Elements
- F: Acronyms





## Appendix A - 2019-2020 TRCC Membership

Revised 5-28-2020

### TRCC – Executive Group

The Honorable Donald W. Beatty  
SC Chief Justice  
SC Judicial Branch  
Citation & Adjudication

Christy Hall, P. E., Secretary  
SC Department of Transportation  
Crash & Roadway Systems

Colonel Kevin A. Shwedo (ret., U.S. Army),  
Executive Director  
SC Department of Motor Vehicles  
Crash, Driver & Vehicle Services

Dr. Edward Simmer, Director  
SC Department of Health and  
Environmental Control  
Injury Surveillance Systems

Mr. Robert G Woods IV, Director  
SC Department of Public Safety  
TRCC, Crash & Citation

### TRCC – Working Group Designees

SC Department of Health and  
Environmental Control  
**Core System-Injury Surveillance Systems**  
Mr. Victor Grimes, EMS and Trauma  
Mr. Rich Wisniewski, EMS and Trauma

SC Department of Transportation  
**Core Systems-Crash & Roadway**  
Mr. George Kinard, CIO  
Mr. Todd Anderson, P. E., Road Data Services  
Mrs. Emily Thomas, SHSP Manager

SC Judicial Branch  
**Core Systems-Citation/Adjudication**  
Mrs. Teresa Gosnell, SCJB IT Applications  
Operations  
Mr. Bob McCurdy, Court Services – Deputy  
Director  
Mr. Terry Leverette, Court Services

Law Enforcement Representatives  
**Core Systems-Crash & Citation**  
Captain David Biggers, Technical Services  
Rock Hill Police Department (RHPD)  
Captain Kevin Baker, Fusion Center  
SC State Law Enforcement Division (SLED)  
Lt. Stephen Craven, Admin/Regulatory Comp.  
SC Highway Patrol (SCHP)

SC Department of Motor Vehicles  
**Core Systems Crash, Driver and Vehicle**  
Ms. Shirley Rivers, Driver Services  
Ms. Rosalind Jenkins, Financial Responsibility  
Ms. Deborah Mangels, OIT-Director

**TRCC Coordinator**  
Wilson Matthews

SC Department of Public Safety  
**Core Systems Crash, Citation**  
Mr. David Findlay, State Transport Police  
Officer Brian Borough, SCCATTS  
Larry Long, Statistician  
Regina Crolley, OIT-Director



## Appendix B - 2017 Traffic Records Assessment

### 2017 TRA Recommendations & Response

The latest South Carolina Traffic Records Assessment (TRS) was conducted by NHTSA and its partners from January 17, 2017 through March 31, 2017. The TRCC received the final report and briefing of the findings through a tele-conference on April 27<sup>th</sup>. Since the state's planning session for the 2017-2018 TRSP was conducted in February 2017, some of the recommendations for improvements will need to be addressed in future projects after the TRCC has had adequate time to thoroughly examine the information provided. However, the state had previously identified some of the issues recognized in the assessment's recommendations, and there are projects included in this year's TRSP that address those recommendations. Below is a brief response to the 2017 TRA Recommendations by Core Systems. Additional detailed information for the projects identified may be found in Appendix C of the TRSP by the project number listed.

#### Crash Recommendations

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** SCDPS, SCDOT and SCDMV are reviewing the current structures of the Crash data system to develop a data dictionary. This recommendation is slated for future development within the TRCC.

2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The *SCCATTS Enhancements/Reporting Equipment* project is included in the current TRSP to enhance the interfaces between SCDPS, SCDMV, SCDHEC and SCDOT "Crash-Roadway and Injury Surveillance Systems". These interfaces will enhance the capabilities of SCCATTS for data sharing of elements collected between the systems that relate to crash records.

[Project Description in 2020-2022 TRSP Appendix C]

3. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The Office of Highway Safety and Justice Programs hired a full time Data Traffic Records Analyst for the SCCATTS. This analyst has been charged with developing programs and initiatives to identify best practices for ensuring optimal data collection for "Crash Systems" reporting. The TRCC will also enact a regular agenda item for the reporting of data quality initiatives and problems at each regularly scheduled TRCC meeting.

### Vehicle Recommendations

1. Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** SCDMV and the TRCC are reviewing the current structures of the descriptions and contents of the Vehicle data system to develop a comprehensive data dictionary and best practices included in the advisory for this system. This recommendation is slated for future development within the TRCC.

2. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** SCDMV and the TRCC are reviewing the guidelines of the Vehicle data system to incorporate best practices included in the recommendations of the advisory for this system. This recommendation is slated for future development within the TRCC.

3. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

### Driver Recommendations

1. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** SCDMV is reviewing the current structures of the Driver data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.

2. Improve the procedures/ process flows for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The e-Citation database project was completed in January 2018. This project enhanced the interfaces between SCDPS, SCDMV, and SCJD “Driver and Citation/Adjudication” systems. These new interfaces between the Core Systems will enhance the process flow for records directly associated with Citation/Adjudication Driver data systems. Two new projects included in the current TRSP address enhancing these new interfaces that are now being utilized to improve Timeliness, Accuracy, Completeness and Uniformity. They are the *SCUTTIES e-Citation Enhancements* project and the *Phoenix e-Citation Enhancements* project.

[Project Descriptions in 2020-2022 TRSP Appendix C]

3. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program.

**Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

### **Roadway Recommendations**

1. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** SCDOT is reviewing the current structures of the Roadway data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.

2. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

### **Citation/Adjudication Recommendations**

1. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** SCJD is reviewing the current structures of their data system to develop a detailed data dictionary. This recommendation is slated for future development within the TRCC.

2. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The e-Citation database project was completed in January 2018. This project enhanced the interfaces between SCDPS, SCDMV, and SCJD “Driver and Citation/Adjudication” systems. These new interfaces between the Core Systems will enhance the process flow for records directly associated with Citation/Adjudication and Driver data systems. Three new projects included in the current TRSP address enhancing these new interfaces that are now being utilized to improve Timeliness, Accuracy, Completeness and Uniformity. They are the *SCUTTIES e-Citation Enhancements* project, *Phoenix e-Citation Enhancements* project and the *CMS-SCUTTIES Enhancement* project.

[Project Descriptions in 2020-2022 TRSP Appendix C]

3. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

### **EMS/Injury Surveillance System Recommendations**

1. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** SCDHEC is in the processing of reviewing their Injury Surveillance and Emergency Medical Systems to develop projects to enhance interfaces between their systems and the Crash System to accurately report injury surveillance data. The current TRSP *Emergency Medical Services Patient Tracking System* project will be the initial step in the process. This project will track the patient from crash to discharge and will improve proper coding data collection for injuries related to crash victims.

2. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

### **Data Use and Integration Recommendations**

1. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The current TRSP has several projects targeting the integration of Traffic Records Systems to enhance the data sharing and accessibility of data collected from all Core Systems. The projects addressing these issues include the SCCATTS, CMS, SCUTTIES and Phoenix system enhancement projects. In addition, the EMS Patient Tracking System would be a first step in integrating the ISS and Crash systems for improved data collection of injury records. The TRSP also includes the *Traffic Records Dashboard* project. This dashboard would give stake-holders and limited public access to data records based on security protocols.

[Project Descriptions in 2020-2022 TRSP Appendix C]

## 2017 TRA Executive Summary

Out of 391 assessment questions, South Carolina met the Advisory ideal for 136 questions (34.8%), partially met the Advisory ideal for 83 questions (21.2%), and did not meet the Advisory ideal for 172 questions (44%).

As Figure 1 illustrates, within each assessment module, South Carolina met the criteria outlined in the Traffic Records Program Assessment Advisory 78.9% of the time for Traffic Records Coordinating Committee Management, 87.5% of the time for Strategic Planning, 20.5% of the time for Crash, 43.6% of the time for Vehicle, 15.6% of the time for Driver, 36.8% of the time for Roadway, 29.6% of the time for Citation / Adjudication, 33.3% of the time for EMS / Injury Surveillance, and 23.1% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module

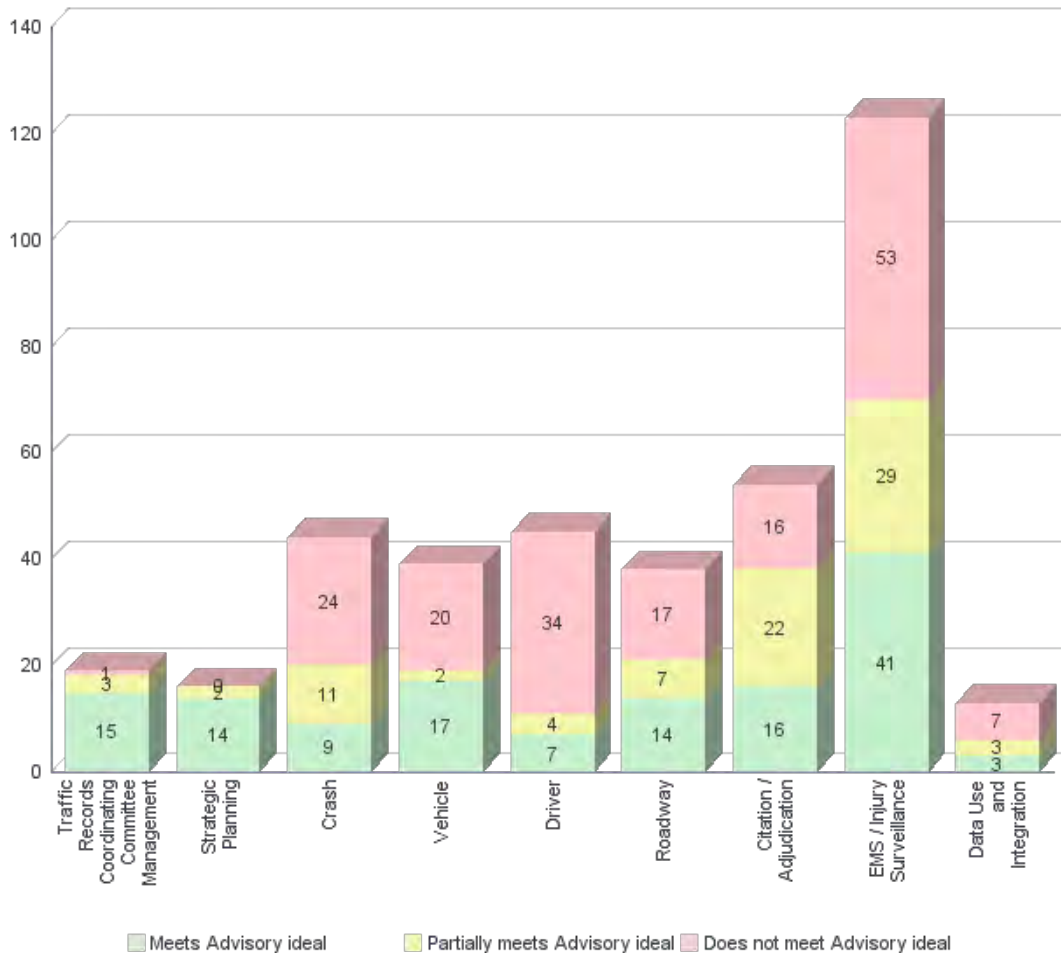
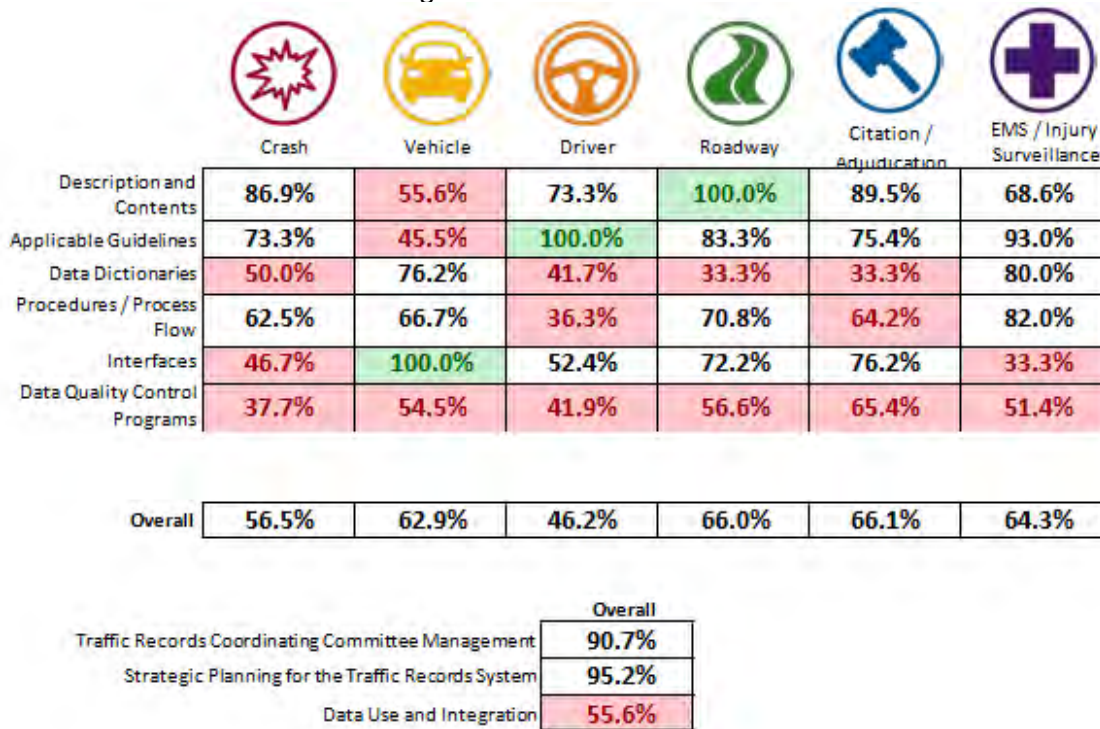




Figure 2: Assessment Section Ratings



## Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question’s score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum total for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

$$\text{Section average (\%)} = \frac{\text{Section sum total}}{\text{Section total possible}}$$

The cells highlighted in red indicate the module sub-sections that scored below that data system’s weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

- “(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”

South Carolina can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. South Carolina can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance. (Please Note SC initial responses to recommendations are on pages 33-36.)

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## Crash Recommendations

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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## Vehicle Recommendations

Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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## Driver Recommendations

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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## Roadway Recommendations

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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## Citation / Adjudication Recommendations

Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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## EMS / Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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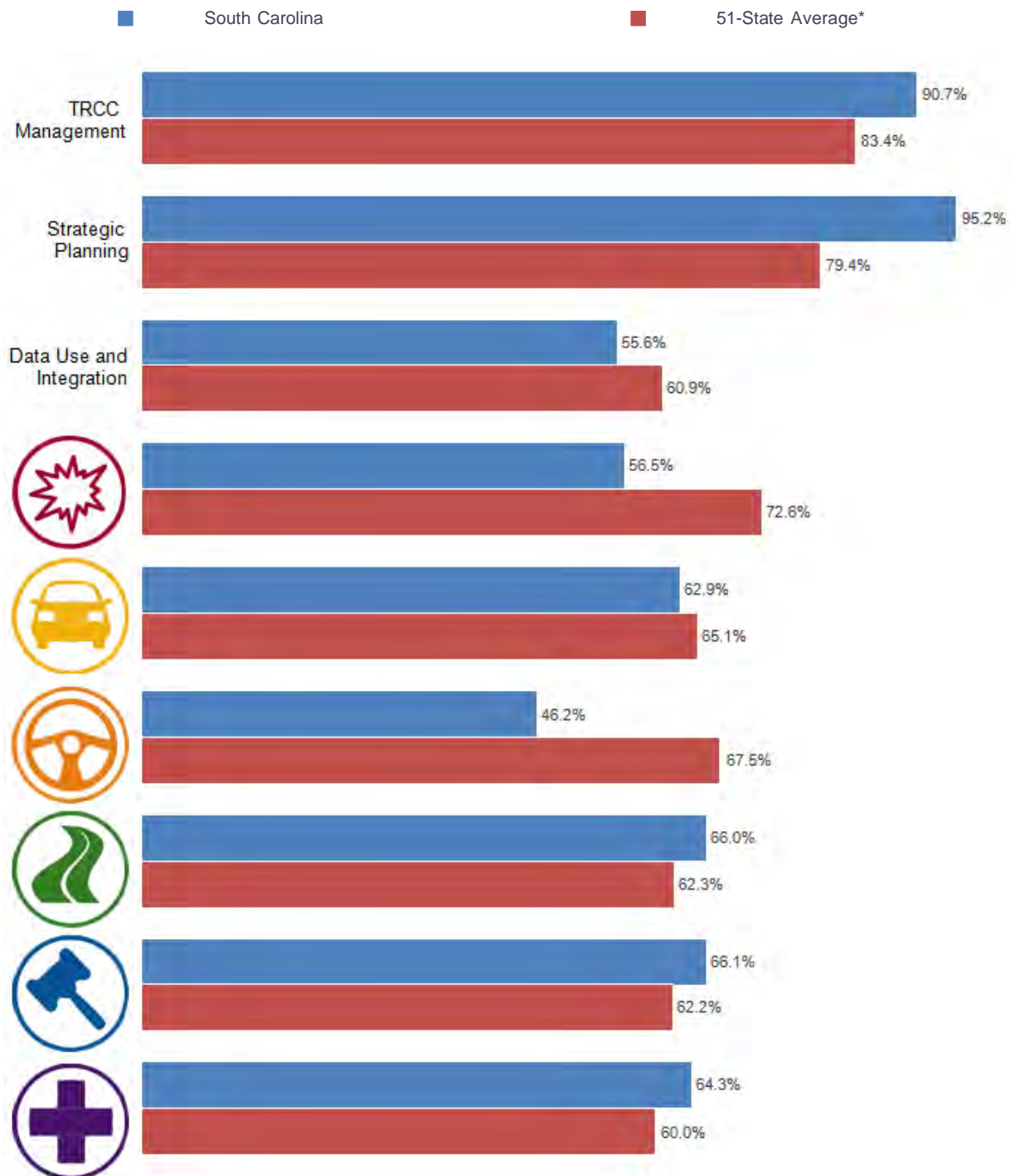
## Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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## South Carolina Traffic Records Assessment Module Score Breakdown



Average score of States assessed using the Traffic Records Program Assessment Advisory DOT HS 811 644.

\*n=51, Including South Carolina

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## Appendix C – TRSP Project Descriptions



## Project Description Overview

This appendix contains full project descriptions for the state's Traffic Records Systems (TRS) core program areas of the 2020-2022 Traffic Records Strategic Plan (TRSP). The projects in each of these areas have been individually prioritized by the stakeholder agency. Each agency prioritized the projects based on several factors, including available resources, funding opportunities and realistic timelines for completion. Each project description also contains budget line items, including requests for 405 c funds and other funding sources.

The core program areas for the state's TRS are listed alphabetically below:

### 2020-2022 Programs

- **SC TRCC** administers programs and projects that benefit multiple Traffic Records Systems. These programs/projects are approved by designated members of the TRCC.
  - 1 Program
- **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.
  - 1 Project
- **SCDMV's Phoenix System** for driver and vehicle records services.
  - 3 Projects
- **SCDMV's South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES)** for citation records processing.
  - 3 Projects
- **SCDOT's Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
  - 3 Projects
- **SCDPS's South Carolina Collision and Ticket Tracking System (SCCATTS)** application for collection and e-Reporting of crash, citation and public contact/warnings.
  - 4 Projects
- **SCDPS's SmartCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
  - 1 Project
- **SCJB's Case Management System (CMS)** citation and adjudication processing.
  - 1 Project

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	\$454,530

**Description of Problem:** Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.

**Solution:** SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina Traffic Records System. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and OHSJP Statisticians.

This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.

Section 405c Annual Recurring Funds are requested for this project - Yes No

**Core Traffic Records System Components Affected (Check all that apply):**

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

**Lead Agency:** SCDPS  
**Project Lead:** Phil Riley  
**Date of Completion:** Ongoing

**Partner Agencies:**

**Total Annual Budget:** \$754,530

**Funding Sources:**  
405c (Traffic Records): \$454,530  
Other Funds: \$300,000

**Performance Measure(s):**

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

**Project Goal:** Continue the employment of the Traffic Records and support staff through 2022. Implement user support tools and resources for the TRCC and others in the traffic safety community.

**Program Information:**

The Traffic Records Team and support staff within the SCDPS have been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues, staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. The TRCC Coordinator position was filled in August 2019.

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
EMS Patient Tracking System	ISS	SCDHEC	None
<p><b>Description of Problem:</b> Tracking patients from the scene of an incident creates an issue in accountability and prevents the potential to follow up or provide accurate information. Being able to account for all patients throughout the process ensures no person is missed and can provide information for all responders and families.</p> <p><b>Solution:</b> Through the development of a smartphone application, any registered user will be able to log in and scan a barcode to enter a patient. There will also be the ability to search the database by patient name, GPS, and any other requested method. This will assist in accountability and ensure no patient is missed. Also, it will give the opportunity for a law enforcement officer to track a patient that may have been transported from the collision scene prior to the officer's arrival. For example, EMS can log a patient from the scene. When Law Enforcement arrives, they will be able to search for the patient (by name on Driver's License) and see where the patient was transported. Upon arrival at the hospital, the hospital or EMS provider can log that the patient has arrived. If the patient is discharged, the hospital can log that as well. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input type="checkbox"/>Yes <input checked="" type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/>Collision, <input type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input checked="" type="checkbox"/>Injury Surveillance, <input type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDHEC  <b>Project Lead:</b> Rich Wisniewski  <b>Goal Completion Date:</b> Sept. 2021</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> TBD</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$0  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> To reduce the number of improper injury status codes on traffic collisions by 10% before October 2020.</p>			
<p><b>Project Status:</b> Under development. Original RFP has been updated with new criteria.</p>			

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix	SCDMV	\$20,000
<p><b>Description of Problem:</b> Currently all Non-Resident violator Compact (NRVC) violations are received by SCDMV from SCJB through a manual process. Due to the rate of noncompliance by violators, the system need to be automated to increase the efficiency of notifying the offender and home licensing State.</p> <p><b>Solution:</b> This project will automate the Failure to Pay Traffic Ticket Process via web service interface allowing the data regarding unpaid traffic tickets to be exchanged between SCJD and SCDMV. Use SCUTTIES Business Application Manager as the business analyst and hire a .NET contractor for part-time work as required supporting this development. The contractor would be at 50% for the project initially and could ramp up to 100% for the duration of the development cycle. The project addresses TRS Goal #2: Improve Traffic Records Data Integration, Access, and Analysis.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b> Michael Baum  <b>Goal Completion Date:</b> Sept. 2022</p>		<p><b>Partner Agencies:</b> SCJB</p>	
<p><b>Total Budget:</b> \$35,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$20,000  State funds: \$15,000  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Reduce the number of days to receive information on noncompliance from SCJD.</p>			
<p><b>Project Status:</b> The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2022.</p>			



Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	\$90,000

**Description of Problem:**

As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.

**Solution:** Use SCUTTIES Business Application Manager as the business analyst and hire a .NET contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

Section 405c Funds are requested for this project - Yes No

**Core Traffic Records System Components Affected (Check all that apply):**

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

**Lead Agency:** SCDMV

**Project Lead:**

**Goal Completion Date:** Sept. 2021

**Partner Agencies:** SCJD

**Total Budget:** \$90,000

**Funding Sources:**

405c (Traffic Records): \$90,000

State funds: \$0

Other Federal Funds: \$0

**Performance Measure(s):**

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

**Project Goal:** Enhance Phoenix to further automate the processing of e-Citations.

**Project Status:** The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2021.



Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	\$20,000
<p><b>Description of Problem:</b> After SCUTTIES was fully deployed, SCDMV had identified several issues related to the collected data and the data quality. Currently, this is requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the issue(s). SCDMV will need to provide a developer and/or business analyst to determine the cause of the inconsistent data and present a solution.</p> <p><b>Solution:</b> Utilize SCUTTIES Business Application Manager as the business analyst and hire a .NET contractor for part time work as required to support this development to correct the data collection and quality issues. This contractor would be at 10% for this project.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> 2021</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> \$20,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$20,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b>  Maintain and improve the consistent quality of the citation, disposition, and collision data for the duration of the project.</p>			
<p><b>Project Status:</b> Project under development.</p>			

Project Title	TRS Program Priority Rank 10	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	\$15,000
<p><b>Description of Problem:</b>            Currently, SCUTTIES offers a simplified solution for reporting. As we fully implement SCUTTIES, more statistical reporting will be required from the Legislature and other interested third parties.</p> <p>If we are required to provide additional reporting prior to the data warehouse implementation, this will require development time from either a .NET Developer or a Database Administrator.</p> <p><b>Solution:</b>            Until such a time as these reports are requested by interested third parties we will expend our efforts toward building the data warehouse.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> 2021</p>		<p><b>Partner Agencies:</b> State &amp; Local Law Enforcement Agencies, SCDPS, SCJD.</p>	
<p><b>Total Budget:</b> \$15,000</p>		<p><b>Funding Sources:</b>            405c (Traffic Records): \$15,000            State funds: \$0            Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.</p>			
<p><b>Project Status:</b> Project under development</p>			

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES	SCDMV	\$45,000
<p><b>Description of Problem:</b> Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.</p> <p><b>Solution:</b> Hire a .NET contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> 2021</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> \$45,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$45,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b>  Continue updates to SCUTTIES and provide general support and troubleshooting.</p>			
<p><b>Project Status:</b>  An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2021.</p>			

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
Court Ishmael Orders: Electronic Process	SCUTTIES	SCDMV	None
<p><b>Description of Problem:</b> Currently Ishmael orders are received in paper format when a court makes a change to a previously disposed citation. Automating this process would be a joint effort between SCDMV and SCJD.</p> <p><b>Solution:</b> Use SCUTTIES Business Application Manager as the business analyst and hire a .NET contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input type="checkbox"/>Yes <input checked="" type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> Sept 2021</p>		<p><b>Partner Agencies:</b> SCJB</p>	
<p><b>Total Budget:</b> \$90,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$0  State funds: \$90,000  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Automate the Ishmael process from courts to SCDMV by September 2021</p>			
<p><b>Project Status:</b> Project under development.</p>			

Project Title	TRS Program Priority Rank 12	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	\$50,000
<p><b>Description of Problem:</b> SCDOT has completed local agency data collection in all 46 counties. As a result, the majority of crashes that occur on local roads can now be accurately identified on the state's roadway network. However, a process to keep the local road network up to date now needs to be identified and implemented as an ongoing project</p> <p><b>Solution:</b> SCDOT is currently reviewing several methods to determine the best approach to keep the local road network up to date. SCDOT expects this review to be completed late in 2020, and will then begin work in early 2021. This project will continue to improve the state's roadway inventory field through a unified location-coding scheme for the state's local roadways. Many county governments and Metropolitan Planning Organizations (MPOs) have already provided GIS data for their areas to SCDOT. SCDOT will continue to extract GIS data from these sources and import it into the Roadway Information System to enable better crash location reporting. This data is used in the mapping software currently furnished to SCDPS for use by law enforcement when locating collision scenes. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/>Collision, <input type="checkbox"/>Citation / Adjudication, <input checked="" type="checkbox"/>Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDOT  <b>Project Lead:</b> Todd Anderson  <b>Goal Completion Date:</b> Sept. 2022</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> \$100,000 (\$50,000 per year)</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$50,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Maintain up to date local agency data collection in all 46 counties.</p>			
<p><b>Project Status:</b> To date, SCDOT has completed local agency data collection in all 46 counties. We anticipate that we will begin a process to keep this data updated in 2020</p>			

Project Title	TRS Program Priority Rank 8	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	\$173,000
<p><b>Description of Problem:</b> Currently, when SCDOT prepares to resurface roads in South Carolina, there is not an integrated system in place to alert the decision makers that a road may be in a local transportation organization's Pedestrian/Bicycle Plan. These plans may include identifying corridors for bike lanes, for example, which is an important factor that should be considered when planning and budgeting for a resurfacing package. SCDOT's Safety office also has no straightforward method to determine which roads have pedestrian or bicycle facilities (e.g., Bicycle Lanes) when performing crash analysis.</p> <p><b>Solution:</b> The proposed solution is a multi-step process. Initially, SCDOT would like to develop an online tool that would allow local transportation planning organizations to spatially highlight routes that are identified in their approved plan. A tool is preferred because it will allow local agencies to upload information on their schedule, is easily updated, and will provide uniform data. SCDOT GIS staff can then use the information from the tool to consolidate multiple plans and locations into a statewide database. With this information SCDOT could then update its current resurfacing report to include an identifier for locations that have a corresponding approved local Pedestrian/Bicycle Plan. A software addition will also be added to RIMS to track existing and planned ped/bike facilities.</p> <p style="text-align: right;">Section 405c Funds are requested for this project – <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p><b>Lead Agency:</b> SCDOT  <b>Project Lead:</b> Todd Anderson  <b>Goal Completion Date:</b> Sept. 2022</p>		<p><b>Partner Agencies:</b> Metropolitan Planning Organizations (MPO)/Local transportation organizations</p>	
<p><b>Total Budget:</b> \$173,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$173,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p><b>Project Goal:</b> Create a tool that will be used by MPOs to identify approved pedestrian/bicycle corridors, data from which can then be integrated into SCDOT's pavement resurfacing report.</p>			
<p><b>Project Status:</b> New proposed project in February 2020.</p>			

Project Title	TRS Program Priority Rank 1	Lead Agency	405 c Request
Roadway & Crash Management Program Enhancement/Update	Roadway and Crash Management	SCDOT	\$0

**Description of Problem:** While a current system exists for the management of South Carolina’s roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT’s key strategic goals is to improve safety along the state’s roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT’s roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state’s roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The current transmission of collision data is through an outdated text file transfer over FTP. This is not up to current IT standards and needs to be updated to a more secure and efficient web service method.

**Solution:** Develop a software solution, adjacent to SCDOT’s current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. Also to develop web services between SCDPS’s electronic collision reporting software (including SmartCOP and any future applications) and SCDOT

Section 405c Funds are requested for this project - Yes No

**Core Traffic Records System Components Affected (Check all that apply):**

Collision, Citation / Adjudication, Roadway,  Injury Surveillance, Driver, Vehicle

**Lead Agency:** SCDOT  
**Project Lead:** Emily Thomas  
**Goal Completion Date:** March 2023

**Partner Agencies:**

**Total Budget:** \$2,150,000

**Funding Sources:**  
405c (Traffic Records): \$0  
State funds: \$0  
Other Federal Funds: \$2,000,000  
Other Funds: \$150,000

**Performance Measure(s):**

Timeliness Accuracy Completeness  Uniformity Accessibility Data Integration

**Project Goal:** Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions. Also to develop a web service for the transmission of collision data from SCDPS’s systems to SCDOT.

**Project Status:** Design documents were completed in October 2019. Next phase of system development is expected to be completed early 2023



Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
SCCATTS Software Replacement	SCCATTS	SCDPS	\$0

**Description of Problem:** The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam® product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Branch (SCJB), and South Carolina Department of Transportation (SCDOT).

**Solution:** Begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS OHS and interfaced with SCDMV, SCJB and SCDOT.

Section 405c Funds are requested for this project - Yes No

**Core Traffic Records System Components Affected (Check all that apply):**

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

**Lead Agency:** SCDPS  
**Project Lead:** Brian Borough  
**Goal Completion Date:** Sept. 2023

**Partner Agencies:**

**Total Budget:** TBD

**Funding Sources:**  
405c (Traffic Records): \$0  
State funds: \$TBD  
Other Federal Funds: \$TBD  
Section 164 Funds: \$TBD

**Performance Measure(s):**

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

**Project Goal:** Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meets security requirements

**Project Status:** The ReportBeam® developer Aptean (CentralSquare), has delivered an updated version of ReportBeam®. Then new version is being distributed to all ReportBeam® agencies to be installed on computers using ReportBeam®. An RFI for a new product was distributed and the responses were evaluated. An RFP is now in the works.



Project Title	TRS Program Priority Rank 9	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	\$15,000

**Description of Problem:** Many local law enforcement agencies do not have a robust method for collecting data related to the traffic records forms. While using paper-based mediums, there are inaccuracies with the data collected along with issues of being able to report the information in a timely manner.

**Solution:** The state’s SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data.

Tasks of the project include:

- outreach session
- software implementation
- training
- hardware deployment (optional)

This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

Section 405c Funds are requested for this project -  Yes  No

**Core Traffic Records System Components Affected (Check all that apply):**

Collision,  Citation / Adjudication,  Roadway,  Injury Surveillance,  Driver,  Vehicle

**Lead Agency:** SCDPS  
**Project Lead:** Brian Borough  
**Goal Completion Date:** On Going

**Partner Agencies:**

**Total Budget:** TBD

**Funding Sources:**  
405c (Traffic Records): \$15,000  
State funds: \$0  
Other Federal Funds: \$0

**Performance Measure(s):**

Timeliness  Accuracy  Completeness  Uniformity  Accessibility  Data Integration

**Project Goal:** Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Deploy hardware to agencies currently not able to submit electronically.

**Project Status:** SCCATTS has been deployed to 169 agencies across the state. SC now receives 46% of all collision reports electronically through SCCATTS. On average 45% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
SCCATTS Enhancements/Maintenance/Reporting Equipment	SCCATTS	SCDPS	TBD

**Description of Problem:**

While the SCCATTS project has had a fairly large amount of success, enhancements are required that could both improve the system and integrate features that will enhance that application and data quality. On-going maintenance of the current system is also required as possible enhancements are pursued.

**Solution:** Create a project within the SCCATTS initiative’s portfolio that will provide upgrades for the Office of Highway Safety and Justice Programs to properly interface, input, extract, and report data to and from SCCATTS. This project will include, but will not be limited to:

- Enhance SCCATTS applications/features for changes and/or updates to forms and databases.
- Enhancing the Statewide Fatality Application
- Creating a new Traffic Records Reporting File using data from within SCCATTS
- Import of collision data from agencies not using the state solution
- Automation of the Traffic Collision Fact Book
- Updating the current Fatality Tracking Application
- Updating equipment infrastructure for data processing, storage and records.
- Enhanced e-Citation processing elements between SCCATTS and SCUTTIES.
- Enhanced e-Collision processing elements within SCCATTS and related applications.
- Purchase field reporting equipment for training and field deployment.

This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

Section 405c Funds are requested for this project - Yes No

**Core Traffic Records System Components Affected (Check all that apply):**

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

**Lead Agency:** SCDPS  
**Project Lead:** Brian Borough  
**Goal Completion Date:** Ongoing

**Partner Agencies:**

**Total Budget:** \$TBD

**Funding Sources:**  
 405c (Traffic Records): \$TBD  
 Other Funds \$TBD

**Performance Measure(s):**

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

**Project Goal:** Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative. Currently exploring different storage options for SCCATTS data. Maintain current system until upgrades are completed.

**Project Status:** SCCATTS has been deployed to 169 agencies across the state. SC now receives 95% of all collision reports electronically through SCCATTS. On average 45% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title	TRS Program Priority Rank 2	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	\$10,000

**Description of Problem:** The current TR-310 report form has a number of fields used for statistical analysis. However, the form has not been through a major revision since 2001. The form is approximately 55% Model Minimum Uniform Crash Criteria (MMUCC) compliant and has potential to be enhanced with fields for data elements collected by other stakeholders using the form.

**Solution:** This project is to update the collision report form to increase MMUCC compliance and collect new data elements not made available on the current TR-310 Collision report. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

Section 405c Funds are requested for this project - Yes No

**Core Traffic Records System Components Affected (Check all that apply):**

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

**Lead Agency:** SCDPS  
**Project Lead:** Brian Borough  
**Goal Completion Date:** Sept. 2021

**Partner Agencies:** SCDMV  
**Project Lead:** Rosalind Jenkins

**Total Budget:** TBD

**Funding Sources:**  
405c (Traffic Records): \$10,000  
State funds: \$0  
Other Federal Funds: \$0

**Performance Measure(s):**

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

**Project Goal:** Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2021. Improve the overall collection of crash related injury coding for collision reporting.

**Project Status:** In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to other projects needing immediate attention. Scheduled to be reinstated for 2020-2022 development.

Project Title	TRS Program Priority Rank 11	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	\$150,000

**Description of Problem:** SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.

**Solution:** The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:

- Phase 1: **Completed** - Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.
- Phase 2: **Completed** - SCJB will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.
- Phase 3 – **In Process** - SCJB will enhance the ability of printing dockets to include printing of a PDF citation; SCJB will provide on-going maintenance for case disposition error reporting and program errors; SCJB will enhance CMS to have one entry screen for all citations

This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

Section 405c Funds are requested for this project - Yes No

**Core Traffic Records System Components Affected (Check all that apply):**

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

**Lead Agency:** SCJB  
**Project Lead:** Teresa Gosnell  
**Goal Completion Date:** Sept. 2022

**Partner Agencies:** SCDMV  
**Project Lead:** Michael Baum

**Total Budget:** \$150,000

**Funding Sources:**  
405c (Traffic Records): \$150,000  
State funds: \$0  
Other Federal Funds: \$0

**Performance Measure(s):**

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

**Project Goal:** To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.

**Project Status:** The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
Data Quality Control and Enhancements	SmartCOP	SCDPS	None

**Description of Problem:**

The Officers/Troopers SCDPS Law Enforcement Divisions (Highway Patrol, State Transport and Bureau of Protective Services) were required to enter daily information multiple times into multiple programs. SCDPS needed a system that would combine all these programs into one and eliminate the need to duplicate information entry.

**Solution:**

In 2019, SCDPS chose SmartCOP for their RMS which would combine all previous programs into one. The program was fully deployed to the SCDPS Law Enforcement Divisions in January 2020 and now the process is to ensure the quality of the data entered into the system and to make any necessary enhancements to the system.

Section 405c Funds are requested for this project - Yes No

**Core Traffic Records System Components Affected (Check all that apply):**  
Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

<b>Lead Agency:</b> SCDPS <b>Project Lead:</b> Regina Crowley <b>Goal Completion Date:</b> Ongoing	<b>Partner Agencies:</b>
<b>Total Budget:</b> TBD	<b>Funding Sources:</b> 405c (Traffic Records): \$0 State funds: TBD Other Federal Funds: \$0

**Performance Measure(s):**  
Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

**Project Goal:** To ensure quality data is being entered into the system and to make necessary enhancements to the program to keep it current.

**Project Status:** SmartCOP was fully deployed in January 2020 and is currently being used to submit e-Collisions, e-Citations and e-Public Contacts/Warnings.

## Appendix D - 2009-2020 South Carolina TRS Completed Projects

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCCATTS Software Development	SCDPS	2009	\$1.6 million	406
Core TRS <input checked="" type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
This project provided an e-Reporting solution for the state's law enforcement officers to prepare electronic collision reports, public contact/warning forms, and traffic citations.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCCATTS Barcode Registration	SCDMV	2010	\$75,000	408
Core TRS <input checked="" type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input type="checkbox"/> Data Integration				
This project produced a new SCDMV registration with a barcode for scanning of vehicle data into electronic reports by law enforcement.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Paper Collision Report Revision	SCDPS	2011	\$0	Agency Resources
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The state's paper collision report was revised to match the new data design/data fields introduced with the electronic version.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCCATTS Equipment (SCHP)	SCDPS	2011	\$4.5 million	408/Other
Core TRS <input checked="" type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
This project purchased, installed, and trained SCHP Troopers with laptops, printers, scanners, and associated mounting hardware for the SCCATTS e-Reporting application. (832 Units)				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
TR-310 Collision Manual Update	SCDPS	2011	\$0	Agency Resources
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input type="checkbox"/> Data Integration				
The OHSJP updated the collision manual for the new fields and data elements now collected through the SCCATTS e-Reporting application.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCCATTS Collision Interface	SCDMV	2012	\$85,000	408
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
This major project provided an electronic interface between SCDPS and SCDMV to provide data transfer/integration of collision data submitted through the SCCATTS application.				



Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
TRCC Coordinator	SCDPS	2012	Salary	405c/Other
Core TRS <input checked="" type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The project appointed a TRCC coordinator as recommended in the 2012 TRS Assessment. The TRCC Coordinator is housed in the SCDPS-Office of Highway Safety and Justice Programs (OHSJP).				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCCATTS Training (Initial) HP/Local	SCDPS	2012	\$0	Agency Resources
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input type="checkbox"/> Data Integration				
This multiyear year project (2009-2012) provided training for SCHP and local law enforcement officers using the SCCATTS application. The project continues when new agencies join the SCCATTS program.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
UTT Form Revision	SCJD	2012	\$0	Agency Resources
Core TRS <input type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
This project redesigned the state's traffic ticket to prepare for e-Reporting and decrease the possibility for citation number duplication. A new form was approved by the SC Attorney General in 2012.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Fast Fars Entry Form	SCDPS	2013	\$0	Agency Resources
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input type="checkbox"/> Data Integration				
The Fast Fars Entry Form was developed for law enforcement agencies to utilize in reporting of fatal collision information. This online form provides basic data needed for FARS.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCCATTS Equipment (Local)	SCDPS	2010-13	\$2.7 million	406/408/405c/Others
Core TRS <input checked="" type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The SCDPS and SCDOT joined together to fund the purchase, distribution, and training in the use of laptops, printers, scanners, and associated mounting hardware for the SCCATTS e-Reporting application to local law enforcement agencies (500+ Units). This project continues as funding is available.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Traffic Records Data Analyst	SCDPS	2013	Salary	405c/Other
Core TRS <input checked="" type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The OHSJP hired a TRS Data Analyst to ensure data quality of traffic records submitted. This position was appointed in response to a recommendation in the 2012 TRS Assessment.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Collision Fact Book Automation	SCDPS	2014	\$0	Agency Resources
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input type="checkbox"/> Data Integration				
The statistical section within the SCDPS-Office of Highway Safety and Justice programs developed automated applications to assist in preparation of the annual <i>SC Collision Fact Book</i> .				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Historical Collision Data Export	SCDPS	2014	\$0	Agency Resources
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The SCDPS-Office of Highway Safety and Justice and Office of Information Technology programs developed a data export of historical collision data from repositories. This program assists the Traffic Records Data Analyst and SCDPS statistician in reviewing/preparing records for use by all stakeholders.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCCATTS e-Public Contact Deployment	SCDPS	2014	2009 Fund	406
Core TRS <input type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input type="checkbox"/> Data Integration				
In the second major phase of the SCCATTS application, the Public Contact/Warning form was deployed for e-Reporting. It was released first to the SCHP in Nov 2013 and all SCCATTS users in March 2014.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Fast FARS Enhancements	SCDPS	2015	\$0	Agency Resources
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input type="checkbox"/> Data Integration				
The SCDPS revised the current application to include fields used by the State's Families of Highway Fatalities (FHF) Victims Coordinator. Several existing fields were updated for clarification.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
FR-10 Paper Form Numbering	SCDMV	2015	\$0	Agency Resources
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The SCDMV enhanced the Phoenix System's ability to accept newly formatted paper FR-10 audit numbers containing additional characters. This will decrease the duplication of numbers received on manually prepared forms.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Geo Code Collision Data	SCDPS/DOT	2015	\$0	Agency Resources
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The SCDOT-Traffic Safety Office and the SCDPS-Office of Information Technology reviewed and refined GPS location collision data for 2011-2014 to be utilized in GIS analytical programs. This program was developed to continue annually for use with GPS/GIS collision data collected through SCCATTS.				



Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
NEMSIS Upgrade	SCDHEC	2015	\$100,000	State Budget
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The National Emergency Medical Services Information System was updated to version 3. This update allowed for the capture of additional records needed for Injury Surveillance applications.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Photo Log Roadway Viewer	SCDOT	2015	\$150,000	Other Funds
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The ITMS Photo Log Viewer is a web application that allows stakeholders accessibility to the Roadway Inventory Management System image database.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Public Contact Data Sharing	SCDPS	2015	\$30,000	State Budget
Core TRS <input type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The application provides transfer of Public Contact/Warning data collected through SCCATTS into the state's Public Contact Reports application, required by state statute. Law Enforcement agencies must report 100% of their Public Contact data through SCCATTS to use this application.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCHP Air Cards	SCDPS	2015	\$400,000	State Budget
Core TRS <input checked="" type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
Through State appropriated funds, the SCHP was able to purchase, train and distribute wireless connectivity devices to all field enforcement troopers. These devices will enhance the ability to submit e-Reports through the SCCATTS application.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
UTT Paper Ticket Enhancement	SCDMV	2015	\$85,000	405c
Core TRS <input type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The SCDMV updated its Phoenix System to conform to the new traffic ticket design and numbering scheme for handwritten forms submitted for records. A second phase of this project will address updating the system for e-Reporting of those forms.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Posted Speed Limit	SCDPS	2016		405c
Core TRS <input checked="" type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
This project was designed to capture posted speed limit data for inclusion into SCDOT RIMS. Speed limit information is currently used by both SCDOT and SCDPS to evaluate speed-related collisions and analyze safety improvements on state roadways. This information can be made available to local law enforcement for planning.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Mobile Computer Client	SCHP	2016	State Appropriated	State Appropriated
Core TRS <input type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The Highway Patrol received funding through the state appropriated budget for this project and recurring costs associated with implementation of the program. This project was dependent on the "Air Card" project completed in 2014. Implementation of this project allows for the enhancement of Computer Aided Dispatch (CAD) systems, RMS and Automatic Vehicle Locator (AVL) programs. It will also allow for potential data integration between Highway Patrol reporting systems and the state's Traffic Reporting Systems components.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Electronic Traffic Ticket Enhancements to Phoenix Sys	SCDMV	2016	\$28,000	405c/State
Core TRS <input type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
This project enhanced the Phoenix System to conform to the new Uniform Traffic Ticket (UTT) format. These enhancements allowed SCDMV to modify the existing web service with the Judicial System, create a PDF facsimile of the traffic ticket, and store a facsimile of the traffic ticket into a document management system.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Collision Report Form Transfer	SCDOT	2016	None	State
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The information contained on the state's collision report form plays an integral role in the identification and analysis of roadway locations selected for improvement under this program. SCDMV is the current repository for the state's crash reports and provides copies of the reports to SCDOT. This project developed an automated transfer process for a pdf copy of report to SCDOT utilizing SCDPS's SCCATTS system.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
L/E Training Equipment [SCCJA]	SCCJA	2017	\$140,000	405c
Core TRS <input checked="" type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
Phase I of this project has been completed. The establishment of an e-Reporting training program for new officers with the SC Criminal Justice Academy (SCCJA) basic training was a major recommendation from the 2012 SC Traffic Records Assessment. The SCCJA purchase laptops and established a training curriculum for basic officers in April 2017.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCCATTS Enhancements (SmartNumber)	SCDPS	2017	\$28,962.50	405c
Core TRS <input type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
SmartNumber application was purchased and installed in Report Beam to enhance e-Citation Number tracking for SCDPS Troopers and Officers. This system automates the e-Citation numbering process in SCCATTS for auditing and citation number tracking.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCUTTIES	SCDMV/SCJD	2018	\$990,000	405c
Core TRS <input type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
This was a joint project between SCDMV, SCJD, and SCDPS to ensure that law enforcement could submit citation data to SCDMV and SCJD through integrated systems. The solution developed the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES). This system collected Uniform Traffic Ticket (UTT) citation data issued by law enforcement. The data collected through several state and local systems was integrated with the SCJD's Case Management System (CMS). The courts' records system can receive and send data to a central citation/adjudication database. CMS is now able to accept data from the SCUTTIES database, and post disposition information back to it. A translation among multiple law enforcement Record Management System (RMS) providers using XML and the NIEM standards was required.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCUTTIES Business Manager	SCDMV	2019	\$0	Other
Core TRS <input type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The SCUTTIES Business Application Manager has been hired and is in place.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Roadway Shoulder Width Data	SCDOT	2019	\$0	Other
Core TRS <input type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
Shoulder width and type (e.g., Paved, or Earth) information are important data elements when reviewing crash data. While RIMS contains this information, RIMS data was originally collected to satisfy the Federal Highway Administration's Highway Performance Monitoring System (HPMS), and, therefore, is not reliably in the format needed for analyzing crashes.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
L/E Equipment	SCDPS	2019	\$150,000	405c
Core TRS <input type="checkbox"/> Collision <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
OHSJP purchased law enforcement hardware to assist with the collection of traffic records data at the point of incident. In 2017-2018 FFY with the use of 405c and other funds OHSJP was able to purchase 75 Bar-Code Readers for local law enforcement agencies and 50 laptop computers for the Highway Patrol's new troopers of Basic Class 103 utilizing the SCCATTS program.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Horizontal Curve Identification	SCDOT	2020	\$0	Other
Core TRS <input checked="" type="checkbox"/> Collision <input type="checkbox"/> Citation/Adjudication <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Injury Surveillance <input type="checkbox"/> Driver <input checked="" type="checkbox"/> Vehicle				
Measures <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration				
The Horizontal Curve Roadway Identification has been completed and the data collected.				

## Appendix E: Model Inventory of Roadway Elements

**Table 1. MIRE FDE for All Public Roads with AADT ≥ 400 Vehicles per Day.**

FDE (MIRE Number) <sup>^</sup>	Definition
<b>Roadway Segment</b>	
Segment Identifier (12)	Unique segment identifier.
Route Number (8) <sup>0</sup>	Signed numeric value for the roadway segment.
Route/Street Name (9) <sup>0</sup>	The route or street name, where different from route number.
Federal-aid/ Route Type (21)*	Federal-aid/National Highway System (NHS) route type.
Rural/Urban Designation (20)*	The rural or urban designation based on Census urban boundary and population.
Surface Type (23)	The surface type of the segment.
Begin Point Segment Descriptor (10)	The location of the starting point of the roadway segment.
End Point Segment Descriptor (11)	The location of the ending point of the roadway segment.
Segment Length (13)	The length of the segment.
Direction of Inventory (18)	Direction of inventory if divided roads are inventoried in each direction.
Functional Class (19)*	The functional class of the segment.
Median Type (54)	The type of median present on the segment.
Access Control (22)†	The degree of access control.
One/Two-Way Operations (91)*	Indication of whether the segment operates as a one- or two-way roadway.
Number of Through Lanes (31)*	The total number of through lanes on the segment. This excludes turn lanes and auxiliary lanes.
Average Annual Daily Traffic (AADT) (79)*	The average number of vehicles passing through a segment from both directions of the mainline route for all days of a specified year.
AADT Year (80)	Year of AADT.
Type of Government Ownership (4)*	Type of governmental ownership.
<b>Intersection</b>	
Unique Junction Identifier (120)	A unique junction identifier.
Location Identifier for Road 1 Crossing Point (122)	Location of the center of the junction on the first intersecting route (e.g. route-milepost).
Location Identifier for Road 2 Crossing Point (123)	Location of the center of the junction on the second intersecting route (e.g. route-milepost). Not applicable if intersecting route is not an inventoried road (i.e., a railroad or bicycle path).
Intersection/Junction Geometry (126)	The type of geometric configuration that best describes the intersection/junction.

<b>FDE (MIRE Number)^</b>	<b>Definition</b>
Intersection/Junction Traffic Control (131)	Traffic control present at intersection/junction.
AADT (79) [for Each Intersecting Road]	The AADT on the approach leg of the intersection/junction.
AADT Year (80) [for Each Intersecting Road]	The year of the AADT on the approach leg of the intersection/junction
Unique Approach Identifier (139)	A unique identifier for each approach of an intersection.
<b>Interchange/Ramp</b>	
Unique Interchange Identifier (178)	A unique identifier for each interchange.
Location Identifier for Roadway at Beginning Ramp Terminal (197)	Location on the roadway at the beginning ramp terminal (e.g., route-milepost for that roadway) if the ramp connects with a roadway at that point.
Location Identifier for Roadway at Ending Ramp Terminal (201)	Location on the roadway at the ending ramp terminal (e.g., route-milepost for that roadway) if the ramp connects with a roadway at that point.
Ramp Length (187)	Length of ramp.
Roadway Type at Beginning Ramp Terminal (195)	A ramp is described by a beginning and ending ramp terminal in the direction of ramp traffic flow or the direction of inventory. This element describes the type of roadway intersecting with the ramp at the beginning terminal.
Roadway Type at Ending Ramp Terminal (199)	A ramp is described by a beginning and ending ramp terminal in the direction of inventory. This element describes the type of roadway intersecting with the ramp at the ending terminal.
Interchange Type (182)	Type of interchange.
Ramp AADT (191)*	AADT on ramp.
Year of Ramp AADT (192)	Year of AADT on ramp.
Functional Class (19)*	The functional class of the segment.
Type of Government Ownership (4)*	Type of governmental ownership.

^ Model Inventory of Roadway Elements – MIRE Version 1.0 (1).

\* HPMS full extent elements required on all Federal-aid highways and ramps located within grade-separated interchanges, i.e., NHS and all functional systems excluding rural minor collectors and locals.

° HPMS element required on all NHS, Interstate, Freeway & Expressways, Principal Arterials, and Minor Arterials.

† HPMS element required on all NHS, Interstate, Freeway & Expressways, and Principal Arterials

## Appendix F: Acronyms

AAMVA	American Association of Motor Vehicle Administrators
AVL	Automatic Vehicle Location
BAC	Blood Alcohol Content
BPS	South Carolina Bureau of Protective Services
CAD	Computer Aided Dispatch
CDLIS	Commercial Driver's License Information System
CFR	Code of Federal Regulation
CMS	Case Management System
CMV	Commercial Motor Vehicle
CODES	Crash Outcome Data Evaluation System
CRSS	Crash Report Sampling System
DUI	Driving Under Influence
EMS	Emergency Medical Services
EMSPIC	Emergency Medical Services Performance Improvement Center
FARS	Fatality Analysis Reporting System
FDE	Fundamental Data Elements
FFY	Federal Fiscal Year
FHF	South Carolina Families of Highway Fatalities
FMCSA	Federal Motor Carrier Safety Administration
FR-10	Financial Responsibility Form
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IEPD	Interface Exchange Packet Documentation
ISS	Injury Surveillance System
ITIMS	Integrated Transportation Information Management System
LADC	Local Agency Data Collection
LE	Law Enforcement
LEN	Law Enforcement Network
MCSIA	Motor Carrier Safety Improvement Act of 1999
MCT	Mobile Computer Terminals
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MPOs	Metropolitan Planning Organizations
MVR	Motor Vehicle Record
NEMSIS	National Emergency Medical Services Information System
NHTSA	National Highway Traffic Safety Administration
NIEM	National Information Exchange Model
NMVTIS	National Motor Vehicle Title Information System
NRVC	Non-Resident Violators Compact
OEMS	Office of Emergency Medical Services
OHSJP	Office of Highway Safety and Justice Programs



OIT	Office of Information Technology (SCDPS)
ORS	South Carolina Office of Research and Statistics
PCR	Patient Care Report
PDF	Portable Document Format
PreMIS	Prehospital Management Information System
PMO	Project Management Office
RFAO	SC Research and Fiscal Affairs Office
RFP	Request for Proposal
RIMS	Roadway Information Management System
RMS	Records Management System
SCCATTS	South Carolina Collision and Ticket Tracking System
SCDHEC	South Carolina Department of Health and Environmental Control
SCDMV	South Carolina Department of Motor Vehicles
SCDOT	South Carolina Department of Transportation
SCDPS	South Carolina Department of Public Safety
SCHP	South Carolina Highway Patrol
SCCJA	South Carolina Criminal Justice Academy
SCJB	South Carolina Judicial Branch
SCLN	South Carolina Law Enforcement Network
SCCUTTIES	South Carolina Uniform Traffic Ticket Information Exchange System
SHSP	Strategic Highway Safety Plan
SLED	South Carolina Law Enforcement Division
SPTRSI	Strategic Plan for Traffic Records System Improvements
STP	South Carolina State Transport Police
STRAP	State Traffic Records Assessment Program
TBS	Truck & Bus Supplement Form
TR-310	Traffic Records (Collision Report Form)
TRA	Traffic Records Assessment
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
TRSP	Traffic Records Strategic Plan
TZ	Target Zero
USDOT	United States Department of Transportation
USRAP	United States Road Assessment Program
UTT	Uniform Traffic Ticket
VIN	Vehicle Identification Number
XML	eXtensible Markup Language

# 405(c) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT

## Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
11/3/2020
01/20/2021
03/24/2021
04/29/2021 (Approval date of TRSP)

## Enter the name and title of the State's Traffic Records Coordinator

<b>Name of State's Traffic Records Coordinator:</b>	Wilson Matthews
<b>Title of State's Traffic Records Coordinator:</b>	State Traffic Records Manager

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.



## TRCC – Executive Group

The Honorable Donald W. Beatty  
SC Chief Justice  
SC Judicial Branch  
Citation & Adjudication

Christy Hall, P. E., Secretary  
SC Department of Transportation  
Crash & Roadway Systems

Colonel Kevin A. Shwedo (ret., U.S. Army),  
Executive Director  
SC Department of Motor Vehicles  
Crash, Driver & Vehicle Services

Dr. Edward Simmer, Director  
SC Department of Health and  
Environmental Control  
Injury Surveillance Systems

Mr. Robert G Woods IV, Director  
SC Department of Public Safety  
TRCC, Crash & Citation

## TRCC – Working Group Designees

### SC Department of Health and Environmental Control

#### Core System-Injury Surveillance Systems

Mr. Victor Grimes, EMS and Trauma  
Mr. Rich Wisniewski, EMS and Trauma

### SC Judicial Branch

#### Core Systems-Citation/Adjudication

Mrs. Teresa Gosnell, SCJB IT Applications  
Operations  
Mr. Bob McCurdy, Court Services – Deputy  
Director  
Mr. Terry Leverette, Court Services

### SC Department of Motor Vehicles

#### Core Systems Crash, Driver and Vehicle

Ms. Shirley Rivers, Driver Services  
Ms. Rosalind Jenkins, Financial Responsibility  
Ms. Deborah Mangels, OIT-Director

### SC Department of Public Safety

#### Core Systems Crash, Citation

Mr. David Findlay, State Transport Police  
Officer Brian Borough, SCCATTS  
Larry Long, Statistician  
Regina Crolley, OIT-Director

### SC Department of Transportation

#### Core Systems-Crash & Roadway

Mr. George Kinard, CIO  
Mr. Todd Anderson, P. E., Road Data Services  
Mrs. Emily Thomas, SHSP Manager

### Law Enforcement Representatives

#### Core Systems-Crash & Citation

Captain David Biggers, Technical Services  
Rock Hill Police Department (RHPD)  
Captain Kevin Baker, Fusion Center  
SC State Law Enforcement Division (SLED)  
Lt. Stephen Craven, Admin/Regulatory Comp.  
SC Highway Patrol (SCHP)

### TRCC Coordinator

Wilson Matthews

## State's Traffic Records Strategic Plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified

under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

SC's FFY 2020-2022 Traffic Records Strategic Plan (TRSP) Updated, approved by the TRCC on 4/29/2021, is provided as SC_FY22_405c_Approved TRCC Strategic Plan.
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**Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.**

**Crash Recommendations**

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Vehicle Recommendations**

1. Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Driver Recommendations**

1. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the procedures/ process flows for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

3. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program.

### **Roadway Recommendations**

1. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Citation/Adjudication Recommendations**

1. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **EMS/Injury Surveillance System Recommendations**

1. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Data Use and Integration Recommendations**

1. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.**

The State's TRSP was approved by the TRCC on 4/29/2021.

## Crash Recommendations

**Recommendation:** Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** The *SCCATTS Enhancements/Maintenance/Reporting Equipment* project is included in the current TRSP to enhance the interfaces between SCDPS, SCDMV, SCDHEC and SCDOT “Crash-Roadway and Injury Surveillance Systems”. These interfaces will enhance the capabilities of SCCATTS for data sharing of elements collected between the systems that relate to crash records. The project addresses the countermeasure strategies of Improving Timeliness, Accuracy, Completeness, Uniformity, and Data Integration and represents HSP planned activity number TR M3DA. The project description is provided below and can be found in the 2020-2022 TRSP Appendix C.

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
SCCATTS Enhancements/Maintenance/Reporting Equipment	SCCATTS	SCDPS	TBD
<p><b>Description of Problem:</b> While the SCCATTS project has had a fairly large amount of success, enhancements are required that could both improve the system and integrate features that will enhance that application and data quality. On-going maintenance of the current system is also required as possible enhancements are pursued.</p> <p><b>Solution:</b> Create a project within the SCCATTS initiative's portfolio that will provide upgrades for the Office of Highway Safety and Justice Programs to properly interface, input, extract, and report data to and from SCCATTS. This project will include, but will not be limited to:</p> <ul style="list-style-type: none"> <li>• Enhance SCCATTS applications/features for changes and/or updates to forms and databases.</li> <li>• Enhancing the Statewide Fatality Application</li> <li>• Creating a new Traffic Records Reporting File using data from within SCCATTS</li> <li>• Import of collision data from agencies not using the state solution</li> <li>• Automation of the Traffic Collision Fact Book</li> <li>• Updating the current Fatality Tracking Application</li> <li>• Updating equipment infrastructure for data processing, storage and records.</li> <li>• Enhanced e-Citation processing elements between SCCATTS and SCUTTIES.</li> <li>• Enhanced e-Collision processing elements within SCCATTS and related applications.</li> <li>• Purchase field reporting equipment for training and field deployment.</li> </ul> <p>This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input checked="" type="checkbox"/>Roadway, <input checked="" type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDPS  <b>Project Lead:</b> Brian Borough  <b>Goal Completion Date:</b> Ongoing</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> \$TBD</p>		<p><b>Funding Sources:</b>            405c (Traffic Records): \$TBD            Other Funds: \$TBD</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative. Currently exploring different storage options for SCCATTS data. Maintain current system until upgrades are completed.</p>			

**Recommendation:** Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** The Office of Highway Safety and Justice Programs hired a full time Data Traffic Records Analyst for the SCCATTS. This analyst has been charged with developing programs and initiatives to identify best practices for ensuring optimal data collection for “Crash Systems” reporting. The TRCC will also enact a regular agenda item for the reporting of data quality initiatives and problems at each regularly schedule TRCC meeting. The project addresses the countermeasure strategies of Improving Timeliness, Accuracy, Completeness, Uniformity, Accessibility, and Data Integration and represents HSP planned activity number TR. The project description is provided below and can be found in the 2020-2022 TRSP Appendix C.

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	\$754,530
<p><b>Description of Problem:</b> Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.</p> <p><b>Solution:</b> SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina's Traffic Records Systems. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Statisticians.</p> <p>This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.</p> <p style="text-align: right;">Section 405c Annual Recurring Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input checked="" type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle</p>			
<p><b>Lead Agency:</b> SCDPS  <b>Project Lead:</b> Phil Riley  <b>Date of Completion:</b> Ongoing</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Annual Budget:</b> \$754,530</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$454,530  Other Funds: \$300,000</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p><b>Project Goal:</b> Continue the employment of the Traffic Records and support staff through 2022. Implement user support tools and resources for the TRCC and others in the traffic safety community.</p>			
<p><b>Program Information:</b>  The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. The TRCC Coordinator position was filled in August 2019.</p>			

## Driver Recommendations

**Recommendation:** Improve the procedures/process flows for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** The e-Citation database project was completed in January 2018. This project enhanced the interfaces between SCDPS, SCDMV, and SCJD “Driver and Citation/Adjudication” systems. These new interfaces between the Core Systems will enhance the process flow for records directly associated with Citation/Adjudication Driver data systems. Two new projects included in the current TRSP address enhancing these new interfaces. They are the *SCUTTIES e-Citation Enhancements* project and the *Phoenix e-Citation Enhancements* project. These projects address the countermeasure strategies of Improving Accessibility and Data Integration and represent HSP planned activity number TR M3DA. The project descriptions are provided below and can be found in the 2020-2022 TRSP Appendix C.

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	\$90,000
<p><b>Description of Problem:</b> As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.</p> <p><b>Solution:</b> Use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> Sept. 2021</p>		<p><b>Partner Agencies:</b> SCJD</p>	
<p><b>Total Budget:</b> \$90,000</p>		<p><b>Funding Sources:</b>            405c (Traffic Records): \$90,000            State funds: \$0            Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Enhance Phoenix to further automate the processing of e-Citations.</p>			
<p><b>Project Status:</b> The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2021.</p>			

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES	SCDMV	\$45,000
<p><b>Description of Problem:</b> Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.</p> <p><b>Solution:</b> Hire a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDMV  <b>Project Lead:</b>  <b>Goal Completion Date:</b> 2021</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> \$45,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$45,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input type="checkbox"/>Timeliness <input type="checkbox"/>Accuracy <input type="checkbox"/>Completeness <input type="checkbox"/>Uniformity <input checked="" type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> Continue updates to SCUTTIES and provide general support and troubleshooting.</p>			
<p><b>Project Status:</b> An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2021.</p>			

**Roadway Recommendations**

**Recommendation:** Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

## **Citation/Adjudication Recommendations**

**Recommendations:** Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The e-Citation database project was completed in January 2018. This project enhanced the interfaces between SCDPS, SCDMV, and SCJD “Driver and Citation/Adjudication” systems. These new interfaces between the Core Systems will enhance the process flow for records directly associated with Citation/Adjudication and Driver data systems. Three projects included in the current TRSP address enhancing these new interfaces that are now being utilized to improve Timeliness, Accuracy, Completeness and Uniformity. They are the *SCUTTIES e-Citation Enhancements* project (description located on page 8 of this document), *Phoenix e-Citation Enhancements* project (description located on page 7 of this document), and the *CMS-SCUTTIES Enhancement* project (description located on the following page). These first two projects address the countermeasure strategies of Improving Accessibility and Data Integration and represent HSP planned activity number TR M3DA. The *CMS-SCUTTIES Enhancement* project addresses the countermeasure strategies of Improving Timeliness, Accuracy, Completeness, Uniformity, and Data Integration and represents the HSP planned activity number TR M3DA. The project descriptions can be found in the 2020-2022 TRSP Appendix C.



Project Title	TRS Program Priority Rank 11	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	\$150,000
<p><b>Description of Problem:</b> SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.</p> <p><b>Solution:</b> The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:</p> <ul style="list-style-type: none"> <li>Phase 1: Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.</li> <li>Phase 2: SCJD will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.</li> </ul> <p>This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input type="checkbox"/>Collision, <input checked="" type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input type="checkbox"/>Injury Surveillance, <input checked="" type="checkbox"/>Driver, <input checked="" type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCJB  <b>Project Lead:</b> Mark Crenshaw  <b>Goal Completion Date:</b> Sept. 2020</p>		<p><b>Partner Agencies:</b> SCDMV  <b>Project Lead:</b> Frank Rodgers</p>	
<p><b>Total Budget:</b> \$150,000</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$150,000  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.</p>			
<p><b>Project Status:</b> The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.</p>			

## **EMS/Injury Surveillance System Recommendations**

**Recommendation:** Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** SCDHEC is in the process of reviewing their Injury Surveillance and Emergency Medical Systems to develop projects to enhance interfaces between their systems and the Crash System to accurately report injury surveillance data. The current TRSP *Emergency Medical Services Patient Tracking System* project will be the initial step in the process. This project will track the patient from crash to discharge and will improve proper coding data collection for injuries related to crash victims. This project addresses the Countermeasure Strategies of Improving Timeliness, Accuracy, Completeness, Uniformity, and Data Integration; however, 405c funding is not being sought for this project so it does not correspond to any HSP planned activities. For reference, the project description is included below and can be found in the 2020-2022 TRSP Appendix C.

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
EMS Patient Tracking System	ISS	SCDHEC	None
<p><b>Description of Problem:</b> Tracking patients from the scene of an incident creates an issue in accountability and prevents the potential to follow up or provide accurate information. Being able to account for all patients throughout the process ensures no person is missed and can provide information for all responders and families.</p> <p><b>Solution:</b> Through the development of a smartphone application, any registered user will be able to log in and scan a barcode to enter a patient. There will also be the ability to search the database by patient name, GPS, and any other requested method. This will assist in accountability and ensure no patient is missed. Also, it will give the opportunity for a law enforcement officer to track a patient that may have been transported from the collision scene prior to the officer's arrival. For example, EMS can log a patient from the scene. When Law Enforcement arrives, they will be able to search for the patient (by name on Driver's License) and see where the patient was transported. Upon arrival at the hospital, the hospital or EMS provider can log that the patient has arrived. If the patient is discharged, the hospital can log that as well. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input type="checkbox"/>Yes <input checked="" type="checkbox"/>No</p>			
<p><b>Core Traffic Records System Components Affected (Check all that apply):</b>  <input checked="" type="checkbox"/>Collision, <input type="checkbox"/>Citation / Adjudication, <input type="checkbox"/>Roadway, <input checked="" type="checkbox"/>Injury Surveillance, <input type="checkbox"/>Driver, <input type="checkbox"/>Vehicle</p>			
<p><b>Lead Agency:</b> SCDHEC  <b>Project Lead:</b> Rich Wisniewski  <b>Goal Completion Date:</b> Sept. 2021</p>		<p><b>Partner Agencies:</b></p>	
<p><b>Total Budget:</b> TBD</p>		<p><b>Funding Sources:</b>  405c (Traffic Records): \$0  State funds: \$0  Other Federal Funds: \$0</p>	
<p><b>Performance Measure(s):</b>  <input checked="" type="checkbox"/>Timeliness <input checked="" type="checkbox"/>Accuracy <input checked="" type="checkbox"/>Completeness <input checked="" type="checkbox"/>Uniformity <input type="checkbox"/>Accessibility <input checked="" type="checkbox"/>Data Integration</p> <p><b>Project Goal:</b> To reduce the number of improper injury status codes on traffic collisions by 10% before October 2020.</p>			
<p><b>Project Status:</b> Under development. Original RFP has been updated with new criteria.</p>			

### Data Use and Integration Recommendations

**Recommendation:** Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** The current TRSP has several projects targeting the integration of Traffic Records Systems to enhance the data sharing and accessibility of data collected from all Core Systems. The projects addressing these issues include the SCCATTS, CMS, SCUTTIES and Phoenix system enhancement projects. In addition, the *EMS Patient Tracking System* (description located on page 11) would be a first step in integrating the ISS and Crash systems for improved data collection of injury records. The TRSP also includes the *Traffic Records Dashboard* project. This dashboard would give stake-

holders and limited public access to data records based on security protocols. The *SCATTS Enhancements/Maintenance/Reporting Equipment* (description located on page 5) and *CMS-SCUTTIES Enhancements* (description located on page 10) projects address the countermeasure strategies of Improving Timeliness, Accuracy, Completeness, Uniformity, and Data Integration and correspond to HSP planned activity TR M3DA. The *SCUTTIES e-Citation Enhancements* (description located on page 8) and *Phoenix e-Citation Enhancements* (description located on page 7) projects address the countermeasure strategies of Improving Accessibility and Data Integration and correspond to HSP planned activity TR M3DA. All project descriptions can be found in the 2020-2022 TRSP Appendix C.

## Traffic Records Supporting Non-Implemented Recommendations

### Crash Recommendation

**Recommendation:** Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** SCDPS, SCDOT and SCDMV are reviewing the current structures of the Crash data system to develop a data dictionary. This recommendation is slated for future development within the TRCC.

### Vehicle Recommendations

**Recommendation 1:** Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** SCDMV and the TRCC are reviewing the current structures of the descriptions and contents of the Vehicle data system to develop a comprehensive data dictionary and best practices included in the advisory for this system. This recommendation is slated for future development within the TRCC.

**Recommendation 2:** Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** SCDMV and the TRCC are reviewing the guidelines of the Vehicle data system to incorporate best practices included in the recommendations of the advisory for this system. This recommendation is slated for future development within the TRCC.

**Recommendation 3:** Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

### Driver Recommendations

**Recommendation 1:** Improve the data dictionary for the Driver data system to reflect best

practices identified in the Traffic Records Program Assessment Advisory. **Response:** SCDMV is reviewing the current structures of the Driver data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.

**Recommendation 3:** Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program. **Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

### **Roadway Recommendations**

**Recommendation 1:** Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** SCDOT is reviewing the current structures of the Roadway data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.

### **Citation/Adjudication Recommendations**

**Recommendation 1:** Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** SCJD is reviewing the current structures of their data system to develop a detailed data dictionary. This recommendation is slated for future development within the TRCC.

**Recommendation 3:** Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

### **EMS/Injury Surveillance System Recommendation**

**Recommendation:** Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. **Response:** The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

### **Quantitative improvement**

**Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance**

system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.

The core safety database the State is relying on to demonstrate progress lies within the Adjudication system. Quantitative improvements were demonstrated for the performance measure of “Timeliness”. This measure identifies the number of days taken to report dispositions on CDL holder violations to the driver’s home state DMV. When the process began, the state was only meeting the 10 day FMCSA reporting requirement for that process 8% of the time. Since the deployment of the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES), the rate of compliance has increased to 91.72%. The state’s target goal of 90% or higher for four continuous months by 2020 was achieved, and the average percentage of time the dispositions met the 10 day Federal reporting mandate increased slightly during this reporting period compared to the previous reporting period (4/1/2019-3/31/2020).

The State also relied on the core safety database of crash to demonstrate progress. Quantitative improvement was demonstrated for the performance measure of “Timeliness”. This measure identifies the percentage of collision reports submitted to SCDPS electronically. Reports submitted electronically have greater accuracy, and they are received into the database in a timelier manner. A paper report can take a month or more to be received by SCDMV. In contrast, electronic reports can be transmitted and received by SCDMV in minutes.

**Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.**

Supporting documentation covering a contiguous 12-month performance period that demonstrates quantitative improvement when compared to the comparable 12-month baseline period have been provided for the performance measure of Timeliness. The documents are titled SC\_FY22\_405c\_Progress Report CMV and SC\_FY22\_405c\_Progress Report SCDPS Field Deployment.

### **State highway safety data and traffic records system assessment**

**Enter the date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due**

date and that complies with the procedures and methodologies outlined in NHTSA’s “Traffic Records Highway Safety Program Advisory” (DOT HS 811 644), as updated.

<b>Date of Assessment</b>	4/27/2017
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**Requirement for maintenance of effort**

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

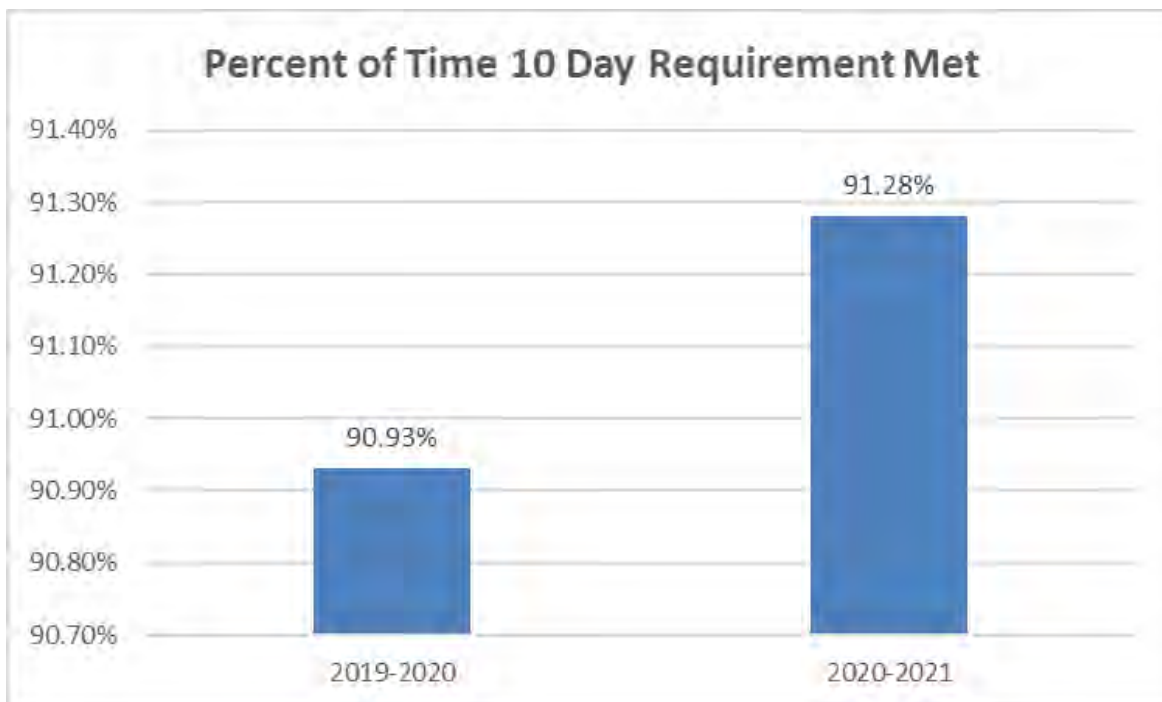
## Section 405 FY 2021 Interim Progress Report – SOUTH CAROLINA

State: South Carolina Report Date: 03/31/2021 Submitted by: Wilson Matthews**Regional Reviewer:**

<b>System to be Impacted</b>	<b>Adjudication</b>
<b>Performance Area(s) to be Impacted</b>	<b>Timeliness</b>
<b>Performance Measure used to track Improvement(s)</b>	<p>Narrative Description of the Measure</p> <p>This measure identifies the percentage of time that a CDL holder's disposition reaches their home state DMV within 10 days. When the process began, the state was only meeting the 10 day FMCSA reporting requirement 8% of the time. Since the deployment of the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES), the rate of compliance has increased to 91.73%. The target goal for the reporting requirement is 90% of the time.</p>
<b>Relevant Project(s) in the State's Strategic Plan</b>	<p>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</p> <p><i>2020 Traffic Records Strategic Plan (TRSP): Project Title "SCUTTIES e-Citation Enhancements" Appendix C.</i></p>
<b>Improvement(s) Achieved or Anticipated</b>	<p>Narrative of the Improvement(s)</p> <ul style="list-style-type: none"> <li>• From April 1, 2019 to March 31, 2020, the SCDMV sent 3,363 dispositions to CDL holders' home state DMV. Of that number, 3,058 were within the 10 day FMCSA reporting requirement. Dispositions sent during this time period met the reporting requirement 90.93% of the time.</li> <li>• From April 1, 2020 to March 31, 2021, the SCDMV sent 2,030 dispositions to CDL holders' home state DMV. Of that number, 1,853 were within the 10 day FMCSA reporting requirement. Dispositions sent during this time period met the reporting requirement 91.28% of the time. This is a 1.05% increase in meeting the reporting requirement.</li> </ul>
<b>Specification of how the Measure is calculated / estimated</b>	<p>Narrative Description of Calculation / Estimation Method</p> <p>The State of South Carolina began deployment of its e-Citation application in the South Carolina Collision and Ticket Tracking System (SCCATTS) in June 2015. The "Citation Data Interface between SCDPS, SCJD, and SCDMV" was a project of the <i>2015 through 2019 TRSP</i> targeting the development of a joint citation database which would include the electronic transfer of citation disposition data. The state went fully electronic with citation interface on January 1, 2018. The original project was retired and the CDL timeliness portion has been embedded in the current <i>2020 TRSP</i> project. The state tracked and calculated the collection of disposition data submitted by the South Carolina Judicial Branch (SCJB) through the SCDMV to the violator's home state DMV, in order to meet the ten day reporting requirement. As of December</p>



	<p><b>31, 2020, the state is now meeting the FMCSA standard an average of 91.73% of the time. The goal to be at or above 90% for four continuous months by 2020 has been met.</b></p>	
<p><b>Date and Baseline Value for the Measure</b></p>	<p align="center"><u><b>Baseline Period</b></u></p> <p align="center">April 1, 2019 – March 31, 2020</p>	<p align="center"><u><b>Percentage of time the ten day Federal mandate was met.</b></u></p> <p align="center">90.93%</p>
<p><b>Date and Current Value for the Measure</b></p>	<p align="center"><u><b>Performance Period</b></u></p> <p align="center">April 1, 2020 – March 31, 2021</p>	<p align="center"><u><b>Percentage of time the ten day Federal mandate was met.</b></u></p> <p align="center">91.28%</p>
<p><b>Regional Reviewer’s Conclusion</b></p>	<p>Check one</p> <p><input type="checkbox"/> Measurable performance improvement <i>has</i> been documented</p> <p><input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented</p> <p><input type="checkbox"/> Not sure</p>	
<p><b>If “has not” or “not sure”: What remedial guidance have you given the State?</b></p>		

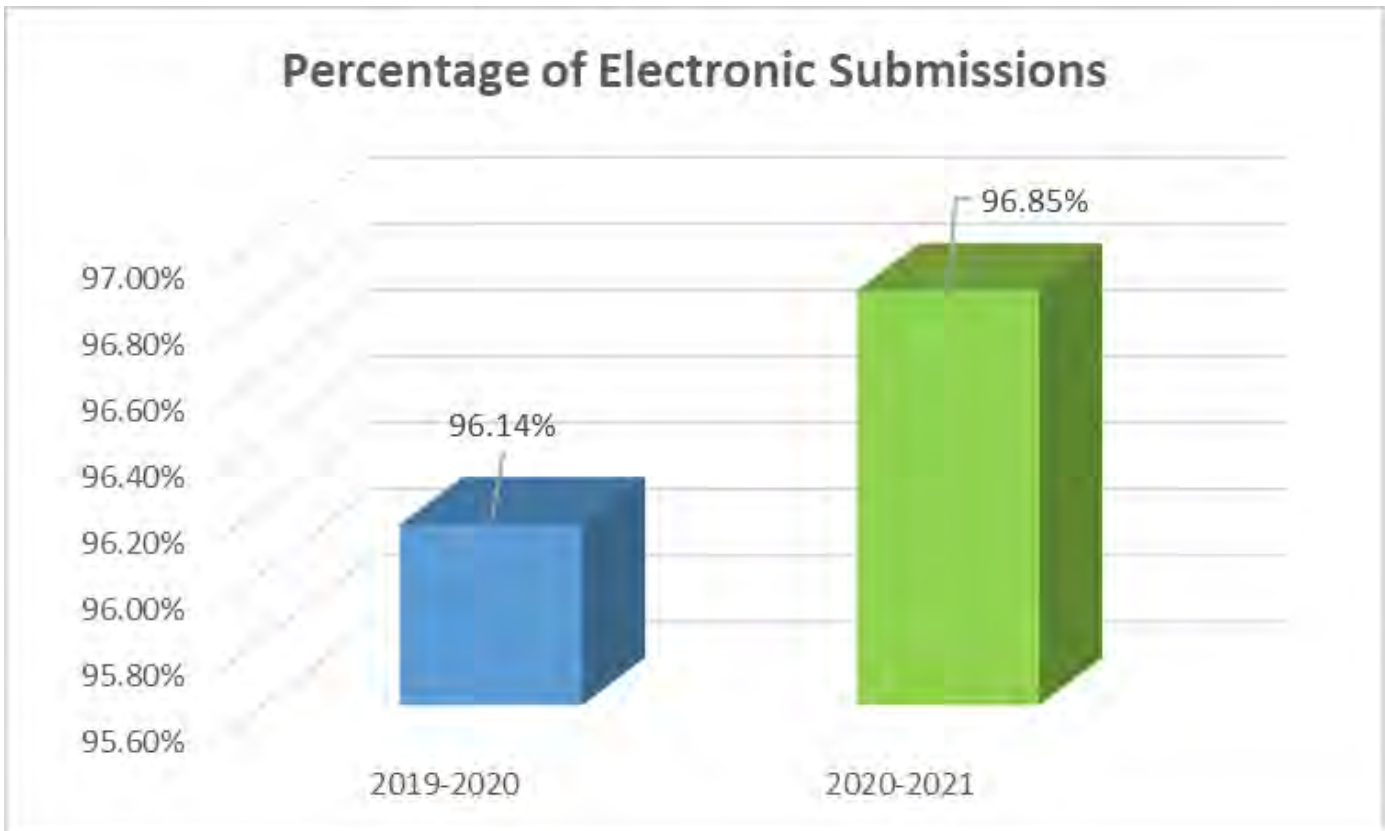


## Section 405 FY 2021 Interim Progress Report – SOUTH CAROLINA

State: South Carolina Report Date: 03/31/2021 Submitted by: Wilson Matthews**Regional Reviewer:**

<b>System to be Impacted</b>	<b>Crash</b>	
<b>Performance Area(s) to be Impacted</b>	<b>Timeliness</b>	
<b>Performance Measure used to track Improvement(s)</b>	<p>Narrative Description of the Measure</p> <p>This measure identifies the percentage of collision reports submitted electronically to the SCDMV. Electronic reports contain more accurate data than paper reports; additionally, electronic reports are received by the database in a timelier manner. A paper report can take a month or more to be received by the SCDMV, whereas an electronic report can be received by the SCDMV in a manner of minutes.</p>	
<b>Relevant Project(s) in the State's Strategic Plan</b>	<p>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</p> <p><i>2020 Traffic Records Strategic Plan (TRSP): Project Title "Field Deployment to Law Enforcement Agencies" Appendix C.</i></p>	
<b>Improvement(s) Achieved or Anticipated</b>	<p>Narrative of the Improvement(s)</p> <ul style="list-style-type: none"> <li>• From April 1, 2019 to March 31, 2020, there were 189,108 collision reports submitted electronically. These electronic reports accounted for 96.14% of all collision reports submitted.</li> <li>• From April 1, 2020 to March 31, 2021, there were 162,514 collision reports submitted electronically. These electronic reports accounted for 96.85% of all collision reports submitted, an increase of .71%.</li> </ul>	
<b>Specification of how the Measure is calculated / estimated</b>	<p>Narrative Description of Calculation / Estimation Method</p> <p>The State of South Carolina began deployment of its e-Crash application in SCCATTS in June 2005. The Field Deployment to Law Enforcement Agencies is a project in the 2020-2022 TRSP. The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data.</p>	
<b>Date and Baseline Value for the Measure</b>	<p><u>Baseline Period</u></p> <p>April 1, 2019 – March 31, 2020</p>	<p><u>Number and Percentage of reports submitted electronically.</u></p> <p>189,108 96.14%</p>

<p><b>Date and Current Value for the Measure</b></p>	<p style="text-align: center;"><u><b>Performance Period</b></u>  <b>April 1, 2020 – March 31, 2021</b></p> <p style="text-align: center;"><u><b>Percentage and number of reports submitted electronically</b></u>  <b>162,514 96.85%</b></p>
<p><b>Regional Reviewer’s Conclusion</b></p>	<p>Check one  <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented  <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented  <input checked="" type="checkbox"/> Not sure</p>
<p><b>If “has not” or “not sure”: What remedial guidance have you given the State?</b></p>	



**STATE OF SOUTH CAROLINA  
2020 IMPAIRED DRIVING  
COUNTERMEASURES PLAN**



**Office of Highway Safety and Justice Programs**

**June 12, 2019**

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## **Acronyms Used in this Document**

AAA – American Automobile Association  
ABC – Alcoholic Beverage Control  
ACEP – American College of Emergency Physicians  
ADSAP – Alcohol and Drug Safety Action Programs  
AET – Alcohol Enforcement Teams  
AOD – Alcohol and Other Drug Abuse Authorities  
A-RIDE – Advanced Roadside Impaired Driving Enforcement  
BAC – Blood Alcohol Concentration  
BHSA – Behavioral Health Services Association  
CAST – Community Action for a Safer Tomorrow  
CMS – Case Management System  
CROs – Community Relations Officers  
CSAP – Center for Substance Abuse Prevention  
DAODAS – South Carolina Department of Alcohol and Other Drug Abuse Services  
DDACTS – Data Driven Approaches to Crime and Traffic Safety  
DECP – South Carolina Drug Evaluation and Classification Program  
DITEP – Drug Impairment Training for Educational Professionals  
DRE – Drug Recognition Expert  
DSS – South Carolina Department of Social Services  
DUAC – Driving with an Unlawful Alcohol Concentration  
DUI – Driving Under the Influence  
ECHO – Empowering Communities for Healthy Outcomes  
FAST Act – Fixing America’s Surface Transportation Act  
FFY – Federal Fiscal Year  
FHF – Families of Highway Fatalities  
FHWA – Federal Highway Administration  
FMCSA – Federal Motor Carrier Safety Administration  
GDL – Graduated Driver License  
HSIP – Highway Safety Improvement Plan  
HSP – Highway Safety Plan  
IDCTC – Impaired Driving Countermeasures Training Coordinator  
IID – Ignition Interlock Device  
ISS – Injury Surveillance System  
LEL – Law Enforcement Liaisons  
LEN – South Carolina Law Enforcement Network  
LESS – Law Enforcement Support Services  
MCMIS – Motor Carrier Management Information Systems  
NETS – Network of Employers for Traffic Safety  
NHTSA – National Highway Traffic Safety Administration  
OHSJP – Office of Highway Safety and Justice Programs  
OMVH – Office of Motor Vehicles Hearing  
OOH – Out-of-Home  
PBIS – Positive Behavior Interventions and Supports  
PCPA – Primary Care Physician Association

PIOT – Public Information, Outreach and Training  
PIRE – Pacific Institute for Research and Evaluation  
PREP – Palmetto Retailer Education Program  
RMS – Records Management System  
SALTS – Safe and Legal Traffic Stops  
SAMHSA – Substance Abuse and Mental Health Services Administration’s  
SANTA – (Sober All Night Totally Awsome) Designated Driver  
SARS – Statistical Analysis and Research Section  
SBIRT – Brief Intervention and Referral to Treatment  
SCAGO – South Carolina Attorney General’s Office  
SCCA – South Carolina Coroners’ Association  
SCCATTS – South Carolina Collision and Ticket Tracking System  
SCCJA – South Carolina Criminal Justice Academy  
SCCPC – South Carolina Commission on Prosecution Coordination  
SCDC – South Carolina Department of Corrections  
SCDHEC – South Carolina Department of Health and Environmental Control  
SCDHHS – South Carolina Department of Health and Human Services  
SCDMV – South Carolina Department of Motor Vehicles  
SCDOE – South Carolina Department of Education  
SCDOI – South Carolina Department of Insurance  
SCDOR – South Carolina Department of Revenue  
SCDOT – South Carolina Department of Transportation  
SCDPPPS – South Carolina Department of Probation, Parole and Pardon Services  
SCDPS – South Carolina Department of Public Safety  
SCHP – South Carolina Highway Patrol  
SCIDPC – South Carolina Impaired Driving Prevention Council  
SCJD – South Carolina Judicial Department  
SCLEOA – South Carolina Law Enforcement Officers’ Association  
SCMADD – South Carolina Mothers Against Drunk Driving  
SCPSCC – South Carolina Public Safety Coordinating Council  
SCRLA – South Carolina Restaurant and Lodging Association  
SCSA – South Carolina Sheriffs’ Association  
SCSCI – South Carolina School Climate Initiative  
SCSCJA – South Carolina Summary Court Judges’ Association  
SCTA – South Carolina Trucking Association  
SCUTTIES – South Carolina Uniform Traffic Ticket Information Exchange System  
SCVAN – South Carolina Victims Assistance Network  
SES – Strategic Evaluation States  
SFST – Standardized Field Sobriety Tests  
SFY – State Fiscal Year  
SHSP – Strategic Highway Safety Plan  
SIG – State Incentive Grant  
SIT – Safety Improvement Team  
SLED – South Carolina State Law Enforcement Division  
SOS – Sober or Slammer Campaign  
SOVA – State Office of Victim Assistance

SPFSIG – Strategic Prevention Framework State Incentive Grant  
STP – State Transport Police  
STRAP – State Traffic Records Assessment Program  
TRA – Traffic Records Assessment  
TRS – Traffic Records System  
TSRP – Traffic Safety Resource Prosecutor  
UDAG – Underage Drinking Action Group  
UTT – Uniform Traffic Ticket  
YRBS – South Carolina Youth Risk Behavior Survey



## **Introduction**

The South Carolina Department of Public Safety's (SCDPS) Office of Highway Safety and Justice Programs (OHSJP) is responsible for carrying out activities related to the administration of an effective highway safety program. This is accomplished by developing programs and other activities throughout South Carolina. Utilizing evidence-based performance measures and strategies, the impact goal of the OHSJP is to reduce traffic crashes, injuries, and fatalities through various programs that are spearheaded, coordinated, and/or implemented by the OHSJP. The OHSJP's Statistical Analysis and Research Section (SARS) division collects and analyzes crash data to determine the progress in meeting this goal. The OHSJP is recognized internally and externally as a division of the SCDPS that is dedicated to informing the public about highway safety issues through educational and public outreach campaigns; administering federally funded grants to address highway safety issues; serving as a custodian of statewide collision statistics; and acting as a coordinator of highway safety activities throughout the state. The ultimate mission of the OHSJP is to develop comprehensive strategies aimed at reducing the number and the severity of traffic crashes on the state's streets and highways.

The State of South Carolina has traditionally ranked as one of the top states in the nation for impaired-driving-related fatalities. For Federal Fiscal Year (FFY) 2020, the state will follow the provisions of the legislation for Fixing America's Surface Transportation Act (FAST Act), which had the Final Rule published on January 25, 2018. The FAST Act follows much of the same guidance of MAP-21 legislation; states that have an average impaired driving fatality rate per 100 million VMT of 0.60 or more are considered "high-range" states for impaired driving-related fatalities. Per a communication from the National Highway Traffic Safety Administration (NHTSA) Regional Operations and Program Delivery Office of Grants Management and Operations, NHTSA is using data from 2014-2016 to determine the range classification for Section 405 Impaired Driving Grants. According to this data, South Carolina's average VMT alcohol-impaired driving fatality rate for this time period was 0.62, which classifies the state as *high-range*.

FAST Act legislation has continued the mandate that high-range states are required to conduct a NHTSA-facilitated impaired driving assessment and convene a statewide impaired driving task force to develop an impaired driving plan for the state. For FFY 2020, South Carolina has met each of the requirements to qualify for funding as a "high-range" state for alcohol-impaired driving fatalities. South Carolina conducted a NHTSA-facilitated Impaired Driving Assessment in November 2016. The Assessment was held at the Embassy Suites by Hilton Hotel in Columbia, South Carolina, and was led by Judge Linda Chezem of Mooresville, Indiana. The recommendations from the 2016 Impaired Driving Assessment are addressed in a separate section of this document and will continue to be utilized to formulate strategies to improve impaired driving countermeasures in the State of South Carolina.

This Impaired Driving Countermeasures Plan was presented to the SC Impaired Driving Prevention Council for review and was approved at its June 12, 2019, meeting.

In addition, the State of South Carolina included significant impaired driving countermeasures strategies as part of its FFY 2020 Highway Safety Plan, also submitted to NHTSA by no later than July 1, 2019.

## Impaired Driving Statistical Overview: Collisions, Injuries, and Fatalities

The State of South Carolina has been committed to reducing the occurrence of alcohol-impaired driving and the resulting traffic crashes, injuries, and fatalities. The state has experienced significant reductions in alcohol-impaired driving traffic fatalities in recent years. The most recent preliminary Fatality Analysis Reporting System (FARS) data provided by NHTSA indicates that 313 people died on South Carolina roadways in 2017 as a result of alcohol-impaired driving collisions (see **Table 1** below). This raw number translates into a VMT alcohol-impaired driving fatality rate (traffic fatalities per 100 million vehicle miles traveled) for the state of 0.56, higher than the national rate of 0.34.

**Table 1** below, compiled by the SCDPS OHSJP from the available NHTSA-FARS datasets using final 2013 to 2016 data and preliminary 2017 data, shows that in 2013, there were 339 alcohol-impaired driving fatalities in South Carolina. This number fluctuated each year until reaching 313 in 2017. The 313 alcohol-impaired driving fatalities in 2017 represent a 4.94% decrease from the 2013-2016 average, and a 7.67% decrease from the 2013 total (339). The VMT-based projected alcohol-impaired traffic fatality rate for 2017 (0.56) represented a 12.84% decrease from the prior four-year average and a 18.84% decrease when compared to the 2013 rate (0.69). South Carolina’s alcohol-impaired population-based fatality rate followed a similar pattern as the VMT rate, with the 2017 rate (6.23 deaths per 100,000 population) representing a 8.04% decrease when compared to the 2013-2016 average and a 12.38% decrease when compared to the rate in 2013. Although alcohol-impaired driving fatalities for the year 2017 have declined when compared to 2013, the State experienced its lowest number of alcohol-impaired driving fatalities in 2015 (306). Overall traffic fatalities decreased significantly from 2016 to 2017 (see **Table 2**).

<b>Table 1. South Carolina Alcohol-Impaired Driving Fatalities</b>							
	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>% Change: 2013 vs. 2017</b>	<b>% Change: 2017 vs. prior 4-yr Avg.</b>
<b>Total Fatalities</b>	339	331	306	341	313	-7.67%	-4.94%
<b>VMT Rate*</b>	0.69	0.66	0.59	0.63	0.56	-18.84%	-12.84%
<b>Pop Rate**</b>	7.11	6.86	6.25	6.88	6.23	-12.38%	-8.04%
<b>Pct. Of Total</b>	44.20%	40.22%	31.26%	33.43%	31.68%	-12.52%	-5.60%

\*Rate per 100 million miles of travel\*\*Fatality rate per 100,000 population

Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets.

Statistical data (**Table 2** on the next page) for calendar year (CY) 2017 shows that 988 people were killed in South Carolina traffic crashes. In the period from 2013 through 2017, FARS indicates that there were approximately 4,577 motor vehicle-related deaths in South Carolina. This resulted in an average of about 915 traffic fatalities per year over the five-year period. Over this period, annual traffic fatalities fluctuated around the five-year average, starting with 767 in 2013 and ending with 988 in 2017. The 2017 count represents an 10.11% increase, when compared to the average of the prior four years (about 897 fatalities), and a 28.81% increase when compared to the count in 2013. Total deaths increased from 767 in 2013 to 823 in 2014, before rising to the 1,020 fatalities in 2016 and decreasing to 988 at the end of the five-year cycle in 2017.

Table 2. South Carolina Basic Data							
	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 2017 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	767	823	979	1,020	988	28.81%	10.11%
<b>VMT*</b>	48,987	49,950	51,723	54,404	55,496	13.29%	8.25%
<b>VMT Rate**</b>	1.57	1.65	1.89	1.87	1.78	13.38%	2.01%
<b>Population</b>	4,765,862	4,824,758	4,892,423	4,959,822	5,024,369	5.42%	3.37%
<b>Pop Rate***</b>	16.09	17.06	20.01	20.57	19.66	22.19%	6.66%

\*Vehicle Miles of Travel (billions) \*\*Rate per 100 million miles of travel \*\*\*Fatality rate per 100,000 population

Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets.

**Table 3** below indicates that nationwide, alcohol-impaired traffic deaths increased by 5.31% in 2017 compared to an average of the four prior years, while VMT-based and population-based fatality rates rose by 0.74% and 3.49%, respectively. Nationally, the VMT-based fatality rate and percent of total death rates slightly increased and slightly decreased, respectively, but declined within the state.

Over the entire five-year period, 2013-2017, the average alcohol-impaired driving VMT rate in South Carolina (0.63 traffic deaths per 100 million VMT, see **Table 1** on page 4) was much higher than the rate for the nation (0.34). Over the entire five-year period, the average alcohol-impaired driving population-based fatality rate in South Carolina (6.67 deaths per 100,000 residents, see **Table 1** on page 4) was much higher than the average for the nation (3.25 deaths per 100,000 residents, see **Table 3** below).

The impaired-driving fatality percentage of total deaths is a key index of the problem of alcohol-impaired driving fatalities. **Table 1** indicates that South Carolina's proportion of impaired-driving deaths declined significantly in 2017 when compared to both the prior four-year average and the 2013 proportion. In South Carolina, this proportion decreased by 5.60% in 2017 (31.68%) when compared to the average of the previous four years (37.28%) and by 12.52% in 2017 when compared to the 2013 proportion (44.20%).

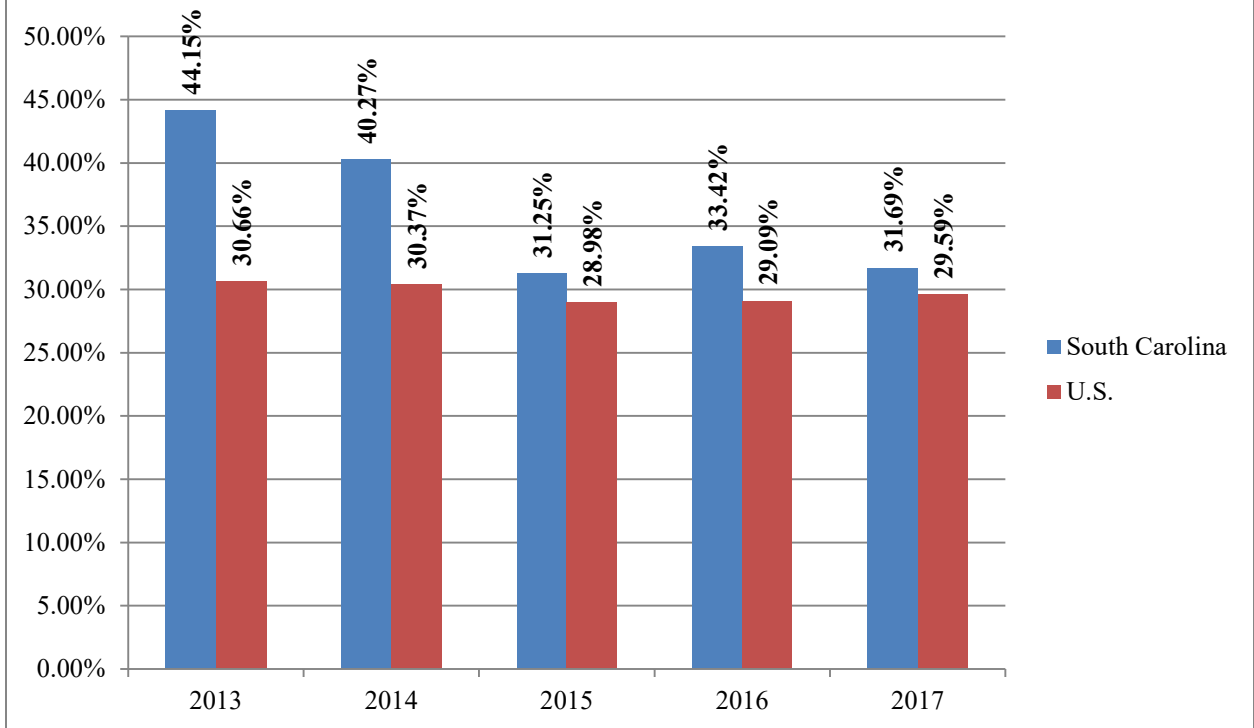
Table 3. Nationwide Alcohol-Impaired Driving Fatalities							
	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 2017 vs. prior 4-yr Avg.
<b>Total Fatalities</b>	10,084	9,943	10,280	10,996	10,874	7.83%	5.31%
<b>VMT Rate*</b>	0.34	0.33	0.33	0.35	0.34	0.00%	0.74%
<b>Pop Rate**</b>	3.19	3.12	3.20	3.40	3.34	4.70%	3.49%
<b>Pct. Of Total</b>	30.66%	30.37%	28.98%	29.09%	29.59%	-1.07%	-0.19%

\*Rate per 100 million miles of travel \*\* Rate per 100,000 population

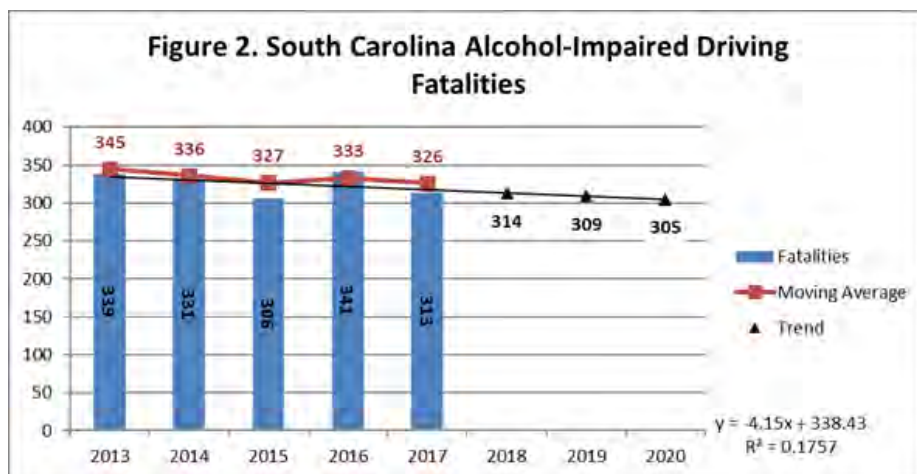
Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets and reports.

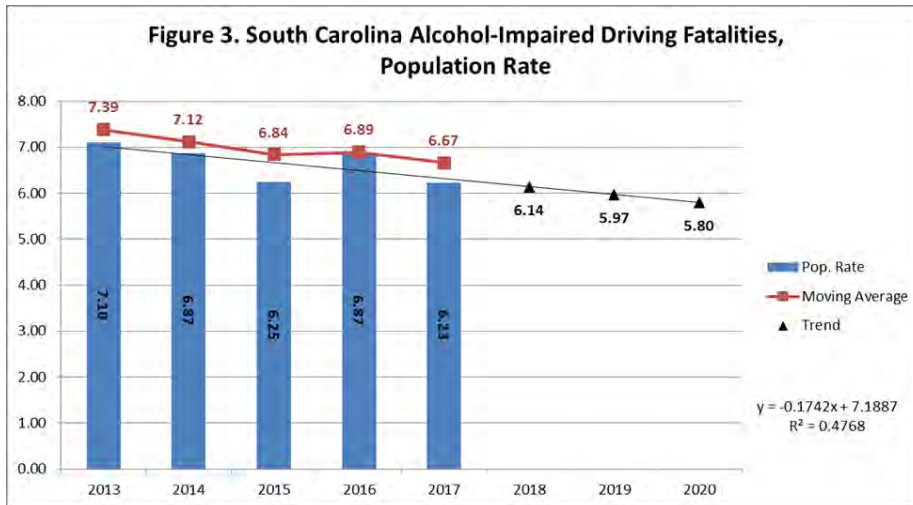
As shown in **Figure 1** on the next page, the percentage of fatalities in South Carolina that involved alcohol-impaired driving was consistently above that of the nation from 2013 to 2017. However, in 2017, 31.69% of all fatalities in South Carolina were alcohol-impaired driving fatalities, which is not too far from the nationwide percentage of 29.59%.

**Figure 1. Alcohol Impaired Driving Fatalities as Percent of Total Fatalities**



**Figure 2** and **Figure 3** are based on NHTSA FARS data and display graphically the downward trends in South Carolina in terms of four key indices of alcohol-impaired data – alcohol-impaired driving fatalities, VMT-based fatality rate, population-based alcohol-impaired driving fatality rate, and percent of total fatalities. Though the state has much work to do to improve the problem of alcohol-impaired driving, the trends displayed in these figures are encouraging.





### Alcohol-Impaired Driving Fatalities: Counties

**Table 4** shows the alcohol-impaired driving fatalities by county for South Carolina. According to data compiled from the OHSJP SARS and FARS, in South Carolina, from 2013 to 2017, the five counties with the most alcohol-impaired driving fatalities were Greenville (128); Horry (110); Richland (102); Lexington (99); and Charleston (96). Of these five counties, the following four showed decreases in the number of 2017 deaths when compared to the respective prior four-year average: Richland (-28.03%), Horry (-23.56%), Greenville (-23.44%), and Charleston (-5.91%), while Lexington experienced a significant increase (7.28%). Throughout the five-year period 2013-2017, the counties with the highest percentages of alcohol-impaired driving fatalities as compared to the total traffic fatalities were Lee (53.57%); Lexington (47.14%); Barnwell (46.43%); Fairfield (45.65%); and Greenwood (43.48%).

<b>Alcohol-Impaired Driving (A-I) Fatalities*</b>									
<b>County</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total A-I Fatalities</b>	<b>Total Fatalities</b>	<b>% A-I</b>	<b>% Change: 2017 vs. prior 4-yr Avg.</b>
Abbeville	3	2	2	1	0	9	31	29.03%	-81.18%
Aiken	14	9	10	13	8	54	150	36.00%	-30.70%
Allendale	2	1	0	0	1	4	17	23.53%	53.85%
Anderson	13	19	8	14	20	74	211	35.07%	47.68%
Bamberg	1	2	2	1	0	5	21	23.81%	-91.84%
Barnwell	0	1	4	3	4	13	28	46.43%	107.1%
Beaufort	7	10	3	10	8	38	109	34.86%	9.46%
Berkeley	13	14	10	12	11	60	171	35.09%	-6.56%
Calhoun	2	4	2	2	2	13	46	28.26%	-41.82%
Charleston	19	24	15	21	18	96	278	34.53%	-5.91%
Cherokee	3	6	4	1	7	21	66	31.82%	114.7%
Chester	6	3	3	8	7	27	69	39.13%	37.93%
Chesterfield	4	2	9	3	4	21	52	40.38%	-16.38%
Clarendon	5	3	6	6	5	24	78	30.77%	-6.25%
Colleton	3	7	10	8	6	33	93	35.48%	-17.65%
Darlington	10	3	10	9	4	35	95	36.84%	-45.45%
Dillon	2	6	2	5	2	17	48	35.42%	-58.71%
Dorchester	8	5	11	8	7	40	112	35.71%	-14.37%
Edgefield	0	2	0	1	0	3	12	25.00%	-100.0%
Fairfield	5	7	0	5	3	21	46	45.65%	-29.14%
Florence	9	11	10	11	15	56	153	36.60%	53.23%
Georgetown	5	4	4	0	3	16	58	27.59%	-14.50%
Greenville	35	22	24	26	21	128	365	35.07%	-23.44%
Greenwood	2	4	6	3	5	20	46	43.48%	36.91%
Hampton	2	2	2	0	0	6	20	30.00%	-86.44%
Horry	23	27	23	19	18	110	331	33.23%	-23.56%
Jasper	3	2	3	6	3	17	74	22.97%	-6.57%
Kershaw	12	5	5	8	6	36	85	42.35%	-26.80%
Lancaster	2	5	4	5	4	20	68	29.41%	4.35%
Laurens	6	6	5	8	11	37	107	34.58%	79.37%
Lee	3	1	6	3	3	15	28	53.57%	5.08%
Lexington	21	16	22	20	21	99	210	47.14%	7.28%
McCormick	0	4	0	2	0	6	16	37.50%	-85.19%
Marion	3	3	4	3	1	13	45	28.89%	-74.19%
Marlboro	1	4	1	1	1	9	43	20.93%	-36.00%
Newberry	3	2	1	3	3	13	31	41.94%	34.74%
Oconee	1	4	4	4	7	19	58	32.76%	113.1%
Orangeburg	18	10	9	11	11	58	151	38.41%	-9.24%
Pickens	5	8	7	3	8	31	82	37.80%	42.22%
Richland	28	18	16	24	16	102	270	37.78%	-28.03%
Saluda	1	3	0	1	1	5	19	26.32%	2.33%
Spartanburg	11	19	24	17	14	83	252	32.94%	-21.38%
Sumter	10	12	4	10	6	41	101	40.59%	-33.71%
Union	0	1	4	1	2	8	27	29.63%	6.67%
Williamsburg	7	3	2	11	4	28	67	41.79%	-27.90%
York	11	8	7	11	13	50	130	38.46%	43.78%
<b>Totals</b>	<b>339</b>	<b>331</b>	<b>306</b>	<b>341</b>	<b>313</b>	<b>1630</b>	<b>4577</b>	<b>35.61%</b>	<b>-4.94%</b>

Different county pictures emerge when looking at population-based alcohol-impaired traffic fatality rates in South Carolina. The population-based traffic fatality rates by county are shown in **Table 5** on page 9, with highlighting indicating counties with the highest rates in 2017 (Chester [21.67]; Barnwell [18.74]; Lee [17.29]; Laurens [16.46]; and Colleton [15.95]). These counties

are much smaller in population than the average South Carolina county, and it should be noted that the counties' population-based fatality rates can vary drastically from year to year as the chart below and on the next page shows. Thus, counties with the highest rates in 2017 may have had a much smaller rate in prior years. As a result, using this data to frame and inform strategies should be considered with caution.

<b>Table 5. Alcohol-Impaired Driving Fatalities by County: Rate per 100,000 Population</b>					
	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Abbeville	12.05	8.06	8.06	4.05	0.00
Aiken	8.55	5.48	6.04	7.79	4.76
Allendale	20.35	10.31	0.00	0.00	11.11
Anderson	6.83	9.90	4.13	7.14	10.06
Bamberg	6.49	13.18	13.60	6.88	0.00
Barnwell	0.00	4.54	18.37	13.89	18.74
Beaufort	4.09	5.71	1.67	5.45	4.28
Berkeley	6.72	7.08	4.94	5.66	5.05
Calhoun	13.34	26.95	13.55	13.56	13.60
Charleston	5.11	6.32	3.85	5.30	4.48
Cherokee	5.35	10.65	7.08	1.76	12.26
Chester	18.34	9.25	9.26	24.78	21.67
Chesterfield	8.67	4.33	19.49	6.50	8.71
Clarendon	14.58	8.77	17.65	17.52	14.68
Colleton	7.96	18.64	26.69	21.28	15.95
Darlington	14.73	4.43	14.80	13.36	5.95
Dillon	6.37	19.17	6.41	16.22	6.52
Dorchester	5.48	3.35	7.17	5.21	4.47
Edgefield	0.00	7.50	0.00	3.76	0.00
Fairfield	21.55	30.40	0.00	22.09	13.27
Florence	6.51	7.93	7.21	7.95	10.83
Georgetown	8.29	6.59	6.52	0.00	4.87
Greenville	7.39	4.57	4.89	5.21	4.14
Greenwood	2.86	5.74	8.58	4.28	7.11
Hampton	9.81	9.79	9.98	0.00	0.00
Horry	7.96	9.06	7.44	5.91	5.40
Jasper	11.35	7.47	10.87	21.37	10.54
Kershaw	19.18	7.92	7.86	12.45	9.23
Lancaster	2.48	6.00	4.64	5.56	4.32
Laurens	9.06	9.02	7.53	12.02	16.46
Lee	16.32	5.45	33.69	17.04	17.29
Lexington	7.68	5.77	7.81	6.98	7.23
McCormick	0.00	40.76	0.00	20.90	0.00
Marion	9.35	9.39	12.60	9.45	3.20
Marlboro	3.56	14.27	3.63	3.70	3.73
Newberry	8.00	5.30	2.64	7.89	7.79
Oconee	1.33	5.32	5.28	5.24	9.06
Orangeburg	19.86	11.11	10.10	12.45	12.57
Pickens	4.20	6.65	5.77	2.44	6.48
Richland	7.05	4.49	3.94	5.87	3.89
Saluda	4.98	14.93	0.00	4.93	4.89
Spartanburg	3.78	6.48	8.09	5.65	4.56
Sumter	9.28	11.14	3.73	9.32	5.62
Union	0.00	3.58	14.42	3.61	7.26
Williamsburg	21.16	9.16	6.16	34.54	12.85
York	4.61	3.27	2.79	4.26	4.88
<b>County Average</b>	<b>8.54</b>	<b>9.68</b>	<b>8.24</b>	<b>9.37</b>	<b>7.82</b>

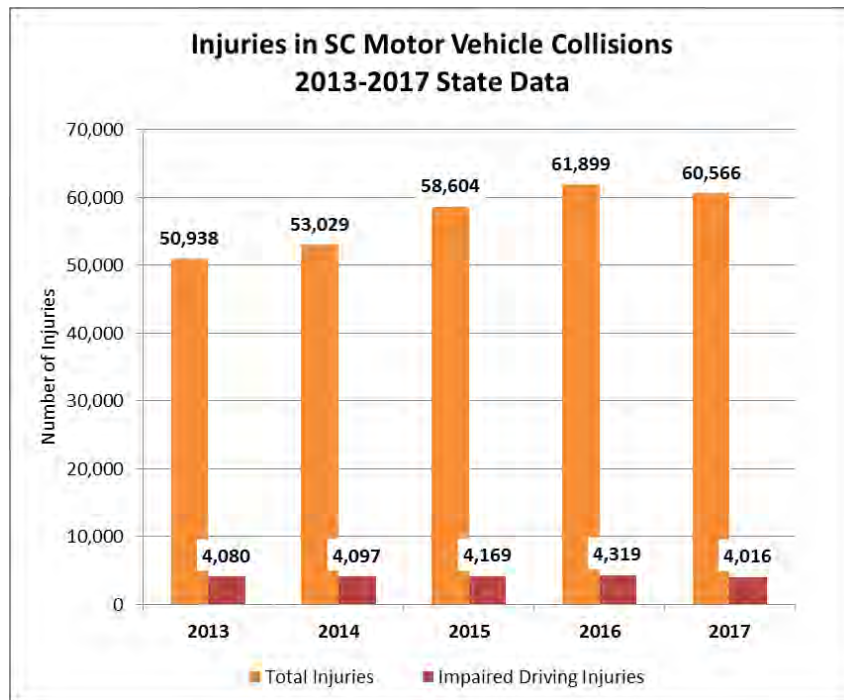
*Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets*



**Traffic Injuries**

According to state data, from 2013 to 2017, a total of 285,026 people were injured in motor-vehicle collisions in South Carolina. Of the 285,026 injuries, 20,681 or 7.26%, were impaired driving-related (State data cannot separate alcohol- and drug-impaired driving). **Figure S-5** displays graphically how total injuries compare to impaired driving-related injuries in the state from 2013 to 2017.

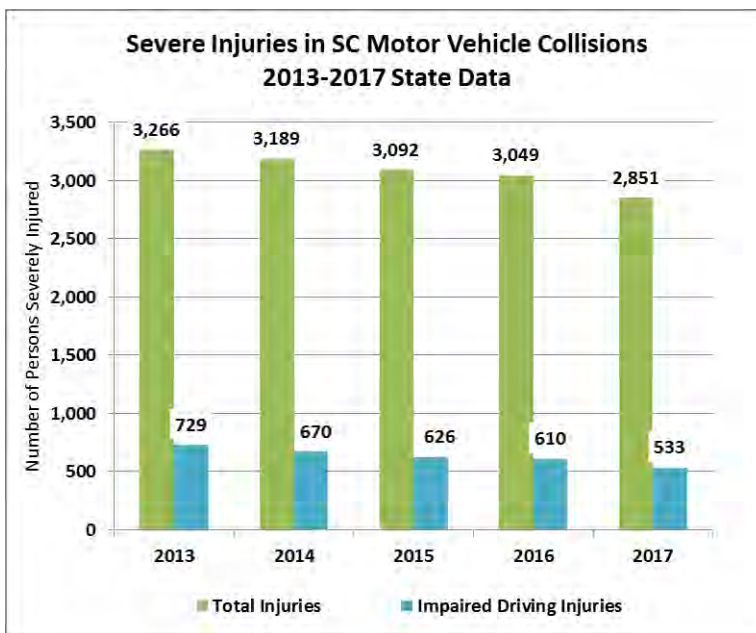
<b>Figure S-5. Injuries in SC Motor Vehicle Collisions State Data 2013-2017</b>		
<b>Year</b>	<b>Total Injuries</b>	<b>Impaired Driving Injuries</b>
2013	50,938	4,080
2014	53,029	4,097
2015	58,604	4,169
2016	61,899	4,319
2017	60,566	4,016





**Figure 5** below compares total severe traffic-related injuries in SC from 2013 to 2017 to those severe injuries that were the result of impaired-driving collisions. From 2013 to 2017, SC experienced a total of 15,447 severe traffic-related injuries. Of these 15,447 severe-injuries, 3,168, or 20.5%, were impaired-driving-related. The state experienced a decrease (-26.9%) in 2017 in impaired-driving-related severe injuries (533), as compared to the number of impaired-driving-related severe injuries in 2013 (729). The state also experienced a decrease (-19.1%) in 2017 as compared to the average of the four-year period 2013-2016 (658.75 severe injuries).

**Figure 5:**

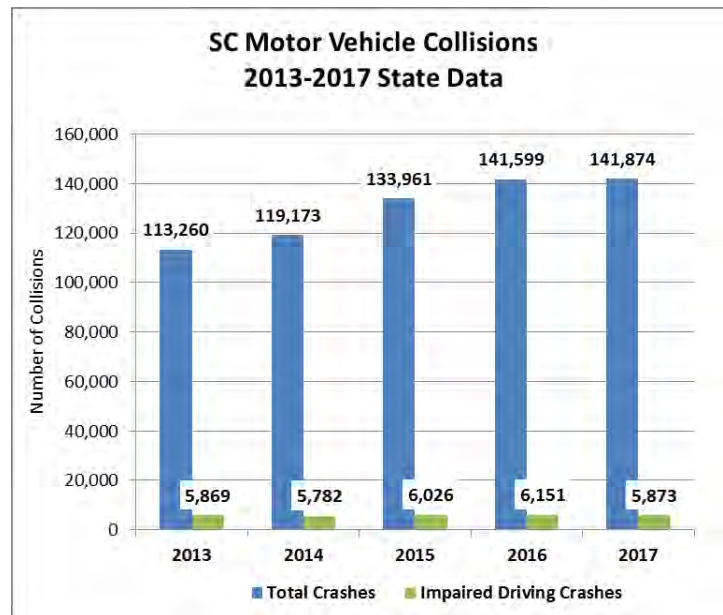


## Traffic Crashes

### **Impaired-Driving Collisions**

According to state data, over the five-year period 2013-2017, South Carolina experienced 29,701 impaired-driving collisions. During the same period, there was slight increase in the number of impaired-driving collisions, from 5,869 in 2013 to 5,873 in 2017 (see **Figure 6**). The 2017 figure of 5,873 impaired-driving-related crashes was 1.4% lower than the average number of impaired-driving-related crashes for the years 2013-2016 (5,957).

Figure 6:



### Drivers Involved in Impaired-Driving-related Collisions

Drivers in the 20-24 year old age group made up the largest age group represented among all drivers (29,821) that contributed to an impaired-driving crash from 2013-2017, totaling 4,988 drivers. Of the 4,988 drivers, 236, or 4.7%, were involved in a fatal impaired-driving collision. The second highest age group of drivers that contributed to an impaired-driving crash was aged 25-29 (4,838 drivers). Of the 4,838 drivers, 243, or 5.0%, were involved in a fatal impaired-driving-related crash. This age group was followed by drivers aged 30-34, totaling 4,007 drivers that contributed to an impaired-driving crash and 186, or 4.6%, of whom were involved in a fatal impaired-driving-related collision (see **Tables S-1** and **S-2**). During the period 2013-2017, 81.4% of the drivers that contributed to an impaired-driving crash were male, 18.5% were female, and 0.1% were gender unknown (**Table S-3**). In regards to ethnicity, Caucasians were the leading group of drivers that contributed to an impaired-driving crash, constituting 63.4% of the total drivers (**Table S-4**). African Americans were the next highest group, with 32.0%, followed by Hispanic drivers, who accounted for 3.4% of the total drivers that contributed to an impaired-driving crash (0.67% and 0.07% represent other and unknown ethnicities, respectively).

<b>Table S-1. Impaired Driving Crashes by 'Contributed To' Driver Age Group, State Data 2013-2017</b>						
<b>Age Group</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Under 15	4	1	0	1	1	7
15-19	279	265	245	235	246	1,270
20-24	1,065	982	1,021	990	930	4,988
25-29	940	924	982	1,036	956	4,838
30-34	763	783	837	805	819	4,007
35-39	616	571	643	664	643	3,137
40-44	557	570	528	549	539	2,743
45-49	500	478	484	509	482	2,453
50-54	454	471	486	485	441	2,337
55-59	333	341	377	422	375	1,848
60-64	176	189	232	228	216	1,041
65-69	104	99	101	137	118	559
70+	81	90	75	77	81	404
Unknown	37	40	38	38	36	189
<b>Total</b>	<b>5,909</b>	<b>5,804</b>	<b>6,049</b>	<b>6,176</b>	<b>5,883</b>	<b>29,821</b>

<b>Table S-2. Impaired Driving Fatal Crashes by 'Contributed To' Driver Age Group, State Data 2013-2017</b>						
<b>Age Group</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Under 15	0	0	0	0	1	1
15-19	16	21	14	17	11	79
20-24	47	44	50	43	52	236
25-29	38	52	45	60	48	243
30-34	33	35	28	37	53	186
35-39	25	28	28	32	39	152
40-44	36	26	24	24	29	139
45-49	25	16	29	31	33	134
50-54	22	18	20	26	25	111
55-59	17	16	18	16	15	82
60-64	3	12	13	16	13	57
65-69	7	5	3	10	13	38
70+	3	7	6	5	9	30
Unknown	1	0	0	0	0	1
<b>Total</b>	<b>273</b>	<b>280</b>	<b>278</b>	<b>317</b>	<b>341</b>	<b>1,489</b>

<b>Table S-3. Impaired Driving Fatal Crashes by 'Contributed To' Driver Gender, State Data 2013-2017</b>						
<b>Gender</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Female	43	58	49	61	65	276
Male	229	222	229	256	276	1,212
Unknown	1	0	0	0	0	1
<b>Total</b>	<b>273</b>	<b>280</b>	<b>278</b>	<b>317</b>	<b>341</b>	<b>1,489</b>

<b>Table S-4. Impaired Driving Fatal Crashes by 'Contributed To' Driver Ethnicity, State Data 2013-2017</b>						
<b>Ethnicity</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Caucasian	174	176	186	198	217	951
African American	90	90	85	108	104	477
Hispanic	7	13	4	8	18	50
Other	1	1	3	3	2	10
Unknown	1	0	0	0	0	1
<b>Total</b>	<b>273</b>	<b>280</b>	<b>278</b>	<b>317</b>	<b>341</b>	<b>1,489</b>

### Alcohol-Impaired Driving Fatalities: BAC Percentages

As shown in **Table 6** below, from 2013 through 2017, the percentage of fatalities in South Carolina in which the highest BAC in the crash was 0.08 or above was 35.3%, and only about 6% of the known BAC test results were in the 0.01 to 0.07 range. Additional analysis show 23.9% of these fatal crashes had a driver with double the legal limit of alcohol or more in their system at the time of the crash.

<b>Table 6. Fatalities by Highest BAC in Crash</b>	
<b>Highest BAC</b>	<b>Number of Fatal Collisions</b>
<b>0.00</b>	2,491
<b>0.01-0.07</b>	254
<b>0.08-0.14</b>	484
<b>0.15-0.21</b>	573
<b>0.22-0.28</b>	323
<b>0.29-0.35</b>	100
<b>0.36+</b>	21
<b>Total**</b>	<b>4,247</b>

*\*\*Pieces may not sum to total due to rounding from imputation method.*

*Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets.*

## Alcohol-Impaired Fatal Crashes: Month, Day, and Time

As shown in **Table 7** below, the three months with the greatest number of alcohol-impairment-related fatal crashes in South Carolina during the 2013-2017 period were October (146 crashes, 9.73% of total), July (138 crashes, 9.17% of the total), and August (133 crashes, or 8.83% of the total). Nationwide, the three months with the greatest percentage of such crashes were August (9.53%), July (9.25%), and then May (8.95%).

During the timeframe 2013-2017, alcohol-impairment-related fatal crashes were much more common on the weekends and Fridays than on other days of the week for South Carolina and the US as a whole. In South Carolina, the most alcohol-impairment-related fatal crashes occurred on Saturdays (389 crashes, 25.88% of total), followed by Sundays (319, 21.24%), and then Fridays (207, 13.81%). The same pattern was observed for the nation. Nationally, 22.90% of alcohol-impairment-related fatal crashes occurred on Saturdays, 21.48% on Sundays, and 14.90% on Fridays.

During the five years 2013-2017, alcohol-impairment-related fatal crashes were much more common after 6 p.m. and before 3 a.m. for South Carolina and the US as a whole. In South Carolina, the most alcohol-impairment-related fatal crashes occurred between midnight and 3 a.m. (339 crashes, 22.57%), followed by 9 p.m. to midnight (337, 22.45%), and then 6 p.m. to 9 p.m. (280, 18.67%). Nationwide the pattern was similar, as 23.24% of alcohol-impairment-related fatal crashes occurred between midnight and 3 a.m., 21.22% between 9 p.m. and midnight, and 17.81% between 6 p.m. and 9 p.m. It should be noted that, when adding the 3 a.m. to 6 a.m. (201, 13.41%) and 3 p.m. to 6 p.m. (173, 11.51%) timeframes to the equation, 88.67% of South Carolina's alcohol-impairment-related fatal crashes occurred between the hours of 3 p.m. and 6 a.m.

	South Carolina N= 1,502		U.S. N= 47,389	
	N	%	N	%
<b>MONTH</b>				
January	116	7.74%	3,329	7.02%
February	114	7.57%	3,136	6.62%
March	126	8.40%	3,737	7.89%
April	114	7.56%	3,768	7.95%
May	130	8.65%	4,239	8.95%
June	126	8.39%	4,114	8.68%
July	138	9.17%	4,384	9.25%
August	133	8.83%	4,514	9.53%
September	132	8.77%	4,133	8.72%
October	146	9.73%	4,308	9.09%
November	110	7.32%	3,987	8.41%
December	118	7.87%	3,738	7.89%
<b>DAY OF WEEK</b>				
Sunday	319	21.24%	10,178	21.48%
Monday	153	10.18%	4,789	10.10%
Tuesday	134	8.89%	4,433	9.36%
Wednesday	145	9.63%	4,718	9.96%
Thursday	156	10.38%	5,354	11.30%
Friday	207	13.81%	7,063	14.90%

<b>Table 7. Alcohol-Impairment Related Fatal Crashes* by Month, Day of Week, and Time of Day: Totals 2013-2017</b>				
	<b>South Carolina N= 1,502</b>		<b>U.S. N= 47,389</b>	
	<b>N</b>	<b>%</b>	<b>N</b>	<b>%</b>
<b>Saturday</b>	389	25.88%	10,854	22.90%
<b>TIME OF DAY</b>				
<b>0:00am-2:59am</b>	339	22.57%	11,011	23.24%
<b>3:00am-5:59am</b>	201	13.41%	5,993	12.65%
<b>6:00am-8:59am</b>	67	4.48%	2,214	4.67%
<b>9:00am-11:59am</b>	35	2.30%	1,452	3.06%
<b>12:00pm-2:59pm</b>	68	4.51%	2,454	5.18%
<b>3:00pm-5:59pm</b>	173	11.51%	5,213	11.00%
<b>6:00pm-8:59pm</b>	280	18.67%	8,439	17.81%
<b>9:00pm-11:59pm</b>	337	22.45%	10,056	21.22%
<b>Unknown Hours</b>	2	0.11%	556	1.17%

*\*Based on fatal crashes in which any crash participant had a BAC of 0.08 or above. Total fatal crashes may differ slightly depending on grouping (month, day, time) due to imputation method.*

*Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets.*

### **Alcohol-Impaired Fatalities: Route Category**

As shown in **Table 8** below, during 2013-2017, over half (62.86%) of impaired driving-related fatalities in SC occurred on state highways, followed by U.S. highways (21.41%), interstates (8.6%), and county roads (6.99%). Local streets (townships, frontage roads, and municipalities) routes had the least number of impaired driving-related fatalities with 0.09%, 0.06%, and 0.00% of the total number of fatalities.

<b>Table 8. Alcohol-Impaired Driving Fatalities by Route Category: Totals 2013-2017</b>		
<b>Route Category</b>	<b>Number of Fatalities</b>	<b>Percentage of Total</b>
<b>Interstate</b>	140	8.60%
<b>U.S. Highway</b>	349	21.41%
<b>State Highway</b>	1,025	62.86%
<b>County Road</b>	114	6.99%
<b>Local Street - Township</b>	1	0.09%
<b>Local Street - Municipality</b>	0	0.00%
<b>Local Street - Frontage Road</b>	1	0.06%
<b>Total</b>	<b>1,630</b>	<b>100.0%</b>

*\*Based on fatal crashes in which any driver had a BAC of 0.08 or above. Total fatalities may differ slightly depending on grouping (month, day, time) due to imputation method.*

*Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets.*

## **Alcohol-Impaired Fatal and Severe-Injury Collisions**

OHSJP SARS also reviewed the counties with the highest reported frequencies of fatal and severe-injury Driving Under the Influence (DUI)-related collisions in South Carolina from 2013 to 2017. Combining DUI-related “fatal and severe-injury” data is another way that the OHSJP analyzed the impaired-driving problem in the state. During the five-year time frame 2013-2017, the counties identified as experiencing the most DUI-related fatal and severe-injury collisions were Greenville (399), Horry (266), Lexington (224), Richland (224), Anderson (217), Spartanburg (207), Charleston (173), Berkeley (165), York (139), Aiken (119), Laurens (107), Florence (105), Orangeburg (104), Beaufort (94), Lancaster (87), Dorchester (85), Pickens (79), Sumter (73), Darlington (72), and Kershaw (67) (see **Table 9** below). The five priority counties (Greenville, Horry, Lexington, Richland, and Anderson) identified in **Table 4** are all among the highlighted counties in **Table 9** below:

**Table 9. All Fatal and Severe Injury Alcohol and/or Drug Collisions,  
State Data 2013-2017**

<b>County</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2013-2017</b>	<b>% DUI 2013-2017</b>
<b>Greenville</b>	89	81	70	88	71	399	27.90%
<b>Horry</b>	60	59	55	40	52	266	17.94%
<b>Lexington</b>	37	42	44	52	49	224	30.39%
<b>Richland</b>	59	46	41	47	31	224	23.21%
<b>Anderson</b>	50	35	42	36	54	217	26.63%
<b>Spartanburg</b>	41	40	48	50	28	207	22.00%
<b>Charleston</b>	33	39	24	31	46	173	11.89%
<b>Berkeley</b>	46	35	28	27	29	165	23.61%
<b>York</b>	31	25	28	29	26	139	21.48%
<b>Aiken</b>	22	26	24	27	20	119	25.59%
<b>Laurens</b>	24	24	22	17	20	107	33.54%
<b>Florence</b>	24	28	14	19	20	105	24.59%
<b>Orangeburg</b>	31	19	21	18	15	104	24.59%
<b>Beaufort</b>	16	19	18	17	24	94	19.75%
<b>Lancaster</b>	15	18	18	20	16	87	23.20%
<b>Dorchester</b>	17	14	19	16	19	85	22.61%
<b>Pickens</b>	19	21	12	14	13	79	23.65%
<b>Sumter</b>	17	17	10	16	13	73	23.70%
<b>Darlington</b>	13	13	17	17	12	72	27.17%
<b>Kershaw</b>	20	6	8	17	16	67	31.02%
Cherokee	6	14	15	15	16	66	26.09%
Oconee	8	14	16	8	17	63	26.92%
Georgetown	15	17	13	5	10	60	20.69%
Greenwood	10	14	16	9	11	60	24.79%
Colleton	9	6	19	11	12	57	20.88%
Chesterfield	13	5	13	12	10	53	26.90%
Williamsburg	14	6	12	6	7	45	22.50%
Newberry	11	10	9	10	4	44	26.99%
Chester	7	8	7	10	10	42	23.20%
Clarendon	6	5	10	9	9	39	26.71%
Jasper	8	5	9	12	5	39	17.26%
Abbeville	10	4	5	4	13	36	37.11%
Fairfield	5	9	3	7	5	29	22.83%
Lee	5	6	7	5	4	27	38.57%
Saluda	8	3	2	5	4	22	29.73%
Union	2	4	6	6	4	22	23.16%
Barnwell	3	4	7	4	3	21	19.63%
Dillon	5	6	2	2	6	21	18.26%
Marion	5	4	3	2	4	18	17.14%
Edgefield	1	4	4	5	3	17	23.29%
Calhoun	5	5	0	2	2	14	17.07%
Bamberg	2	4	2	3	1	12	16.90%
Hampton	1	5	3	1	2	12	12.00%
McCormick	1	4	2	2	1	10	28.57%
Marlboro	3	2	3	2	0	10	10.31%
Allendale	2	0	1	1	2	6	12.50%
<b>Total</b>	<b>829</b>	<b>775</b>	<b>752</b>	<b>756</b>	<b>739</b>	<b>3,851</b>	<b>22.85%</b>



## **I. Program Management and Strategic Planning**

The management of the Highway Safety Program in South Carolina is based on strong leadership, sound policy development, program management, strategic planning, and an effective communications program. Since the issue of impaired driving is such a challenge in the state, specific attention is directed to this area of major concern. The state utilizes evidence-based practices in its problem-identification methods to determine where and when to place its resources in order to impact the state's traffic safety problems, with a priority given to impaired driving issues. The state's plan for impacting impaired driving is data-driven and focused on geographic areas that are most at-risk for impaired driving problems. The staff of OHSJP carefully manages and monitors campaign initiatives and subgrantee projects, including impaired driving countermeasures projects.

### **• Task Forces or Commissions**

**SC Impaired Driving Prevention Council** - The State of South Carolina has an impaired driving task force known as the South Carolina Impaired Driving Prevention Council (SCIDPC), which was formed in August 2004 based on a recommendation submitted by an Impaired Driving Assessment conducted in the state in 2002 by a team of NHTSA experts led by Judge Mike Witte of the State of Indiana. The SCIDPC is a multi-agency, multi-disciplinary task force, made up of representatives from law enforcement, the criminal justice system (prosecution, adjudication and probation), driver licensing, treatment and rehabilitation, ignition interlock program, data and traffic records, public health, and communication, which has sought to utilize a variety of approaches in attacking the DUI problem in the state.

The SCIDPC is composed of representatives from the following agencies (please note primary agency function(s) indicated by each listed agency):

SCDPS – law enforcement, communication, data/traffic records

OHSJP/ SCDPS– administration, data/traffic records

SC Department of Transportation (SCDOT) – data/traffic records

SC Department of Motor Vehicles (SCDMV) – driver licensing, data/traffic records, ignition interlock device program

SC Department of Corrections (SCDC) – criminal justice

SC Department of Alcohol and Other Drug Abuse Services (SCDAODAS) – treatment/rehabilitation/prevention, data

SC Legislature – administration, legislation

SC Department of Insurance (SCDOI) – data

SC Commission on Prosecution Coordination (SCCPC) – prosecution

SC Solicitors Association (SCSoA) – prosecution

SC Department of Probation, Parole and Pardon Services (SCDPPPS) – criminal justice, ignition interlock device program

SC Criminal Justice Academy (SCCJA) – law enforcement training

SC State Law Enforcement Division (SLED) – law enforcement

SC Department of Education (SCDOE) – education

SC Judicial Department (SCJD) – criminal justice, adjudication

SC Attorney General’s Office (SCAGO) – criminal justice  
SC Sheriffs’ Association (SCSA) – law enforcement  
SC Law Enforcement Officers’ Association (SCLEOA) – law enforcement  
SC Summary Court Judges’ Association (SCSCJA) – criminal justice, adjudication  
SC Coroners’ Association (SCCA) – public health, criminal justice  
SC Trucking Association (SCTA) – administration, advisory  
Behavioral Health Services Association (BHSA) – public health, treatment/rehabilitation  
SC Victims Assistance Network (SCVAN) – advocacy, victim services  
SC Mothers Against Drunk Driving (SCMADD) – advocacy, victim services  
Families of Highway Fatalities (FHF) – advocacy, victim services  
State Office of Victim Assistance (SOVA) – advocacy, victim assistance  
American College of Emergency Physicians (ACEP) – public health  
Primary Care Physician Association (PCPA) – public health  
American Automobile Association (AAA) – administration, data, advocacy  
Safety Council of South Carolina (SC Chapter of National Safety Council) – advocacy, data  
SC Restaurant and Lodging Association (SCRLA) – administration, business/industry  
Federal Highway Administration (FHWA) – advisory  
National Highway Traffic Safety Administration (NHTSA) – advisory  
Federal Motor Carrier Safety Administration (FMCSA) – advisory

Each member agency/organization brings different perspectives and experiences to the task force.

The essential purpose of the SCIDPC is to provide leadership and guidance for citizens seeking to reduce the number of DUI-related collisions, injuries, and fatalities in the state. **Attachment 1** contains a list of current SCIDPC members, and **Attachment 2** contains the SCIDPC’s charter. The SCIDPC was instrumental in getting the state’s DUI law strengthened in 2009 and provided on-going support for the legislation that makes the Ignition Interlock Device (IID) mandatory for offenders with a BAC concentration of 0.15 or above convicted of a first-offense DUI in South Carolina. South Carolina’s previous Governor, Nikki R. Haley, signed the bill on April 14, 2014. The amended IID law is referred to as “Emma’s Law”, and it took effect on October 1, 2014. The SCIDPC continues to make progress in addressing impaired driving issues in South Carolina. The SCIDPC actively advocated for the DUI video legislation to be amended, so as not to allow the offender stepping out of the video briefly to be the sole reason for dismissal of a case. The SCIDPC is still working to address the legislation which limits law enforcement to one Blood Alcohol Content (BAC) test at the time of a DUI arrest, advocating against the legalization of the Medical Marijuana Program Act, and supporting Alli’s Law: Responsible Alcoholic Beverage Server Training Act. Alli’s Law would mandate alcohol server training beyond the current requirement, which specifies mandated training after a serving violation.

The OHSJP will continue to work to ensure that the SCIDPC and its membership remain viable. The SCIDPC and the OHSJP will also continue to diligently work together to ensure that impaired driving countermeasures remain a top priority for the State of South Carolina. The SCIDPC continues to assist in the drafting and review of the Impaired Driving Countermeasures Plan and convened on June 12, 2019, to review and approve the state’s FFY 2020 Impaired Driving Countermeasures Plan.

**Underage Drinking Action Group** - In addition to participating in the efforts of the SCIDPC, DAODAS is responsible for the administration of the state's Underage Drinking Action Group (UDAG). UDAG is dedicated to the reduction of underage drinking in the state and is composed of a multi-disciplinary team of stakeholders. Participants hail from the following agencies and groups: the SCDPS, DAODAS, the SC Department of Social Services (DSS), the SC DOT, MADD SC, the University of South Carolina, Clemson University, Pacific Institute for Research and Evaluation, SCDOE, the College of Charleston, SLED, and the SC Petroleum Marketers. The UDAG has launched a successful campaign to ensure that parents in the state are aware of the liabilities associated with social hosting and the legal implications of providing alcohol to minors in any context. The campaign, which has utilized television, radio, and billboard advertising, is known as *Parents Who Host Lose the Most*. The UDAG has also funded an enforcement initiative known as *Out of Their Hands*, a program which enlists the support of Alcohol Enforcement Teams (AET) from local law enforcement agencies in each of the state's sixteen judicial circuits to enforce underage drinking laws, enact party dispersal enforcement activity, and conduct compliance checks of retail establishments serving alcohol.

**Empowering Communities for Healthy Outcomes** - DAODAS received a five-year federal grant on October 1, 2015, Empowering Communities for Healthy Outcomes (ECHO), a multi-layered approach to bolstering prevention infrastructure for data-driven decision-making. While ECHO specifically addresses prescription drug abuse/misuse and impaired driving, the resulting increase in capacity will benefit communities' ability to address a wide range of local concerns.

ECHO addresses the two priorities mentioned above by funding high-need counties in order to reduce their rates of prescription drug abuse/misuse and impaired driving. ECHO will also strengthen local and state capacity to address substance abuse issues through a well-planned, data-driven approach. ECHO will be discussed in more detail later on in this document.

In an effort to remove impaired drivers from the roadways and deter impaired driving in South Carolina, the OHSJP will continue to foster working relationships and/or partnerships with other impaired driving countermeasures advocacy groups, such as MADD SC.

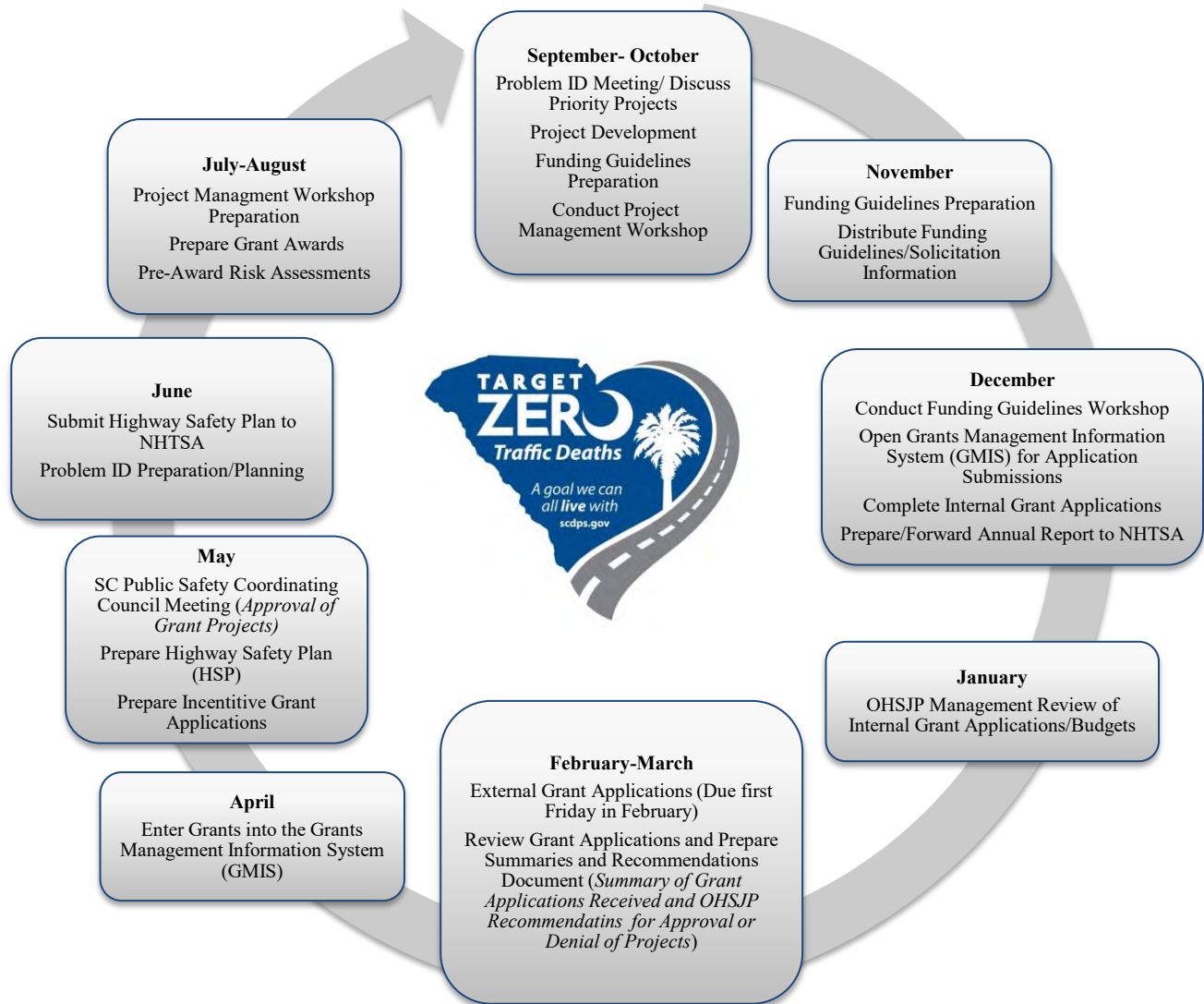
- **Strategic Planning**

As defined in the CFR 23 (1300.11), each year the state's Highway Safety Plan must include the planning process utilized by the highway safety office to obtain its source data and the processes used to identify the state's specific highway safety problems. The state must also describe highway safety performance measures, define performance targets, and develop/select evidence-based countermeasure strategies and projects to address traffic safety problems and achieve its performance targets. The state must also define the efforts used to coordinate data collection and information systems with the state's Strategic Highway Safety Plan (SHSP) and the outcomes from this coordination. The countermeasure strategies identified in this plan are performance-based and were developed with significant input from the SARS, which is housed within OHSJP.

Strategic planning is a measured process conducted by the State of South Carolina which contains a well-defined cycle and several distinct phases. A diagram of the Highway Safety

Planning Cycle represents the calendar-based description of the process. A discussion of the phases of strategic planning follows after the diagram.

# Highway Safety Planning Process and Development



## Phase 1

The FFY 2020 Problem Identification process began with a statewide statistical overview conducted by SARS housed within OHSJP to give a picture of the highway safety problems in general in the State of South Carolina. The overview included an identification of problems and priority counties in the state regarding traffic safety issues and concerns and was presented to the OHSJP management staff and program area coordinators. The analysis utilized traffic data trends showing all counties in the State of South Carolina in six statistical categories regarding fatal and severe-injury crashes (number DUI-related, percentage DUI-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related). Additional data was provided relative to occupant protection statistics, such as statewide safety belt use, child passenger safety seat use, and unbelted occupant traffic fatalities. In addition, traffic statistics were provided for Vulnerable Roadway Users (motorcyclists, moped riders, pedestrians, and bicyclists). Priority areas for highway safety initiatives for FFY 2020 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis). The following list of areas for FFY 2019 was established after data analysis and evaluation.

### **Priority Emphasis Funding Areas:**

**Impaired Driving Countermeasures:** The enforcement, adjudication, education, and systematic improvements necessary to impact impaired driving. This includes programs focusing on youth alcohol traffic safety issues.

**Occupant Protection:** The development and implementation of programs designed to increase usage of safety belts among at risk population groups including rural drivers, pick-up truck users and to encourage the proper usage of child restraints.

**Police Traffic Services/Speed Enforcement:** The development or enhancement of traffic enforcement programs necessary to directly impact traffic crashes, fatalities, and injuries. Speeding programs are a priority; however, these programs should also include attention to DUI enforcement and occupant protection. Priority will be given to projects with integrated enforcement strategies to effectively combat impaired driving and other aggressive driving behaviors such as speeding.

**Traffic Records (Statewide Emphasis):** The continued development and implementation of programs designed to enhance the collection, analysis, and dissemination of collision, citation, and public-contact data, increasing the capability for identifying and alleviating highway safety problems.

## Phase 2

OHSJP management staff met on several occasions to determine funding priorities (programmatic and geographic) and develop a plan for project development for FFY 2020. During these meetings, OHSJP staff identified areas of the state where highway safety problems exist that are void of grant-funded projects or other efforts to reduce crashes and fatalities. The project development plan included, based on an estimate of federal funds being available in FFY 2020, soliciting quality grant applications from entities in those geographic areas where the

greatest highway safety problems exist and for the type of projects that are likely to have the most impact.

It was the consensus of the OHSJP staff, based on the meetings outlined above, the review of evidence-based statewide statistical data, and project development ideas and efforts, that certain types of projects were strategic to achieving the proposed performance measures by reducing the state's mileage death rate and the number of injury crashes. While project applications were considered from all nationally- and state-identified program areas, the group recommended that projects considered strategic and evidence-based in terms of reducing the number of traffic injuries and deaths on South Carolina's streets and highways be given priority consideration.

The OHSJP staff recommended that proposals for the following types of projects receive priority attention for FFY 2020 Highway Safety funding:

- \* DUI and speeding enforcement projects focusing the traffic enforcement efforts of local and state jurisdictions, as well as multi-jurisdictional projects, on the apprehension of impaired drivers and those exceeding speed limits in the State of South Carolina. These types of projects provide support for the statewide *Sober or Slammer!* campaign, which is South Carolina's version of the national *Drive Sober or Get Pulled Over.* campaign. These types of projects must also have a component which includes Law Enforcement Network participation in statewide sustained impaired driving enforcement initiatives.
- \* Projects to educate young drivers, ages 20 or younger, as to how alcohol impairs driving ability and the consequences of driving while impaired, safety belt usage and speeding. Proposals will also be entertained for training projects for the state's judiciary and prosecutors, which provide education on how driving ability is impaired at various blood alcohol levels. Law enforcement projects should also include guidelines for conducting public safety checkpoints, the use of horizontal gaze nystagmus as a field sobriety test, the use of passive alcohol sensors for the presence of ambient alcohol during traffic stops and DUI sentencing alternatives.
- \* Extensive formalized training on traffic safety issues for law enforcement officers statewide, including Standardized Field Sobriety Tests (SFST), Drug Recognition Expert (DRE), and Advanced Roadside Impaired Driving Enforcement (A-RIDE) training.
- \* Projects to establish or strengthen traffic enforcement units within local law enforcement agencies. Such projects must include, at a minimum, a comprehensive enforcement effort, including DUI enforcement, speed enforcement, and occupant protection enforcement. Such projects must also include the South Carolina Law Enforcement Network (LEN) participation and participation in all components of statewide mobilization enforcement initiatives (occupant protection, impaired driving, speed enforcement, etc.).
- \* Projects to continue the automation of the state's collision and uniform traffic citation report forms, and to provide appropriate software and equipment to local law enforcement agencies for participation in the state's SCCATTS initiative.
- \* Statewide enforcement campaigns (*Buckle up, South Carolina. It's the law and it's enforced.*, the state's version of the national *Click it or Ticket* campaign) combining education, media, diversity outreach, and enforcement components to improve occupant

restraint usage by South Carolina citizens and visitors and to attack the ever-growing impaired driving problem in the state.

- \* A project to maintain a Traffic Safety Resource Prosecutor (TSRP) in South Carolina to provide training on the prosecution of traffic safety violations, predominantly DUI, occurring in the state and to assist in the actual prosecution of traffic safety violations statewide.
- \* A project to maintain a specialized DUI Prosecutor in the Sixth Judicial Circuit to prosecute DUI-related cases in General Sessions and Summary Court in Chester, Fairfield, and Lancaster Counties. The goal of the grant project is to increase the DUI conviction rate; reduce DUI-related collisions, injuries, and fatalities; and to reduce DUI recidivism in the Sixth Judicial Circuit.
- \* A project to maintain a specialized DUI Prosecutor in Berkeley County to prosecute DUI-related cases made by the Berkeley County Sheriff Office's Deputies. The goal of the grant project is to increase the DUI conviction rate; reduce DUI-related collisions, injuries, and fatalities; and to reduce DUI recidivism in Berkeley County.
- \* Projects to establish specialized DUI Prosecutors in the City of Goose Creek Police Department and Fifth Circuit Solicitor's Office to increase the DUI conviction rate; reduce DUI-related collisions, injuries, and fatalities; and to reduce DUI recidivism in those jurisdictions.
- \* Projects to educate parents on the proper use of child safety seats and to promote the proper use of safety belts among all age groups. Projects targeting the usage of safety belts by young drivers and male drivers ages 15 to 34, rural drivers, and pick-up truck drivers.

### Phase 3

With the completion of the Problem Identification process, staff developed the 2020 Highway Safety Funding Guidelines. This document set guidelines for the submission of grant applications for highway safety funding in accordance with the priorities established through the Problem Identification process and basic federal requirements of the Section 402 program. Under the established performance-based process, the guidelines stipulated that "Applicants who do not demonstrate a significant traffic safety problem/need will not be considered for funding." In order to place funding where the problems exist, the guidelines further specified that "Priority consideration will be given to applicants proposing major alcohol countermeasures, motorcycle safety, occupant protection, pedestrian safety, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years." The guidelines (1) described the highway safety problems identified by OHSJP staff; (2) described the types of projects desired and for which priority would be given based on the Problem Identification process; (3) described allowable and unallowable activities/program costs; (4) identified areas eligible for funding; (5) provided the criteria by which applications



would be reviewed and evaluated; (6) provided a grant application completion checklist; (7) outlined the obligations and responsibilities of funded applicants; and (8) specified requirements for submitting an application under the various program areas.

### Solicitation Process

Once the guidelines were completed, a full page postcard was mailed to approximately 700 recipients, including state and local law enforcement agencies, state agencies, school districts, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state on November 14, 2018. The postcard informed recipients of the grant opportunity and invited them to attend the Funding Guidelines Workshop. It also referred recipients to the OHSJP' website at [www.scdps.gov/ohsjp/](http://www.scdps.gov/ohsjp/), the online Highway Safety Grant application through the new SCDPS Grants website ([www.scdpsgrants.com](http://www.scdpsgrants.com)), and instructions for the preparation of the grant application document. An electronic version of the postcard was emailed on November 14, 2018, to all participants of the LEN. The application deadline was Friday, February 1, 2019 at 5:00 p.m. Applicants were provided names and telephone numbers of OHSJP staff to contact for assistance.

### Workshops for Potential Applicants

A Funding Guidelines workshop was held in Columbia on December 6, 2018, at SCDPS with approximately 75 individuals in attendance. During the workshop, attendees were provided with an explanation of the highway safety problem in South Carolina; a description of the various program areas eligible for funding; an explanation of allowable costs; a description of the types of projects for which priority consideration would be given; a description of the criteria by which applications would be reviewed; specific instructions on the proper completion of the grant application; and a presentation on how to write a grant proposal. During the workshop, a packet containing the materials presented during the workshop was provided to participants to use as a reference when preparing their grant application. Additionally, the workshop included a complete overview of the online grant application and instructions on how to complete and submit the application. Meeting participants came from across the state and represented all sectors of the highway safety community (education, enforcement, etc.). Participants were made aware of two sample completed grant applications available on the SCDPS website to assist in the preparation of their applications.

### Phase 4

The next phase of the planning process involved the review of submitted project applications. The deadline for Highway Safety grant applications for FFY 2020 funding was Friday, February 1, 2019, at 5:00 p.m. Grant applications moved through a multi-stage review process. The first stage of the review process was conducted by the Grants Administration Manager, Occupant Protection/Police Traffic Services Program Coordinator, and the Planning and Evaluation Coordinator. The second stage of the review process involved additional meetings to discuss the grant applications in detail. All applications for continued and new highway safety activities received were reviewed at both stages in accordance with the review criteria listed below:

1. The degree to which the proposal addressed a nationally- or state-identified problem area. Primary consideration was granted to those projects which addressed major impaired driving countermeasures, occupant protection, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years.
2. The extent to which the proposal met the published criteria within the specific emphasis area.
3. The degree to which the applicant identified, analyzed, and comprehended the local or state problems. Applicants who did not demonstrate a traffic safety problem/need were not recommended for funding.
4. The extent to which the proposal sought to provide a realistic and comprehensive approach toward problem solution, including documenting coordination with local and state agencies necessary for successful implementation.
5. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
6. The extent to which the estimated cost justified the anticipated results.
7. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area. The ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.
8. The ability of the applicant to successfully implement the project based on the experience of the agency in implementing similar projects and the capability of the agency to provide necessary administrative support to the project. For continuation projects, the quality of work and the responsiveness to grant requirements demonstrated in past funding years, current or past grant performance, results of past monitoring visits, and the timeliness and thoroughness of required reports were all given consideration.

The first segment of the staffing allowed OHSJP staff to review the application against established criteria and determine the written quality of the grant application. Individual proposals were discussed based on supplemental considerations, such as current or past grant performance; success in attaining self-sufficiency (if a past subgrantee); likelihood of project to significantly reduce crashes, injuries, and fatalities; multi-jurisdictional nature of the project; and other factors which could affect funding consideration. Once all reviewers had completed their individual reviews, a multi-day staffing review was established.

A formal process for discussion of every application was implemented. The presenting program coordinator first outlined the highway safety problem identified in the application and discussed the approach proposed to resolve the problem. At the close of discussion and/or information gathering, a vote of all reviewers was taken as to whether to recommend denial or approval.

The second stage of the grant review process was based on discussions among the Grants Administration Manager, Business Manager, Grant Programs Manager and the Director of OHSJP to reach a general consensus on each of the grant applications. Upon the conclusion of the two stages of staffing meetings, the third portion of the review process began. Each project was further reviewed and evaluated to ensure that all projects recommended for funding met the established criteria and the final recommendation would reflect the best use of grant funds to address a highway safety issue.

Once priorities are established, OHSJP staff develops a Summaries and Recommendations document to present for review and approval to the South Carolina Public Safety Coordinating Council (SCPSCC) pursuant to Section 23-6-520, South Carolina Code of Laws, 1976, as amended. This legislatively-mandated body is composed of the Director of the SCDPS, the Chief of the State Law Enforcement Division (SLED), two members of the State General Assembly (a member of the House of Representatives and a member of the Senate), two county sheriffs, a local police chief and a victims advocate, all of whom are appointed by the Governor of South Carolina. This body has final authority regarding the funding of OHSJP projects in the State of South Carolina. After approval by the Council (which occurred May 20, 2019 for FFY 2020 projects), Highway safety staff finalized program area plans. Upon receipt of funding notification by NHTSA and based on funding amounts/availability, grant awards will be issued to those applicants approved through this process.

### **Other Key Planning Components**

While the above planning process took place, OHSJP staff began the process of developing two other key aspects of the overall strategic planning process, performance measures, and the state's annual HSP.

#### South Carolina Highway Safety Performance Measures

Listed in **Table 10** below are South Carolina's Highway Safety Plan Performance Measures for FFY 2020, which are consistent with the performance measures developed by USDOT in collaboration with the Governors Highway Safety Association, including the addition of a performance measure relative to bicyclist fatalities. However, South Carolina has also added a state-specific performance measure relative to moped operator traffic fatalities. The table contains data points used to determine appropriate targets for success outlined in the Plan document. Data-driven targets for each performance measure have been established and placed in the corresponding program area within the HSP document. These performance targets allow the OHSJP to track the state's progress toward meeting each target from a specific baseline.

#### Process for Setting Targets in the HSP

When setting targets in the HSP for the core performance measures, OHSJPs' SARS performed an extensive analysis of the data related to each measure. South Carolina utilized an eight-data-point graphical analysis with a five-year rolling average for all but one of the performance measures. The exception was the seatbelt use rate performance measure, which utilizes a year-to-

year analysis. For all the measures, after the data points were plotted and the graphs were created, a trend line was added that could be used to predict future values. Trend lines were reviewed using linear and non-linear equations with R-squared (best fit measure) values, the feasibility of the predicted trend values, and the 2017 preliminary data. Also, an analysis was conducted on the feasibility of getting the five-year average down given the upward trend of some measures and the recent high fatality values the past few years.

The statisticians then performed additional data analyses, often examining the data from each year to determine the percent change from year to year. If, for example, the five-year moving average displayed a general downward trend for the total number of fatalities, but an examination of the fatality count by year revealed a significant increase in fatalities from 2015 to 2016 and 2016 to 2017 (preliminary data), the target value from the trend line equation may have proven unfeasible. When this occurred, the statisticians, after consultation with other OHSJP staff, would adjust the target value based on additional data analyses and examination of Highway Safety projects, proposed countermeasures, and other factors unique to South Carolina which could impact the possibility of reaching a lofty target based solely on trend line data. Unique factors examined include vehicle miles traveled, population changes, economic impact, legislative roadblocks, cultural dynamics, and policy issues. South Carolina used a variety of models as part of its trend analyses. Graphical models such as linear, logarithmic, and polynomial were used to determine a best fit, often depending on the normality of data for each performance measure. For example, a linear trend for the total number of fatalities may not have been the best fit due to the large and often unpredictable fluctuation in this figure from year to year.

**Table 10. South Carolina Highway Safety Plan Performance Measures and Goals**

NHTSA/FHWA Common Core Measures		2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2016-2020
C-1	Traffic Fatalities	949	906	863	832	818	852	890	915	1,011
C-2	Serious Injuries	3,724	3,558	3,417	3,367	3,315	3,241	3,199	3,089	2,781
C-3	Fatalities/VMT	1.90	1.83	1.76	1.70	1.66	1.71	1.75	1.75	1.819
NHTSA Core Measures		2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2020 Goal
C-3R	Fatalities/VMT - Rural	3.46	3.32	3.20	3.00	2.78	2.73	2.63	2.54	2.53
C-3U	Fatalities/VMT - Urban	0.40	0.39	0.40	0.48	0.65	0.80	0.97	1.08	1.07
C-4	Unrestrained Passenger Vehicle Occupants	411	371	335	301	280	279	291	290	289
C-5	Alcohol Impaired Driving Fatalities	402	380	357	345	336	327	333	326	325
C-6	Speed Related Fatalities	370	341	315	306	300	316	339	357	356
C-7	MC Fatalities	115	118	121	127	129	146	157	157	145
C-8	Unhelmeted MC Fatalities	85	89	90	93	96	107	114	113	112
C-9	Driver Age 20 or Younger Inv in Fatal Crashes	142	131	122	114	112	114	114	113	112
C-10	Pedestrian Fatalities	108	100	103	103	107	113	119	126	125

**Additional State Measures**

C-11	Bicyclist Fatalities	15	15	13	14	14	15	17	18	17
C-12	Moped Fatalities	13	17	22	25	28	32	36	34	33

A-1	Number Seatbelt Citations*	Unavail.	151,290	195,240	238,775	239,429	231,485	214,720	194,784	no goal required
A-2	Number Impaired Driving Arrests*	Unavail.	15,243	19,681	24,357	25,137	24,906	23,902	22,740	no goal required
A-3	Number Speeding Citations*	Unavail.	297,964	359,867	484,068	427,708	411,676	400,246	392,538	no goal required

\* During grant-funded enforcement activities

Annual Tracking		2010	2011	2012	2013	2014	2015	2016	2017	2020 Goal
B-1	Observed Seatbelt Use	85.4%	86.0%	90.5%	91.7%	90.0%	91.6%	93.9%	92.3%	92.0%

The performance measures and targets on the previous page are individually referenced by program area throughout South Carolina's FFY 2020 Highway Safety Plan. Each countermeasure strategy and project South Carolina plans to implement to reach the performance targets is described utilizing Section 402 and Section 405 funding streams during the FFY 2020 grant year. The systematic data collection and analysis used in the project selection process supports the successful implementation of an evidence-based traffic safety enforcement program in this state. The performance measures that are common to South Carolina's HSP, SHSP, and Highway Safety Improvement Plan (HSIP) are the number of traffic fatalities, number of severe traffic injuries, and the traffic fatality rate. FHWA and SCDOT are responsible for the development of the HSIP. The SCDPS, SCDOT, FHWA and other local, state, and federal agencies and safety advocates collaborated on the creation of the SHSP. The state's HSP, though developed by the OHSJP, reflects multiple partnerships among a variety of federal, state, and local agencies. The number of traffic fatalities, the number of severe traffic injuries, and the traffic fatality rate performance measures are mutually identified in each plan (HSP, HSIP and SHSP) with evidence-based targets within emphasis areas that were developed through extensive data analysis.

### FFY 2020 Highway Safety Plan

OHSJP produces an annual HSP which serves as a programmatic roadmap for educational and highway safety enforcement initiatives implemented throughout the fiscal year with Section 402 and 405 funds received from the NHTSA. The HSP outlines the strategic approach South Carolina takes to address traffic-related crashes and fatalities during the FFY 2020 year through data-driven, evidence-based performance measures and practices.

On July 6, 2012, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) was signed into law, substantially restructuring highway safety grant programs administered by NHTSA. MAP-21 required the HSP to provide for a data-driven traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas of the state most at risk for such incidents. An amendment to Section 402(b) mandated the coordination of the HSP data collection and information systems with the state's SHSP. The overall purpose was to promote a unified approach to comprehensive transportation and safety planning and program efficiency with other SCDOT agencies to align state performance targets where common measurements exist, such as fatalities and serious injuries.

On December 4, 2015, President Obama signed into law the (FAST) Act (Pub. L. No. 114-94). This is the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology, and statistics programs. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs managed, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. Overall, the FAST Act largely maintains the previous program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system. The Final Rule (IFR), 23 CFR Part 1300 for the FAST Act was published

by NHTSA on January 25, 2018. FAST Act became effective for FY 2017 (beginning October 1, 2017) with transition to full implementation in FY 2018.

Funding of eligible projects is based on nationally-established priority areas and others, which with additional justification and approval from NHTSA, may be deemed as state-identified “priority areas.” Priority areas for FFY 2020 include impaired driving countermeasures, police traffic services (speed enforcement), adjudication/prosecution, and occupant protection. Traffic records (statewide) represents another eligible area for funding in FFY 2020.

The FFY 2020 HSP gives basic information about the state, including demographic information and highway safety-specific statistical information for the state relative to traffic fatalities over a period of time (2013 to 2017), which represents the most recent available final data from the state level and preliminary data from the national level. The basic state information includes data on the state’s highway safety planning process, as well as how the state went about utilizing data and performance measures to establish appropriate goals for traffic safety improvement. The HSP presents information and data about the key emphasis areas identified as critical in improving highway safety in South Carolina. The HSP also includes Section 405 grant application documents for alcohol-impaired driving, Occupant Protection, state traffic safety information system improvements, and motorcycle safety.

The HSP is also coordinated with the state’s SHSP. When the transportation reauthorization bill SAFETEA-LU required states to have a SHSP in place by October 1, 2007, or risk losing federal funds, South Carolina was already well on its way toward developing its SHSP, entitled *The Roadmap to Safety*, which served as the state’s SHSP until more recent legislation, in the form of MAP-21, established new requirements for states to update their SHSPs. The FAST Act, signed into law on December 4, 2015, and reauthorized in 2018, largely maintains MAP-21 program structures and funding shares between highways and transit. South Carolina completed the update of its SHSP in March 2015. The updated plan, titled “*TargetZero*” (<http://www.sctargetzeroplan.org/docs/default-source/default-document-library/full-target-zero-plan.pdf?sfvrsn=6>), was developed in consultation and coordination with federal, state, and local safety partners with the goal of eliminating traffic fatalities and reducing serious traffic-related injuries. “*Target Zero*” covers a four-year period (2015-2018) and will be evaluated annually.

The Emphasis Areas for *Target Zero* have been identified using a data-driven process and include performance measures such as the number and rate of fatalities and serious injuries. The major problem areas for SC remain similar to those identified in the 2007 SHSP with only slight changes in terminology. The nine emphasis areas are Roadway Departure; Speed-Related; Occupant Protection; Vulnerable Roadway Users; Intersection and Other High Risk Roadway Locations; Impaired Driving; Young [15-24/Novice Drivers; Commercial Motor Vehicles/Heavy Trucks; and Safety Data Collection, Access, and Analysis. In an effort to coordinate the SHSP with the HSP, the OHSJP was involved in many of the SHSP steering committee meetings. Data analyses performed by the SHSP Manager for the purpose of identifying the emphasis areas for the updated SHSP were also utilized in the setting of performance measures and targets in the FFY 2018 HSP. The state views the coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety.

In the *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017* (CTW 2017) document produced by the National Highway Traffic Safety Administration (NHTSA), the importance of impaired driving countermeasures is emphasized, and significant strategies to reduce impaired driving (pp.1-5 to 1-6) and appropriate countermeasures to bring about alcohol and drug-impaired driving reductions (pp. 1-9 to 1-74) are outlined. The four basic strategies identified to reduce impaired driving are Deterrence (to include laws; Enforcement; Prosecution and Adjudication; and Offender Treatment, Monitoring, and Control); Prevention; Communications and Outreach; and Alcohol treatment (pp.1-5 to 1-6).

Of the four impaired driving countermeasures strategies identified, the State of South Carolina will continue to effectively implement *Deterrence* of high quality in the areas of Enforcement, with law enforcement agencies across the state utilizing high-visibility saturation patrols (pp.1-24 to 1-29), Prosecution, and Adjudication, with the continued Court Monitoring Program (pp.1-38).

In FFY 2016, the OHSJP implemented the MADD SC Court Monitoring Program to provide data on how DUI cases are disposed of and report on the hearing activities. It is believed that court monitoring programs help increase DUI arrests, decrease plea agreements, and increase guilty pleas (CTW, 2017, p. 1-38). In terms of legislation, South Carolina enacted an amended DUI law in February 2009. Though South Carolina's DUI law was strengthened, it remains problematic for a number of reasons and likely does not function in the state at the deterrence level outlined by the document. However, the state did make strides in harshening penalties for impaired driving and for breath test refusals associated with DUI arrests.

In April 2014, South Carolina amended the ignition interlock portion of the state's DUI statutes in Act 158, which went into effect on October 1, 2014. Ignition interlock devices are required for first-time DUI offenders who are convicted of having had BACs of 0.15% or higher. The law is known as "Emma's Law" and is named after six-year-old Emma Longstreet, who was the state's first traffic fatality of 2012. Young Miss Longstreet was killed by a drunk driver on Sunday morning, January 1, 2012, as she and her family were traveling to church. The ignition interlock device program is a voluntary alternative to hard suspensions for first-time DUI offenders who are convicted of having refused to submit to a breath test. First-time DUI offenders who are convicted of having had BACs of 0.14% or lower have ignition interlock devices as an alternative to presently existing special driving privileges. Hard suspensions for subsequent DUI offenders were removed, and those persons will immediately be subject to ignition interlock requirements.

For persons mandated to obtain ignition interlock devices, the requirement no longer has a time limit. Under the amended law, the suspension will be indefinite and will only end when ignition interlock requirements have been fulfilled. However, the legislation continued to allow a person who does not own a vehicle to operate an employer's vehicle without an ignition interlock device installed. Some of those statutory provisions resulted in the State of South Carolina being deemed out of compliance with USDOT Section 164 requirements. It should be noted that during the 2015 legislative session of the SC General Assembly, Emma's Law was amended, effective June 1, 2015, to deal with the problem areas that caused the state to fall out of compliance with



Section 164. The amended legislation became compliant by amending the employer vehicle sections, S.C. Code § 56-1-400(B), and S.C. Code § 56-5-2941(L).

Another strategy that South Carolina will continue to utilize to reduce impaired driving is *Communication and Outreach*. Each year a statewide high-visibility enforcement and education initiative is utilized (*Sober or Slammer!* campaign, modeled after and conducted with the national *Drive Sober or Get Pulled Over* campaign), which combines enforcement, education, media, and diversity outreach components to attempt to reduce impaired driving crashes, injuries, and fatalities in the state. Participation of state and local law enforcement agencies throughout every judicial circuit in the state is encouraged. With the decline in the number of alcohol-impaired traffic fatalities in the state, communication and outreach strategies have proven to be highly effective for South Carolina (CTW, 2017, pp. 1-51, and 1-54 to 1-55).

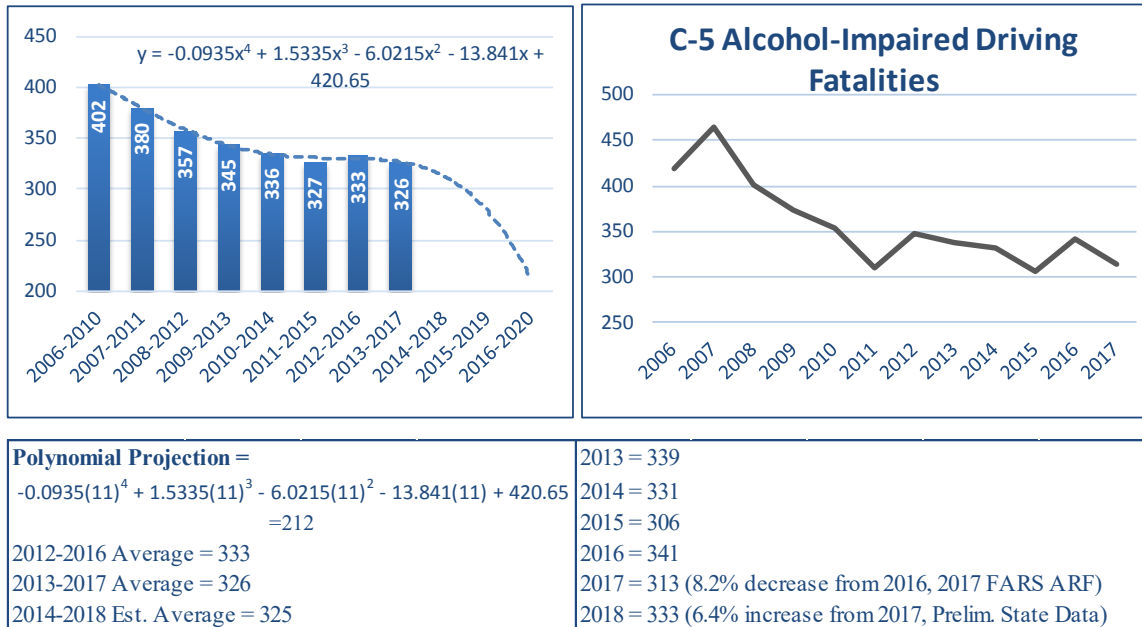
During FFY 2014, the State of South Carolina began a Pilot DUI Court in two judicial circuits, which combine adjudication strategies with *Alcohol Treatment*. In FFY 2015, FFY 2016, and FFY 2017 the OHSJP provided grant funding for the continuation of the DUI Courts in South Carolina, which provide for the monitoring and treatment of offenders convicted of DUI. The overall goal of the DUI Court program is to see a reduction in recidivism and a change in behavior for those who complete the program (CTW, 2017, pp. 1-33 to 1-35).

South Carolina's FFY 2020 Highway Safety Plan sets targets, an activity measure, goals and objectives relative to impaired driving countermeasures. Strategies based on these performance targets will be provided after various appropriate segments of the Impaired Driving Countermeasures Plan.

**Goal:**

To decrease alcohol-impaired driving fatalities by 0.3% from the 2013-2017 baseline average of 326 to 325 by December 31, 2020.

**Figure C-5: South Carolina Alcohol-Impaired Driving Fatalities, 5 Year Moving Average with Trend Analysis, 2006-2017.**



As shown in Figure C-5 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 212 alcohol-impaired driving fatalities by December 31, 2020. Preliminary state data compiled by the OHSJP’s SARS indicates there were 333 alcohol-impaired driving fatalities in 2018, an increase of 6.4% from 313 in 2017. Based on state preliminary data and state projections, OHSJP will set a goal of 325 alcohol-impaired driving fatalities by December 31, 2020.

NHTSA uses an imputation method to account for drivers involved in fatal crashes who have missing BAC results. During an internal review by the state, it was found that the imputed data elements in a large number of cases were being coded as “unknown alcohol involvement by officer determination” should possibly have been coded as “no alcohol involvement” by officer determination. The 2015 data was recoded per NHTSA coding change and the new change of how SC coded these cases in FARS is now in effect. These cases were imputed as alcohol-involved at a higher rate by the imputation methodology. The state is working to modify its traffic collision report form to provide more accurate data on officer determination of alcohol impairment when paired with missing test results. These cases should be imputed as alcohol-involved less frequently than those cases with “unknown” or missing test results.

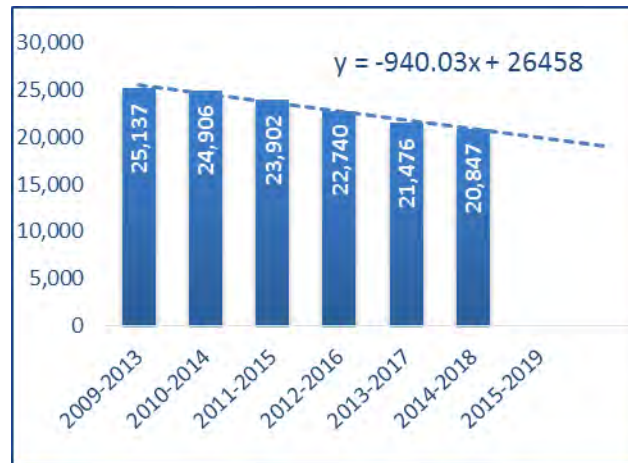
South Carolina faces unique factors such as: the state’s current DUI law, though stronger than previous years, still has major flaws; the expansion of alcoholic beverage sales to Sunday; and

annual per capita beer consumption being significantly higher than the state’s population rank among the fifty states.

### Activity Measure A-2

Activity Measure A-2 deals with the number of impaired driving arrests made by states over time. The chart below demonstrates that the state of South Carolina has been trending upwards in terms of law enforcement activity relative to DUI arrests, but the DUI arrests have started to drop in the past few years. According to NHTSA, there is no target required for this activity measure for the FFY 2020 HSP. Thus, the figure below is presented as demonstration of enforcement activity over the last few years relative to this type of citation.

**Figure A-2: South Carolina Number of Impaired Driving Arrests, 5 Year Moving Average, 2009-2018.**



### Objectives:

1. To provide statewide trainings to at least 200 law enforcement officers, prosecutors, and magistrates to increase effective prosecution of highway safety offenses, particularly DUI, by September 30, 2020.
2. To continue the Law Enforcement DUI Challenge as part of the DUI enforcement campaign for FFY 2020 based on high-visibility enforcement and education. The sustained DUI enforcement effort includes specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, from December 2019 through September 2020. Law Enforcement Liaisons (LEL), with the OHSJP, will also solicit assistance from local law enforcement agencies through the LEN.
3. To conduct, at least, two public information, education, and enforcement campaigns to emphasize impaired driving enforcement initiatives during FFY 2020.

4. To maintain the South Carolina Impaired Driving Prevention Council (SCIDPC) during FFY 2020 and conduct a minimum of two meetings to continue the implementation of NHTSA's recommendations resulting from the South Carolina Impaired Driving Assessment of 2016. The assessment report will continue to be used as a blueprint to guide the SCIDPC toward continued improvement of impaired driving countermeasure programs in South Carolina.
5. To conduct a minimum of 420 public safety checkpoints by September 30, 2020.
6. To conduct a minimum of 342 educational presentations during the grant year to schools, churches, businesses and civic groups on the dangers of DUI and the importance of traffic safety.
7. To have each grant-funded officer achieve and/or maintain his/her current status as a certified Standardized Field Sobriety Test (SFST) practitioner throughout the grant year.
8. To issue at least 420 press releases to the local media and/or social media outlets detailing the activities of the DUI Units and the Police Traffic Services grant projects.
9. To conduct at least three (3) Drug Recognition Expert (DRE) schools during the grant cycle.
10. To conduct at least ten (10) Advance Roadside Impaired Driving Enforcement (A-RIDE) trainings by the end of FFY 2020.
11. To coordinate at least three (3) Standardized Field Sobriety Testing (SFST) Instructor trainings by September 30, 2020.
12. To provide assistance to agencies in Berkeley, Richland, Kershaw, Lancaster, Chester, and Fairfield counties in prosecuting DUI cases through projects to fund specialized DUI prosecutors in those Counties, all of which have experienced difficulties in obtaining DUI convictions and in which there exists a backlog of DUI cases.

**Performance Indicators:**

**Goal:**

A comparison of FARS and statewide alcohol-impaired fatality and injury data will be used to measure the goal.

**Objectives:**

1. The number of trainings conducted for law enforcement officers, prosecutors, and magistrates will be documented and kept in the grant file.
2. The law enforcement participation in the DUI enforcement campaign for FFY 2020 will be documented and maintained by the OHSJP.

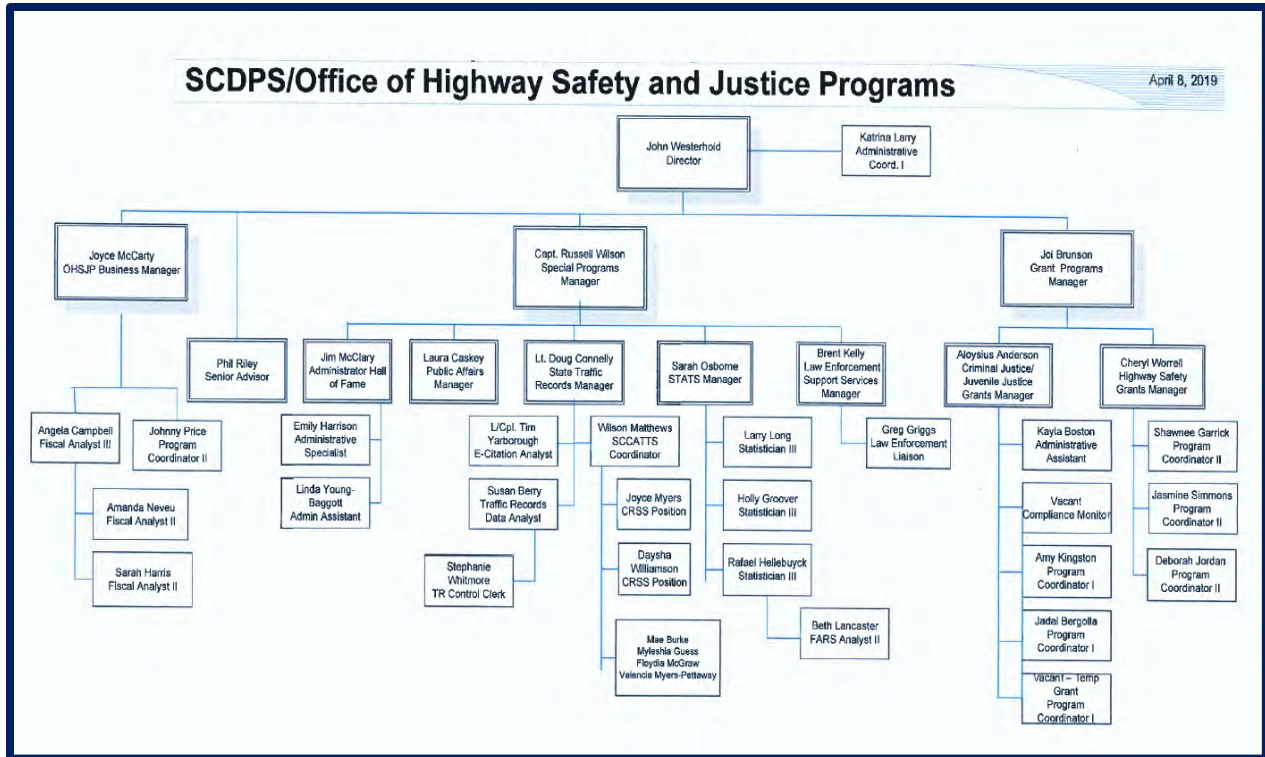
3. Earned and paid media reports on all impaired driving campaign efforts will be maintained by the OHSJP.
4. SCIDPC meeting agendas and sign-in sheets will be maintained by the OHSJP.
5. The number of public safety checkpoints will be documented and maintained in the appropriate grant file.
6. The number of educational presentations will be documented and maintained in the appropriate grant file.
7. The number of DUI enforcement officers who have completed the SFST practitioner certification and have maintained an active SFST practitioner status.
8. The number of press releases will be tracked and maintained in the proper grant file.
9. A list of DRE course participants will be documented and placed in the grant file.
10. The number of A-RIDE trainings and a list of training participants will be logged and maintained in the grant file.
11. The number of SFST instructor training courses and a list of course attendees will be documented and maintained in the grant file.
12. The OHSJP will maintain the status of cases handled by the Special DUI prosecutors.

- **Program Management**

The Section 402 State and Community Highway Safety Program in South Carolina is administered by the OHSJP. On the following page is a diagram that illustrates the organizational structure of the OHSJP:

## SCDPS/Office of Highway Safety and Justice Programs

April 8, 2019



The mission of the OHSJP is to develop and implement comprehensive strategies aimed at reducing the number and severity of traffic crashes on the state's streets and highways. The OHSJP's Planning and Administration Highway Safety project staff direct the planning, development, coordination, monitoring, evaluating, and auditing of projects under the Section 402 Program. Highway Safety staff are also responsible for coordinating and evaluating highway safety efforts among the various agencies throughout the state. The OHSJP employs two Program Coordinators who manage project activities throughout the state in the priority areas of Impaired Driving Countermeasures, Police Traffic Services, and Occupant Protection/Motorcycle Safety and perform monitoring, evaluation, and auditing of funded projects throughout the state.

The Program Administration area of the OHSJP coordinates highway safety programming focused on public outreach and education, aggressive traffic law enforcement, promotion of new safety technologies, the integration of public health strategies and techniques, collaboration with safety and business organizations, and cooperation with state and local governments. Programming resources are directed to nationally- and state-identified priority areas outlined in the state's annual HSP. The Program Administration area ensures monitoring of traffic data to develop and coordinate appropriate statewide highway safety messages to all citizens and visitors of the state. Highway Safety staff members conduct a Problem Identification meeting annually to identify highway safety problems. A Funding Guidelines Workshop is conducted to provide information to potential subgrantees and to encourage the development of data-driven, evidence-based projects that will positively impact highway safety. Pre-work Conferences are conducted with all subgrantees, and a Project Management Course is conducted annually with all Project Directors of newly awarded highway safety projects.

Program Administration conducts a high-visibility DUI enforcement and education initiative known as the *Sober or Slammer!* campaign (corresponding to the national *Drive Sober or Get Pulled Over.* campaign) on a statewide level utilizing strategies that have proven to yield results. The campaign runs from December 1 of the federal fiscal year through Labor Day. According to the *Countermeasures That Work* guide (Chapter 1, section 2.2, p. 1-27), publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal crashes and deterring drunk driving. The state encourages and requires campaign participants to utilize high visibility enforcement and safety checkpoint strategies in their DUI enforcement efforts statewide.

Program Administration also conducts the state's occupant protection enforcement mobilization in the time period leading up to and after the Memorial Day holiday in May each year. The statewide campaign, known as *Buckle up, South Carolina. It's the law and it's enforced.*, mirrors the national *Click it or Ticket* campaign. The campaign focuses on occupant protection enforcement generally and on nighttime safety belt enforcement at the state and local level, which results in, not only increased citations for safety belt violations, but increased opportunity for DUI arrests as well. All major mobilizations include outreach components that focus on the diverse population of our state.

The OHSJP also conducts a statewide motorcycle safety campaign, an annual billboard campaign focusing on a specific priority area (impaired driving, pedestrian issues, other vulnerable roadway users), and other special school activities (dances, proms, plays, etc.) statewide. The state also conducts an annual Memorial Service each year for the families of victims who have died on the state's roadways in the previous calendar year.

The OHSJP provides funding to highway staff and advocates for attendance at significant conferences and training events related to highway safety issues. Highway Safety staff, other SCDPS staff, and partner agencies/groups continue to educate and inform South Carolina's citizens and visitors about the state's primary enforcement safety belt law. Highway Safety staff continue to support and assist in the further development of the LEN system in the state. Sixteen (16) LENs are operational corresponding to the sixteen judicial circuits in South Carolina. The OHSJP continues to maintain a strong partnership with SCDOT to enhance traffic safety initiatives through a variety of activities.

The state implements activities in support of national highway safety goals to reduce motor vehicle-related fatalities that also reflect the primary data-related crash factors within the state as identified by the state highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of state safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

- **Resources**

The OHSJP supports impaired driving prevention activities by approving more than \$6 million in grant funding to state and local agencies in FFY 2020. The commitment of funding levels to attack the problem of impaired driving in the state has been consistent over the last eight years. The state will utilize Section 402 funding, Section 405(d) impaired driving funding, and Section 405(b) funding in FFY 2020 to fund a variety of projects to combat DUI, including DUI enforcement teams, Police Traffic Services projects, and major campaign initiatives, such as *Sober or Slammer!*, the state's equivalent to the national *Drive sober or get pulled over*.

In addition, state and local agencies provide some funding for DUI countermeasures through their agency budgets. However, it is obvious that without the infusion of available federal dollars from the OHSJP, the level of DUI enforcement, training, prosecution, and mass media outreach would be significantly less than it is currently. It should be noted that the SC General Assembly will continue to appropriate recurring state dollars to the sixteen judicial circuits in the state for FY 2020 to provide a specialized DUI prosecutor in each circuit's Solicitor's Office. This funding was supported by the OHSJP in previous years. The state's significant contribution to the prosecution of DUI offenders has allowed the OHSJP to provide for the funding of additional DUI countermeasures projects. Multi-jurisdictional enforcement activity focusing on checkpoints and saturation patrols is bolstered by funding for each of the sixteen Law Enforcement Networks in the state through the OHSJP. In addition, 32 local alcohol and drug abuse commissions encompassing all forty-six of the state's counties operate AET with funding assistance provided by DAODAS to conduct compliance checks, underage drinking enforcement, and party dispersal and enforcement activity.

It is obvious that the many and varied impaired driving programs in the state are not completely financed by fines and fees imposed upon convicted DUI offenders. DUI legislation enacted in 2009 made strides in this direction, but has not achieved the self-sufficiency that would be most desirable. It would likely take significant legislative action to achieve program self-sufficiency in the state based on fines and fees levied against those individuals creating the state's impaired driving problems.

The state currently does not have sufficient information to determine the actual costs to the state associated with impaired driving relative to crashes, injuries, fatalities, evaluation, treatment, and care. The calculation of such costs could be instrumental in making legislative changes toward a self-sufficient program of impaired driving countermeasures in the state.

In terms of other potential resources, currently no FHA funding that is available for behavioral highway safety efforts is directed toward impaired driving countermeasures. Alcohol and substance abuse assessment and treatment funding is derived from a variety of sources, including the federal treatment block grant. The state currently does not have a separate fund to reimburse treatment agencies for services provided to indigent clients, with those costs covered by other treatment client fees. There are currently no revenue sources, such as a per-drink alcohol excise tax, specifically dedicated to alcohol or substance abuse treatment.



Pursuant to the availability of federal funds, the OHSJP provides sufficient funding, staffing, and other sources of support to state and local impaired driving programs. While the OHSJP awards federal funding to support impaired driving programs, not all impaired driving programs are supported by those funds. All programs supported by federal funding are expected to be self-sufficient once federal funding is no longer available.

The following chart outlines the Impaired Driving Countermeasures budget for FFY 2020, as well as general information relative to Impaired Driving Countermeasures funding to be awarded in FFY 2020. Please note that the chart does not include the amounts spent on Police Traffic Services enforcement projects for FFY 2020 (Section 402-funded), all of which require aggressive DUI enforcement activity.

## Impaired Driving Countermeasures Project Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
M4HVE-2020- HS-25-20	SC Department of Public Safety: Office of Highway Safety and Justice Programs	Impaired Driving Countermeasures Program Management	\$185,524	Section 405d Impaired Driving
M4PEM-2020- HS-25-20	SC Department of Public Safety: Office of Highway Safety and Justice Programs	Impaired Driving Countermeasures	\$1,100,000	Section 405d Impaired Driving Paid and Earned Media
M1*AL-2020- HS-25-20	SC Department of Public Safety: Office of Highway Safety and Justice Programs	Impaired Driving Countermeasures	\$200,000	Section 405b HVE Impaired Driving
M4TR-2020- HS-26-20	South Carolina Criminal Justice Academy	ID Countermeasures Training for Law Enforcement	\$212,540	Section 405d Impaired Driving
M4CS-2020- HS-27-20	South Carolina Commission on Prosecution Coordination	Traffic Safety Resource Prosecutor	\$125,523	Section 405d Impaired Driving
M4HVE-2020- HS-24-20	City of North Charleston	North Charleston DUI Team	\$269,518	Section 405d Impaired Driving
M4HVE-2020- HS-48-20	Florence County Sheriff's Office	Traffic Safety Unit/DUI Enforcement	\$63,706	Section 405d Impaired Driving Paid and Earned Media
M4HVE-2020- HS-47-20	Berkeley County Sheriff's Office	Building DUI Capacity-Year 3	\$84,995	Section 405d Impaired Driving
M4HVE-2020- HS-45-20	City of Spartanburg Police Department	City of Spartanburg: Reduction in Impaired Driving	\$71,602	Section 405d Impaired Driving
M4HVE-2020- HS-49-20	Lancaster County Sheriff's Office	Impaired Driving Enforcement	\$95,148	Section 405d Impaired Driving

M4HVE-2020- HS-50-20	Town of Summerville	Summerville DUI Countermeasures & Education for Young People	\$66,460	Section 405d Impaired Driving
M4HVE-2020- HS-46-20	City of Goose Creek Police Department	Impaired Driving Countermeasures	\$72,182	Section 405d Impaired Driving
M4HVE-2020- HS-44-20	City of Cayce	City of Cayce DUI Enforcement Team	\$87,418	Section 405d Impaired Driving
M4HVE-2020- HS-52-20	Bluffton Police Department	Bluffton Police Department DUI Enforcement	\$68,671	Section 405d Impaired Driving
M4HVE-2020- HS-54-20	City of Hartsville Police Department	Hartsville Impaired Driving Countermeasures: Enforcement	\$63,594	Section 405d Impaired Driving
M4HVE-2020- HS-43-20	Town of Irmo Police Department	Town of Irmo DUI Enforcement Unit	\$96,537	Section 405d Impaired Driving
M4CS-2020- HS- 53-20	Berkeley County	DUI Prosecutor- Year 3	\$61,185	Section 405d Impaired Driving
M4X-2020- HS- 42-20	Mothers Against Drunk Driving South Carolina	MADD SC Coastal Court Monitoring Program	\$79,609	Section 405d Impaired Driving
M4CS-2020- HS- 39-20	Sixth Circuit Solicitor's DUI Office	DUI Prosecutor	\$84,767	Section 405d Impaired Driving
M4X-2020- HS- 23-20	Mothers Against Drunk Driving South Carolina	MADD SC Midlands/Upstate Court Monitoring Program	\$85,607	Section 405d Impaired Driving
M4HVE-2020- HS-37-20 and PT-2020- HS-37- 20 (radar)	City of Charleston Police Department	FFY2020 Highway Safety Grant: DUI Enforcement	\$145,406 \$8,467 (402)	Section 405d Impaired Driving and 402 (radar)
M4CS-2020- HS- 51-20	Fifth Circuit Solicitor's Office	5 <sup>th</sup> Judicial Circuit – DUI Prosecutor	\$89,672	Section 405d Impaired Driving

M4CS-2020-HS-36-20	City of Goose Creek Police Department	Special DUI Prosecutor	\$91,099	Section 405d Impaired Driving
<b>Total All Funds</b>			<b>\$3,509,230</b>	

- **Data and Records**

The Impaired Driving Program in South Carolina is heavily data dependent and uses the state’s crash data and FARS data extensively to address the locations and volume of impaired driving crashes.

Data Sources and Processes

The SARS for traffic records in South Carolina is located within OHSJP. The SARS, as part of its responsibilities, collects and analyzes information concerning traffic collisions on South Carolina’s roadways. OHSJP statisticians perform analysis on traffic data to determine when and where collisions are occurring, the demographics involved in collisions, and the specific causes of collisions. This information can then be used for developing and implementing appropriate countermeasures (e.g., enforcement and education initiatives) to help reduce collisions, injuries, and fatalities. The SARS also houses staff who perform data entry services. Specifically, several fields of information from completed traffic collision reports are input by data entry operators into the Traffic Collision Master File. Responsibilities of this section are far-ranging and encompass programming, consultation, descriptive analysis, inferential statistical analysis, report preparation, etc. The current databases maintained and used for statistical analysis of traffic issues in South Carolina are:

### Traffic Collision Master File

Traffic collisions that occur in South Carolina and are investigated by law enforcement agencies are reported to the SCDPS on the TR-310. The OHSJP is responsible for the design and printing of these forms. Data from the TR-310 is either electronically reported or entered by data entry staff into the Traffic Records Master File. Data entered into the Traffic Records Master File are retrieved by OHSJP statisticians and used for performing statistical studies for various users, including law enforcement agencies, governmental units, attorneys, engineers, media representatives, and private users. These studies, conducted upon written request, are primarily descriptive in nature and focus on a specific traffic collision topic. These topics range from collisions at a specific intersection or stretch of road, to collisions during specific months in selected counties, to rankings of specific intersections in a county or jurisdiction.

### South Carolina Traffic Fatality Register

The OHSJP maintains the Traffic Fatality Register as an up-to-date preliminary process of counting traffic fatalities. Comparisons with previous years through the same date are required as an ongoing assessment of traffic safety programs. Data for this file is received through the Highway Patrol Communications Office and TR-310s received from all investigative agencies. The Traffic Fatality Register is used on a daily basis to record the latest available information concerning persons who die in traffic collisions in South Carolina, including passengers, pedestrians, bicyclists, etc. Through the Traffic Fatality Register, a report is generated on a daily basis and distributed to highway safety committees and program stakeholders, as well as community and constituent groups. The SCDOT, SLED, SCCJA, the Region 4 office of NHTSA, and local law enforcement agencies are among the recipients of this critical fatality and seat belt use data distributed through the OHSJP's SARS.

### Fatality Analysis Reporting System

FARS was established in the 1970s as a uniform system for gathering information on fatal traffic collisions in the United States. The data collected is used by a large number of organizations in government, academia and private industry for analyzing a wide variety of traffic safety issues. FARS is a consolidation of a number of former programs under one umbrella as a means of collecting uniform data from each of the 50 states plus the District of Columbia and Puerto Rico. Participation is required and consists of gathering and transmitting fatal collision information to a central data center in Washington, D.C. Since 2009 FARS applications are accessed through any computer with Microsoft Internet Explorer and a high speed Internet connection. Analysts can use their state workstations rather than a dedicated FARS computer.

### SAFETYNET

SAFETYNET is an automated information management system designed to support Federal and State Motor Carrier Safety Programs by allowing the safety performance of Interstate and Intrastate commercial motor carriers to be monitored. OHSJP and the State Transport Police work together in maintaining this data. OHSJP uses the crash data from the Traffic Collision Master File to upload information regarding the commercial vehicle activity. This data is

uploaded weekly to the Motor Carrier Management Information Systems (MCMIS) carrier's profile nationwide.

#### Traffic Records Coordinating Committee (TRCC)

Since 2007, South Carolina has maintained a two-tiered TRCC governed by a Charter. The two groups of the committee include an Executive Group and a Working Group. South Carolina's TRCC Executive Group held its inaugural meeting on September 17, 2007. This group includes the agency heads of the five state agencies composing the state's current Traffic Records System (TRS). These agencies include the SCDMV, SCDPS, SCDOT, SCJD, and the South Carolina Department of Health and Environmental Control (SCDHEC).

The TRCC Working Group includes representatives from these five agencies, appointed by the Executive Group, that are subject matter experts in fields related to components of the Traffic Records System. The Working Group also includes members from local law enforcement selected by the LEN and approved by the Executive Group.

The TRCC Working Group is required to meet a minimum of three times per year, and an annual meeting of the Executive Group is held to review the accomplishments of the previous year's strategic plan and direct the current year's plan for traffic records improvements. Currently, the state's Working Group is meeting regularly on a bimonthly basis.

In the formation of the TRCC, the TRCC Executive Group charged the TRCC Working Group to develop the state's TRSP and assist in coordination of the annual grant submission. The TRSP is prepared by the TRCC Working Group and approved by the TRCC Executive Group each year. These programs and projects included in the TRSP focus on improving the core components of the state's TRS. The projects and programs goals are to increase accuracy, timeliness, completeness, uniformity, and accessibility of data collected by the various agencies and systems utilized.

NHTSA requires every state to conduct a Traffic Records Assessment (TRA) every five years in order to qualify for highway safety funding and initiatives authorized by the current transportation authorization bill. The TRA was conducted through an online process that was initiated on January 17, 2017 and ran through April 27, 2017. Members of the TRCC-Working Group and associated traffic records stakeholders provided NHTSA assessors detailed information on core components of the state's Traffic Records System. The information was collected using the State Traffic Records Assessment Program (STRAP), a federal program facilitated by NHTSA through independent contractors and OHSJP Traffic Records staff. General recommendations were received from the assessment by the TRCC-Working Group on April 27, 2017. The TRCC-Working group continues to review these recommendations and will use this information as a resource for improving the state's TRS through future programs and projects.

## South Carolina Collision and Ticket Tracking System (SCCATTS)

The South Carolina Collision and Ticket Tracking System is a collaborative effort among the SCDPS, SCDMV, SCDOT, SCJD, and SCDHEC Injury Surveillance System (ISS). It was originally created to address the shortcomings of a system that predominantly generated and processed traffic collision reports and traffic citations manually. The goal of SCCATTS is to enhance highway safety through the timely collection, analysis, and response to pertinent data.

SCCATTS is the electronic reporting system used by state and local law enforcement agencies to submit collision TR-310 reports electronically to SCDPS and SCDMV. When a collision is investigated, each law enforcement officer submits a copy of the completed collision report to SCDMV via SCDPS's SCCATTS application. The current form, TR-310, is a statewide form that each law enforcement agency uses for traffic crash investigations. SCDPS has deployed the electronic collision report to the South Carolina Highway Patrol (SCHP) and approximately 125 local law enforcement agencies. This equates to approximately 91% of all collision reports being received electronically through SCCATTS. The remaining 9% are keyed into the SCCATTS system by data entry clerks of SCDPS' OHSJP. OHSJP uses the data collected from the collision report to provide up-to-date preliminary numbers for highway fatalities across the state. This data is also utilized by law enforcement for traffic safety initiatives.

Annually, the data is compiled into a yearly Fact Book that provides statistical information regarding crash data statewide. The OHSJP also provides collision experience studies that are defined within a set of parameters provided by the person requesting the information.

SCCATTS is now moving into citation data collection. Currently, there is no statewide citation database that stores all the citation data. The South Carolina General Assembly enacted legislation that requires all citation data to be submitted electronically by January 1, 2018. The TRCC coordinated the creation of the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES). SCUTTIES serves as the statewide citation database.

## South Carolina Uniform Traffic Ticket Information Exchange System

In 2015, the State of South Carolina initiated a combined effort between law enforcement, SCDMV, SCDPS and SCJD to move the collection of Uniform Traffic Ticket (UTT) records from a manual process to a fully electronic submission process. These agencies combined resources to develop SCUTTIES which was deployed on January 1, 2018. This system, which combines the processes of SCCATTS and other local electronic reporting systems, collects all UTT data directly from the issuing agency into an e-Citation database housed within the SCDMV Phoenix System. The South Carolina General Assembly passed legislation that requires law enforcement to submit all citations through an electronic process to SCDMV's database within three business days of issuance to the violator. Law Enforcement may submit through an approved Records Management System (RMS) process, utilizing SCCATTS, or by using direct entry through SCDMV's web-based portal system. This same legislation then requires the court responsible for adjudication of that case, to report the disposition data to SCDMV's database within five business days of adjudication through court proceedings. Similarly, the courts may submit through the state's Case Management System (CMS), approved local RMS or by direct input through a similar web-based system being develop by SCJD. SCDMV's e-Citation

database can also track enrollment into the Alcohol and Drug Safety Action Programs (ADSAP), which will be discussed later in more detail. The electronic collection of citation data will enhance the state's ability to track citations with completeness, accuracy, timeliness and allow for more data accessibility between stakeholders. One project for future development after implementation is a DUI-tracking system. This new system will give the state the ability to track the progress of DUI violations from violation through court proceedings, penalties and driver/substance abuse education/treatment. The program is still in the initial stages of development and no implementation or target dates for implementation have been created.

### SC Department of Public Safety and Local Law Enforcement

SCDPS is the largest collision form collection agency within the state. When a collision is investigated, each law enforcement officer submits a copy of the completed report to SCDMV, which is the official agency of record for collision reports. After the SCDMV updates the driver information from the report, the SCDPS OHSJP receives the report and enters the entire document to populate the collision master file.

OHSJP uses the data collected from the collision report to provide up-to-date preliminary numbers for highway fatalities across the state. This data is also utilized by law enforcement for force deployment. Each year, the data is compiled into a yearly fact book that provides statistical information regarding collisions statewide. OHSJP also provides collision experience studies that are defined within a set of parameters provided by the person requesting the information.

Despite the state's significant use of data in impaired driving countermeasures efforts, from problem identification to the deployment of resources, gaps remain in statistical information that could prove beneficial in implementing DUI countermeasures statewide. The gaps are most glaring in the securing of BAC tests for surviving drivers of fatal crashes, unless there is reasonable suspicion on the part of an investigating officer of alcohol/drug impairment on the part of the surviving driver, and in the state's current lack of a true DUI-tracking system following offenders from arrest through conviction and treatment. The lack of BAC test data subjects the state to the mercy of the NHTSA imputation model for calculating the actual alcohol involvement in fatal crashes statewide. Hopefully, during FFY 2020, the foundation of a DUI-tracking system will be laid with the building of interfaces among the SCDMV, the SCDPS, and the SCJD for the sharing of adjudication and disposition information regarding all traffic offenses, including DUI.

- **Communication Program**

SCDPS OHSJP continues to develop and implement a multi-faceted communications program. The state's communication plan is implemented through a variety of public education and awareness strategies designed to increase the motoring public's knowledge and understanding of impaired driving laws, as well as attempting to modify driver behavior and change culture through alerting the general public to the many and varied consequences of DUI, including societal, financial, and familial costs.



OHSJP develops and implements its communications plan by adopting a comprehensive marketing strategy, with the assistance of a media contractor, founded on effective, dynamic messaging, diverse advertising strategies, proactive media relations, and outreach to a variety of cultural groups within the state. Communications strategies are consistent with and based upon the state's problem identification process, which identifies high-risk populations, communities, corridors, and target audiences with whom and in which the highest safety benefit may be realized. The OHSJP utilizes a network of public safety professionals in accomplishing its communications goals and implementing its communications plan, including law enforcement liaisons, community relations officers, agency communications staff within the SCDPS, and public relations staff and other representatives from other local and state law enforcement and highway safety stakeholder agencies.

A more thorough and detailed explanation of the elements of the state's communications plan and strategies recommended for implementation by this Plan will be addressed under Item No. **IV. Communication Program.**

### **Strategies**

In an effort to continue strengthening the Program Management and Strategic Planning aspect of impaired driving countermeasures in the State of South Carolina, the OHSJP will implement the following strategies in FFY 2020:

1. Maintain the employment of an Impaired Driving Countermeasures Program Coordinator for the administration of Impaired Driving Countermeasures grant projects, preparation of Impaired Driving Countermeasures sections of strategic highway safety documents (Funding Guidelines, Problem Identification, Highway Safety Plan, Annual Report, Grant Project Summaries and Recommendations, Impaired Driving Countermeasures Plan, etc.), and coordination of the meetings and ongoing efforts of the SC Impaired Driving Prevention Council.
2. OHSJP staff will coordinate statewide public information and education efforts to promote compliance with impaired driving laws. All campaign efforts will continue to fall under the umbrella theme of *Target Zero, A Goal We Can All Live With*. The campaign has participation of more than 200 local law enforcement agencies statewide, as well as the SCHP and the State Transport Police. Thus, the campaign efforts will reach all citizens of the state in each of the state's forty-six (46) counties.
3. OHSJP will maintain the statewide SCIDPC, made up of professionals from various arenas of highway safety, law enforcement, prosecution, adjudication, advocacy groups, and treatment/rehabilitation in an effort to combat the increasing impaired driving problems and issues in the state. The SCIDPC will continue its work toward strengthening DUI laws in the State of South Carolina and will continue review of the 2016 Impaired Driving Assessment Final Report to develop action plans outlining areas which the state should continue to target for improvement. The recommendations of the 2016 Impaired Driving Assessment will be used as a blueprint to strengthen the Impaired Driving Countermeasures Program for South Carolina.

4. The OHSJP will continue to provide grant funding for the LENs to assist them in their ongoing enforcement efforts, particularly in regards to impaired driving enforcement initiatives, and in recruiting additional enforcement agencies to enlist in the network. The OHSJP will continue to provide training to LENs through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer Certification courses.
5. OHSJP staff will conduct a Problem Identification meeting to identify highway safety problems in the state and determine where best to utilize available resources to improve highway safety.
6. OHSJP staff will conduct project development to encourage potential subgrantees in identified problem areas to submit grant applications and provide technical assistance.
7. OHSJP staff will continue to provide LEL services to both state and local law enforcement agencies.
8. OHSJP will conduct periodic surveys to track driver attitudes and awareness concerning impaired driving, safety belt use, and speed issues utilizing recommended questions developed by NHTSA and Governors Highway Safety Association.
9. SCDPS and SCDOT will continue their strong partnership to enhance traffic safety initiatives by:
  - a. disseminating information to the public regarding highway safety and engineering issues through the use of message signs, radio stations, social websites, and presentations. The SCDOT message signs are used during each enforcement campaign, including statewide impaired driving initiatives, to keep the various safety messages front and center for the target audience. A Target Zero website is maintained focusing on the state's Strategic Highway Safety Plan;
  - b. maintaining a SHSP Manager position funded by the SCDOT to coordinate the implementation of various projects designed to impact goals in the SHSP;
  - c. continuing implementation of the SCCATTS project to create a fully electronic traffic records system and lay the groundwork for a potential DUI-tracking system for the state; and
  - d. continuing the implementation of the Safety Improvement Team (SIT), funded by SCDOT, to focus on high-crash corridors.
10. The OHSJP will seek the assistance of coroners and law enforcement officers statewide to improve the reporting of BAC test results, emphasizing the collection of BAC results for surviving drivers of fatal traffic crashes.

11. The OHSJP will work with the state's TRCC to continue work on developing and implementing a statewide DUI-tracking system and expanding the membership of the TRCC to include stakeholders of a fully operational DUI-tracking system.

## **II. PREVENTION**

DAODAS is the single state authority for alcohol and other drug abuse programming as originally authorized by Public Law 91-616 of 1970 and Public Law 92-255 of 1972. DAODAS's mission is to ensure the provision of quality services to prevent or reduce the negative consequences of substance use and addictions. DAODAS offers a wide array of prevention, intervention, and treatment services through a community-based system of care. Although services are coordinated at the state level through DAODAS, the Department subcontracts with 32 county Alcohol and Other Drug Abuse Authorities (AOD) commissions to provide direct services to citizens in all 46 counties of the state. ([www.daodas.state.sc.us](http://www.daodas.state.sc.us))

In June 2004, the Governor's Council on Substance Abuse Prevention authorized four action groups to begin work on the State's most pressing substance-related problems, one of which was underage drinking. One of the groups developed, known as the Underage Drinking Action Group (UDAG), is dedicated to the reduction of underage drinking in the state and is composed of a multi-disciplinary team of stakeholders. Participants hail from the following agencies/groups: the SC DPS , DAODAS, DSS, S DOT, MADD, the University of South Carolina, Clemson University, Pacific Institute of Research and Evaluation, the SCDOE, the College of Charleston, SLED , and the SC Petroleum Marketers. The UDAG is divided into several sub-committees, including College Alcohol Policies and Parents Work Group, Beverage Service Training Policy Work Group, Compliance Check Work Group, Model Beverage Service Training Legislation Work Group, Alcohol Sales Enforcement, Public Information, and Impaired Driving.

In the context of a Statewide Impaired Driving Assessment in 2002, a recommendation was made to the state to form a statewide DUI Task Force. In August 2004, SCIDPC was founded to serve as a DUI workgroup and to provide leadership and guidance as the state seeks to reduce the number of collisions, injuries, and deaths caused by impaired drivers. The SCIDPC is divided into four subcommittees: Education/Prevention, Legislative, Enforcement/Prosecution/Adjudication, and Treatment/ Rehabilitation/Diversion. Along with SCDPS OHSJP, SCHP, State Transport Police (STP), and the Director of SCDPS, there are representatives from the SCCJA, the state Attorney General's Office, the State House of Representatives and additional federal, state, local, and private entities composing the Council's membership.

MADD SC is an active partner in the state's efforts to reduce, and ultimately eliminate, drunk driving and to fight drugged driving. MADD SC operated without an Executive Director for many years. MADD SC hired a dedicated staff person to steer the fund-raising efforts, along with all aspects of the organization in 2013. Since the hire of the staff person, MADD has reemerged in South Carolina as an important presence in efforts to reduce drunk and drugged-driving-related fatalities. MADD has a higher capacity and is more active than it has been in many years. MADD's staff and volunteers are actively supportive of law enforcement efforts to deter impaired driving, and they are actively involved in advocating for stronger DUI policies

and laws that will reduce DUI-related crimes. The MADD organization in South Carolina demonstrated its ability to be highly effective in the policy arena by its strong push in 2014 for “Emma’s Law,” an expansion of the state’s IID program to high-BAC first offenders. MADD SC, the SCIDPC, and BHSA are continuing involvement in legislative efforts regarding the videotaping of DUI arrests. MADD’s staff and victims are frequently in the media keeping the issues of impaired driving and underage drinking a priority for South Carolina. An expanded victim services department has allowed them to be more active in outreach to victims and serve those who need support with more attention. MADD’s new court monitoring effort is funded with Section 405d funds and is anticipated to increase accountability in the courtroom in six of our state’s major population areas (Berkeley, Charleston, Richland, Lexington, Greenville and Horry). Throughout SC, MADD offers a parent program and a youth presentation aimed at reducing underage drinking, with the desire to reduce future drunk driving. MADD’s volunteer base is steadily increasing, improving the likelihood that its state and local activities should continue to grow in coming years. MADD assists OHSJP efforts by serving on the SCIDPC and helping select law enforcement award recipients for the annual DUI enforcement recognition ceremony.

DAODAS certifies ADSAP in South Carolina. The ADSAP is the state’s primary prevention and treatment program to address DUI offenders. Currently, all certified ADSAPs are operated by county alcohol and drug abuse authorities. Each agency certified as an ADSAP provider offers a continuum of care in accordance with the American Society of Addiction Medicine Levels of Care. The required minimum services to be provided through the continuum of care are the PRIME FOR LIFE curriculum (Level 0.5); Individual and Group Counseling (Level I); Intensive Outpatient Services (Level II); and referral linkages to higher levels of care. All ADSAP clients are required to receive a DUI risk assessment and/or clinical biopsychosocial assessment for placement in the appropriate level of care. The risk assessment and/or the biopsychosocial assessment provide the basis for diagnostic classification according to the "Diagnostic and Statistical Manual of Mental Disorders, Fifth Edition"; placement in the PRIME FOR LIFE curriculum, Individual and Group Counseling, and/or Intensive Outpatient Services offered by a certified ADSAP provider; or referral to a higher level of care within the network of county alcohol and drug abuse authorities.

Outlined on the following pages are additional elements of comprehensive prevention programs implemented in South Carolina and aimed at reducing impaired driving, reducing recidivism of violators of alcohol control laws, and assisting individuals in breaking addiction cycles. These programs promote communication strategies that highlight and support specific policies and program activities and promote activities that educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving.

- **Promote Responsible Alcohol Service**

DAODAS has mandated that state-funded AOD commissions across the state offer a merchant education component as part of their consolidated contract. The class is required only for servers, who have violated the law, and such training has been required by the court in addition to any fines/fees levied by the judge. The class is also offered to merchants to take on a voluntary basis

to reduce liability and as a pro-active measure of training for their staff. During the 2017 legislative session, S.115, Alli's Law: Responsible Beverage Server Training Act, which is supported by the SCIDPC, was proposed. Alli's Law would mandate alcohol server training for on premise establishments beyond the current requirement, which specifies mandated training after a serving violation. The legislation is important to reducing social harms in South Carolina communities. Research has shown the strong effectiveness of merchant education in preventing binge drinking, decreasing underage drinking, and reducing alcohol-impaired driving. Although the South Carolina General Assembly meets annually, it follows a two-year legislative cycle called a "session." The General Assembly convened the 123rd legislative session on Tuesday, January 8, 2019, and this session ends in 2020.

Currently, the SCIDPC is in support of S.342, Responsible Alcohol Server Training Act, which was introduced during the 2019 legislative session. S.342 would also mandate alcohol server training for bartenders and their managers. New hires would have 60 days from their hire date to complete the training. The program would cost up to \$35 per person, and failure to complete the training on time comes with additional fines and fees. The certificate would cost up to \$15 per issuance/renewal. The pending legislation, if passed, also allows the South Carolina Department of Revenue to charge an eligible service provider up to \$500 to offer the program. That money would be deposited into a new fund created by the bill, and would be used for costs of implementation and enforcement of the bill.

The AOD commissions utilize a merchant education curriculum known as the Palmetto Retailer Education Program (PREP); the courses are successfully marketed to alcohol retail outlets in the AOD commissions' counties. PREP helps reduce underage access to alcohol and tobacco in the community by educating the participants in "best practices" for preventing alcohol sales to minors, recognizing signs of intoxication, and intervening with patrons who are already intoxicated. In addition, successful completion of the course can lower liability risks for businesses and their employees. The goal of PREP is to provide managers and servers/sellers with the knowledge and skills to comply with state, community, and establishment-level alcohol and tobacco policies and awareness of the potential consequences for failing to comply with such policies. The two-to four- hour session covers many relevant issues including:

- Alcohol and tobacco laws and consequences
- Checking IDs
- Fake IDs
- Keg registration
- Conflict resolution
- Refusing over service
- Reducing liability of employees and businesses

The Outcomes of the program are:

### **Attitudinal Outcomes**

- Recognize that they have a legal responsibility not to sell alcohol or tobacco to underage persons
- Recognize the value of making choices that fulfill their job responsibilities
- Recognize that avoiding the sale of alcohol or tobacco to underage persons is more important than making a sale

### **Knowledge Outcomes**

- Understand key state laws that govern the sale of alcohol and tobacco in South Carolina
- Understand the importance of their role in refusing to sell to underage persons
- Understand the correct procedure for checking an ID
- Understand they must ID anyone who appears to be under the age of 35
- Understand that if caught making an underage sale, they will be penalized
- Understand how the manager can be a resource for sales staff
- Understand the effects of alcohol use and alcohol absorption rates
- Know when and where to seek help if concerned about their own or another's use
- Understand how to identify intoxicated customers
- Understand how to refuse service to underage youth and intoxicated customers

### **Performance Outcomes**

- State the laws and consequences related to the sale of alcohol and tobacco in South Carolina
- List the responsibilities of sales staff
- State the potential penalties for clerks who sell alcohol or tobacco to underage persons
- Calculate the required date of birth for sales of alcohol and tobacco
- List the three valid forms of identification
- Locate the date of birth on a valid form of identification
- Apply the calculated required date of birth and compare to the customer's date of birth
- Describe how to detect a fake ID
- Explain how to handle difficult situations in refusing sales

Local county agencies provide PREP throughout the state. PREP is approved by the SC Department of Revenue (SCDOR) and DAODAS. County authorities were each required to implement merchant education programming in SFY 2018 and the local agencies collectively served 1,411 retail staff. There is a standardized PREP post-test used across the system that allows standardization of outcomes. Primarily, the test is graded for pass or fail. Among those who passed in FY18, the average score was 94.9%. (SCDAODAS Prevention Outcomes Annual Report).

South Carolina continues to have an effective underage drinking program by continuing to promote policies and practices to prevent drinking by individuals under age 21. The state passed legislation in an attempt to strengthen underage drinking laws and to further discourage adults from providing alcohol to those under age 21 in any context. In June 2007, legislation was passed which enacted the *Prevention of Underage Drinking and Access to Alcohol Act of 2007*. The majority of the provisions of this legislation became effective on July 1, 2007. However, two key portions of the legislation became effective on January 1, 2008 (**Attachment 3** contains the current summary of the provisions which became effective on the previously-mentioned dates). These two additional portions involve the creation of a mandatory keg registration system (**Attachment 4** contains a copy of the current Keg Registration legislation) and the creation of mandatory use of ignition interlock devices at the expense of the offenders for second and subsequent DUI offenders of any age. However, as mentioned in a previous section of this Impaired Driving Countermeasures Plan, in April 2014, SC further amended the state's DUI statutes to require the installation of ignition interlock devices on vehicles of convicted first-time DUI offenders with a blood alcohol BAC of 0.15 or higher ("Emma's Law"). Emma's Law also made the Program mandatory for drivers with second and subsequent DUI convictions, meaning they may no longer avoid the Program requirement by sitting out a suspension. Currently, only those convicted of their first DUI with a BAC under 0.15 percent have the option of sitting out the suspension to avoid the Program. The legislation also removed the one-year hard suspension for repeat-offender convicted DUI drivers who choose to receive a restricted license from the SCDMV allowing them to drive with the ignition interlock device(s) installed. The legislation also allowed those who receive the restricted license and have the device(s) installed in personal vehicles to continue to operate employer vehicles without the device(s) installed. The passing of this legislation placed the State of South Carolina out of compliance with USDOT Section 164 requirements. During the 2015 legislative session of the SC General Assembly, Emma's Law was amended, effective June 1, 2015, to deal with the problem areas that caused the state to fall out of compliance with Section 164. The amended legislation became compliant by amending the employer vehicle sections, S.C. Code § 56-1-400(B), and S.C. Code § 56-5-2941(L).

According to data provided by the SCDPPPS, the agency in charge of administering the Ignition Interlock Device Program (IIDP), there are currently about 16,800 individuals eligible for the ignition interlock program. In CY 2018, a total of 1,952 drivers participated in the IIDP. South Carolina's Zero Tolerance Law is also presented as **Attachment 5**.

In terms of preventing underage drinking while driving, South Carolina driver's licenses are tamper resistant and are designed to prevent persons under 21 from obtaining alcoholic beverages and to prevent persons of any age from making alcoholic beverages available to persons under the age of 21. In February 2011, the South Carolina Department of Motor Vehicles began the process of phasing in a vertical driver's license format for those under the age of 21, making the license more distinguishable from those held by drivers over 21.

- **Promote Transportation Alternatives**

Transportation alternative programs provide a challenge for the State of South Carolina, since the state is predominantly a rural state. The metropolitan areas that do exist are considerably smaller than other major metropolitan areas of the country, and public transportation options are

somewhat scarce. There are currently no statewide designated-driver or safe-ride programs. However, there are some individual programs that provide safe-ride services in cooperation with local drinking establishments and a few college prevention programs in the state offer safe-ride services as well.

The OHSJP implemented a designated driver program known as *Be a S.A.N.T.A. (Sober All Night Totally Awesome) Designated Driver*, which operated during the month of December prior to the Christmas/New Year's holiday season. The campaign promoted transportation alternatives by encouraging patrons of retail establishments serving alcohol to designate a sober driver rather than getting behind the wheel of a motor vehicle while impaired. The campaign was operative in designated metropolitan areas of the state during its five years of implementation from 2011 through 2015. The campaign featured television and billboard advertising each year. The first year of the program involved a partnership with the SC Hospitality Association (currently the SC Restaurant and Lodging Association), which assisted the OHSJP in securing free non-alcoholic beverages to designated drivers at participating restaurants and alcohol retailers. The campaign expended \$50,000 in Section 402 funding for the first year and \$70,000 in Section 402 funding each subsequent year.

- **Conduct Community-Based Programs**

The State of South Carolina has a variety of community-based programs which address prevention strategies at the local level in a variety of settings and utilize a variety of resources. The state incorporates school-based program initiatives, including the State Department of Education environmental strategies; local school district educational standards; associational educational opportunities, such as "Alive at 25"; programs sponsored and implemented by the state's alcohol and other drug abuse agencies and commissions; and a variety of traffic safety efforts to reach the community at large and school/college-aged young people with significant messaging about the dangers of alcohol use and impaired driving.

### **Schools**

South Carolina continues to benefit from comprehensive and coordinated alcohol and other drug abuse prevention, including evidence-based school and community programs and strategies. SCDAODAS administers its programs statewide through thirty-two (32) certified, local Alcohol and Drug Abuse commissions serving all forty-six (46) counties in the state, providing prevention and treatment services and serving as coordinating bodies in partnership with law enforcement to conduct compliance checks, party dispersals, underage drinking enforcement, and other prevention activities.

The 2017 South Carolina Youth Risk Behavior Survey (YRBS) indicated that:

- 58.5% of high school students had at least one drink of alcohol on at least one day during their lifetime;
- 25.4% of high school students had at least one drink of alcohol on at least one day during the 30 days before the survey;



- 10.4% of high school students drank five or more drinks of alcohol in a row within a couple of hours on at least one day during the 30 days before the survey;
- 18% of high school students rode in a vehicle driven by someone who had been drinking alcohol; and
- 7.5% of high school students drove a vehicle in the past thirty days after drinking alcohol.

The YRBS has been conducted in South Carolina in high schools every other year since 1991 and in middle schools since 2005. The survey is conducted in the spring of odd-numbered years by SC Healthy Schools at the SC Department of Education and is part of a national effort to monitor priority health risk behaviors that contribute markedly to the leading causes of death, disability, and social problems among youth and adults in the United States.

DAODAS’s Prevention Outcomes Annual Report, prepared by the Pacific Institute for Research and Evaluation (PIRE), describes numerous evidence-based prevention strategies that have been implemented in schools in South Carolina. The report also documents positive changes in alcohol use, as well as risk factors that predict alcohol use and high-risk behavior, including impaired driving.

The State of South Carolina does not mandate an impaired-driving, substance abuse or other related curriculum in schools; however, the state has defined educational standards in the area of impaired-driving and other drug abuse. Content Area IV of the mandated educational standards, known as “Alcohol, Tobacco and Other Drugs,” specifies a variety of learning objectives for all grades. These objectives address knowledge about alcohol and other substances and their negative effects, and call for developing competency in resisting media messages promoting use of alcohol. However, currently there are no standards that directly include impaired-driving or other specific highway safety issues.

Although there is no longer federal financial support for Drug Free Schools programs, the SCDOE implements the “South Carolina School Climate Initiative” (SCSCI), which is intended to improve school learning environments and reduce behavior that may be detrimental to students by developing a School Climate Index which schools, districts, and the state will use to measure a school’s learning environment and to identify and implement effective, research-based interventions to address identified, targeted student needs. By way of the SCSCI initiative, evidence-based prevention strategies are employed, such as Life Skills Training, Olweus Bullying Prevention, and the Positive Behavior Interventions and Supports (PBIS) programs. These intervention programs have been proven and documented to reduce alcohol and other substance abuse, as well as other negative student behaviors. The lack of this federal funding has significantly impacted 301 agencies and created a struggle to maintain and respond to the growing need to provide evidence-based prevention programs in schools. On the state level, since funding was depleted the 301 agencies have seen an overall decrease in the number of youth able to receive services from 2009 to 2018 as reported in the *DAODAS Prevention Outcomes Annual Report*.

In State Fiscal Year (SFY) 2018 the local county agencies served 4,156 school-aged youth between the ages of 10-17 using thirteen different curriculum-based evidence-based programs. DAODAS requires the use of a standard survey that is composed of SAMSHA’s National

Outcome Measures and other measures from SAMSHA's Core Measures Initiative. The counties are required to use the standard survey at the beginning of the multi-session program and at the end. In FY18, there was a statistically significant ( $p < .05$ ) positive change from pre-to post-test for four of the five measures (perceived risk, decision making, disapproval of use and peer norms). In FY18 there were three statistically significant changes in substance use-reductions in cigarettes, alcohol and marijuana (DAODAS Prevention Outcomes Annual Report).

There is currently no statewide student organization addressing impaired driving or traffic safety, and, unfortunately, Students Against Destructive Decisions (SADD) does not have a state coordinator in South Carolina to assist in strengthening chapters. In the past few years approximately 15 schools have renewed SADD chapter registration, though South Carolina has approximately 200 public high schools. However, many schools in the state have implemented the National Safety Council's (SCNSC) "Alive at 25" program, with many school districts requiring successful completion of this program by students to secure campus parking privileges. Based on data provided by the local chapter of the SCNSC, currently 132 high schools in South Carolina are involved with the "Alive at 25" Program. As of May 9, 2018, 154,132 students have completed the program, and 108 have since been involved in a fatal collision which equates to .07%. "Alive at 25" is also required for young people convicted of underage alcohol possession who opt for the Alcohol Diversion Program. The course is a highly interactive 4.5-hour program encouraging young drivers between the ages of 15 and 24 to take responsibility for their driving behavior. Skill practices and on-the-spot defensive driving techniques help increase driver confidence levels. Instructors (law enforcement and first responder professionals) use workbook exercises, interactive media segments, group discussions, role-playing, and short lectures to assist young drivers in developing attitudes and strategies that will keep them safer on the roadways. A significant component of the training deals with the issue of impaired operation of a motor vehicle.

SCHP, a division of the SDPS, operates a Community Relations Program that includes significant emphasis on underage drinking and impaired driving. The SCHP's cadre of Community Relations Officers (CROs—one for each of the seven SCHP Troops statewide) incorporates the issue of DUI in every school, community, and faith-based organization presentation. Each year this group of officers schedules presentations in high schools statewide. In addition, the OHSJP previously maintained a program called *Families of Highway Fatalities*, which has established a group of family members statewide who have lost a family member or members in a traffic crash. This program was relocated in early 2017 to be maintained by the SCHP. These family members serve as spokespersons about traffic safety, including the issue of DUI, in a variety of contexts, and they conduct additional presentations in schools throughout the state.

The state also has trained personnel in "Drug Impairment Training for Educational Professionals" (DITEP). This program, however, is not widely used in the state, with very few teachers and/or other educators trained in the program. The expansion of this program has the potential to be effective in the fight against impaired driving, particularly among younger drivers.

Several colleges and universities in South Carolina have alcohol and substance abuse prevention efforts that address impaired driving issues among students. Existing programs utilize a variety of strategies, including provision of information, interactive demonstrations, and environmental

changes. Colleges recently have expanded their prevention efforts to include law enforcement participation in surrounding communities. College programs generally subscribe to a harm-reduction model rather than directly preventing alcohol consumption. Programs such as those that promote designated drivers or provide safe rides for alcohol-impaired students are intended to prevent impaired driving. This presents a challenge for colleges that have become accustomed to a culture of tolerance for alcohol use.

Several colleges in South Carolina utilize the AlcoholEdu survey and online curriculum. The survey has been used as a source of vital needs assessment data for developing prevention strategies.

Major campuses do not prohibit alcohol use, and tailgating and other drinking events are generally tolerated, though measures are taken to reduce consequences such as driving after drinking. However, alcohol is not sold in campus sports venues.

The OHSJP, in conjunction with the SCDPS agency contractor, has made significant efforts to gear its anti-impaired driving messaging to reach the major offending age-group in the state, males aged 18 to 34. Television and radio advertising, particularly relative to major campaign blitzes for the statewide *Sober or Slammer!* effort (corresponding to the national Drive sober or get pulled over. campaign), reaches a variety of age groups, but focuses on the 18-to-34 year-old male. The OHSJP incorporates into its diversity outreach strategies information gleaned from quantitative research conducted by Apter International during the FFY 2007 grant year. The Apter research sought to find answers as to why people, particularly teens, African Americans, Hispanics, and rural residents are more likely not to use appropriate occupant restraints and attempted to gain clues as to why drivers take specific risks on the highways relative to drinking and driving. The somewhat startling results obtained by the research have been and will continue to be used to develop strategies to encourage behavioral change. The information has been utilized in all efforts of the OHSJP relative to enforcement mobilization strategies, particularly in terms of media outreach. The OHSJP also conducted a series of online surveys with young drivers (ages 18-35) through the agency contractor and a subcontractor in May 2018 to gauge their response to recent SCDPS media campaigns. The information and reactions received from these surveys is being utilized to influence current and upcoming media campaigns.

In past years, The OHSJP utilized paid advertising of highway safety messages at high school sports venues in the state, including advertising on printed tickets for sporting and other special events, as well as public address announcements and program advertising. About five million were printed yearly and used by more than 90% of the high schools across South Carolina. The last year the tickets were distributed was the 2017-2018 school year, and contained messaging focused on issues related to teenage drivers, including impaired driving, distracted driving, speeding, and occupant protection. Due to a change in agency contractors, a decision was made to not continue this program for the 2018-2019 school year. For FFY 2020, the OHSJP's new contractor, BFG Marketing, is exploring and researching new ideas for youth messaging, including possible messaging on fast food bags. The OHSJP has plans to reach teen drivers at popular statewide events, like the annual Carolina Country Music Festival in Myrtle Beach, SC.

Campaign media efforts, including television and radio advertising, as well as programmatic out-of-home (OOH) messaging [digital billboards, movie theater advertising, bar advertising,

convenience and gas store messaging, etc.], are also utilized by the OHSJP to encourage citizen involvement in reporting drunk drivers to law enforcement by calling \*HP (\*47).

## **Employers**

Currently in South Carolina, there are no statewide traffic safety employer programs that provide information and technical assistance to employers and encourage them to offer programs to reduce underage drinking and impaired driving by employees and their families. There are some strategies in place that provide related services and could serve as mechanisms for delivering timely and effective information relative to impaired driving and other traffic safety issues to employees of large businesses and small companies in the state. Employers utilizing Employee Assistance Programs (EAP) from private providers to implement screening and intervention services could conceivably provide information on impaired driving issues as well.

South Carolina has Drug Free Workplace legislation consistent with federal legislation. Employers are able to receive substantial discounts on workers' compensation insurance for using programs such as those offered by the Council on Alcohol and Drugs. These programs are designed to educate employers, employees, and the public at large about (1) the dangers of substance abuse, especially the abuse of illicit drugs; (2) the impact of such abuse on the workplace; (3) the most appropriate, effective, and legally accepted means for employers to address their problems with substance abuse in the workplace; (4) the rights and responsibilities of employers and employees; (5) the status of legislative, regulatory, and legal developments at the state level; and (6) the role of employers in national efforts to combat drug abuse. These programs could benefit from adding current, accurate, and South Carolina-specific information about impaired driving.

In 2019, the SCIDPC advocated against the legalization of the Compassionate Care Act, S.366. According to the U.S. Drug Enforcement Administration, marijuana is an illegal drug categorized under Schedule I of the Controlled Substances Act. Studies have linked workers' marijuana smoking with increased absences, tardiness, accidents, workers compensation claims, and job turnover. According to the Journal of the American Medical Association (JAMA), there is a 78% increase in absenteeism among marijuana users; 85% more workplace injuries occur with marijuana users; and there are 64% more disciplinary problems for those who use marijuana as opposed to those who do not.

The OHSJP will work towards developing a quarterly information piece on highway safety issues to be sent electronically to employers statewide. This document, if implemented on a regular basis, could be used to disseminate strategic information regarding impaired driving issues in the state in a variety of employment contexts.

## **Community Coalitions and Traffic Safety Programs**

In addition to participating in the efforts of the SCIDPC, DAODAS is responsible for the administration of the state's Underage Drinking Action Group. UDAG is a subcommittee of the Governor's Council on Substance Abuse Prevention and Treatment. UDAG is dedicated to the reduction of underage drinking in the state and is composed of a multi-disciplinary team of

stakeholders. Participants hail from the following agencies and groups: SCDPS, DAODAS, the SC Department of Social Services, the SC DOT, MADD SC, the University of South Carolina, Clemson University, the Pacific Institute for Research and Evaluation, the SC DOE, the College of Charleston, the BHSA, the SC Association of Prevention Professions and Advocates, SLED, and the SC Petroleum Marketers. The UDAG has launched a successful media campaign to ensure that parents in the state are aware of the liabilities associated with social hosting and the legal implications of providing alcohol to minors in any context. The campaign, which has utilized television, radio, and billboard advertising, is known as *Parents Who Host Lose the Most*. The campaign encourages parents and the community to send a unified message that teen alcohol consumption is unhealthy, unsafe, and unacceptable. The campaign has been implemented at state and local levels during celebratory times when underage drinking parties are prevalent, such as the homecoming, holiday, prom, and graduation seasons.

The UDAG has also funded an enforcement initiative known as *Out of Their Hands*, a program based on a three-stage process incorporating merchant education, public awareness, and an enforcement component. The initiative enlists the support of AET from local law enforcement agencies in each of the state's sixteen judicial circuits to enforce underage drinking laws, enact controlled party dispersal enforcement activity, conduct public safety checkpoints, perform ID checks, and conduct compliance checks of retail establishments serving alcohol. Local prevention specialists complement the enforcement tactics with widespread community outreach and awareness-raising. The AET model went statewide in July 2007 and remains operational. The AET model specifies a multi- or single-jurisdictional alcohol law enforcement approach (depending on the needs and participation of law enforcement within the target area) in a community to:

- reduce youth access to alcohol utilizing various strategies (social and retail access);
- measure, track, and improve merchant compliance with alcohol laws;
- provide research-based merchant education;
- build community support for enforcement of underage drinking laws through media advocacy and community coalition maintenance and development; and
- develop local law enforcement support for underage drinking prevention and enforcement efforts.

Through the AET, in SFY 2018 (underage drinking law enforcement operations were conducted, which included 129 party patrols, 190 saturation patrols, 6,287 alcohol compliance checks, 8 shoulder taps/third-party transfers, and 530 public safety checkpoints. Underage drinking parties were prevented as a result of AETs working from advance information. AET awareness activities include holding town hall meetings, doing educational sessions for youth and/or adults, conducting local media campaigns and casual contacts (law enforcement officers making community contacts with youth or merchants to keep a high visibility presence in the community). In FY18 AETs also highlighted the enforcement work with media placements (articles, TV stories, etc.), presentations and casual contacts.

SCDAODAS has also completed a Community Action for a Safer Tomorrow (CAST) project in the state through a five-year cooperative agreement between the Substance Abuse and Mental Health Services Administration's (SAMHSA) Center for Substance Abuse Prevention (CSAP)

and the Office of the Governor. During the five-year period, July 1, 2009 to September 30, 2014, the project placed more than \$2 million per year in the state to implement CAST using SAMHSA's Strategic Prevention Framework State Incentive Grant (SPF SIG) model. The model uses the findings from public health research along with evidence-based prevention programs to build capacity within states and the prevention field, thus promoting resilience and decreasing risk factors in individuals, families, and communities. The SPF SIG is a five-step process that requires states and communities to systematically (1) assess their prevention needs based on epidemiological data; (2) build their prevention capacity; (3) develop a strategic plan; (4) implement effective community prevention programs, policies, and practices; and (5) evaluate their efforts for outcomes. Two cross-cutting components of the SPF SIG model are cultural competence and sustainability. CAST coalitions were developed in 18 counties in the state, including Abbeville, Berkeley, Cherokee, Colleton, Darlington, Edgefield, Florence, Greenville, Greenwood, Horry, Kershaw, Lancaster, Laurens, Lexington, Newberry, Richland, Sumter, and Williamsburg to address underage possession and consumption issues, as well as DUI crashes in some designated county locations. The CAST coalitions utilized evidence-based environmental and enforcement strategies to address the root causes of these issues in their counties. Nine of the 18 counties (Cherokee, Darlington, Edgefield, Greenville, Horry, Kershaw, Lexington, Richland, and Williamsburg) were identified as priority counties for DUI traffic fatalities by raw number or population-based alcohol-impaired traffic fatality rates.

#### Evaluation Results Summary:

With respect to underage drinking prevention, the findings in this report are compelling. Whereas prevalence rates of both, alcohol use and binge drinking among high school students increased in comparison communities, both measures decreased in the SPF SIG funded communities that targeted underage drinking (using the adjusted prevalence rates). The differences between funded and comparison communities in the changes over time for both measures were statistically significant. Furthermore, three additional outcomes related to underage drinking (regular drinking by age 13, disapproval of alcohol use, and parental disapproval of alcohol use) all exhibited changes that were more favorable in the SPF SIG communities and attained at least marginal ( $p < .10$ ) levels of statistical significance. (South Carolina Strategic Prevention Framework State Incentive Grant: Final Evaluation Report May, 2015)

Purely based on the descriptive data analysis, in which monthly motor vehicle crash data were aggregated into pre- and post-intervention phases, no consistent and compelling evidence for SPF SIG effects on DUI crashes emerged from the findings. Although decreases were observed among funded communities in either one or both cohorts for all three outcome measures examined, the decreases were either not statistically significant (as in the case of ARMVCs), or they were significant but not notably greater (and sometimes less) than the decreases experienced in either or both of the comparison groups (as in the case of both ARMVCDs and SVNCS). Based on these descriptive findings only, it would be unwarranted to conclude that SPF 34 SIG funding contributed to decreases in any of the three outcome measures used to reflect DUI crashes. (South Carolina Strategic Prevention Framework State Incentive Grant: Final Evaluation Report May, 2015).

SCDAODAS received a new federal grant as of October 1, 2015. This five-year grant, Empowering Communities for Healthy Outcomes (ECHO), is a multi-layered approach to bolstering prevention infrastructure for data-driven decision-making. While ECHO will specifically address prescription drug abuse/misuse and impaired driving, the resulting increase in capacity will benefit communities' ability to address a wide range of local concerns.

ECHO is addressing the two priorities mentioned above by funding high-need counties in order to reduce their rates of prescription drug abuse/misuse among people between the ages of 12 and 25 and impaired driving. The counties receiving funding to address impaired driving are: Barnwell, Chester, Jasper, Marlboro and Orangeburg. The counties receiving funding for prescription drug misuse/abuse are: Berkeley, Darlington, Dorchester Greenville and Horry.

ECHO is built upon the foundation of past and present SAMHSA grants, including the Substance Abuse Prevention and Treatment Block Grant, State Incentive Grant (SIG), and the CAST grant (which was a Strategic Prevention Framework [SPF]-SIG).

The overall goals of the evaluation are to assess (a) the implementation of the ECHO project at the State and community levels, including their adherence to the 5-step SPF process, (b) coordination of funding streams between the state and funded counties that support prevention efforts at both levels, (c) changes in non-medical use of prescription drugs and related indicators (with an emphasis on 12 – 25 year olds) in four funded counties, and (d) changes in impaired driving and related indicators in five funded counties.

At the state level, ECHO will create a clear vision for prevention that will drive the development of multi-agency strategic planning, unite prevention systems across the state, and set a measurable course for state and local efforts. At the local level, ECHO will impact thousands of citizens by funding nine counties (Barnwell, Berkeley, Chester, Darlington, Dorchester, Greenville, Jasper, Marlboro, and Orangeburg) to implement evidence-based policies and practices through the SPF process. This will ensure true collaboration is achieved at all levels so that community-level change is realized, and the capacity to address local concerns is strengthened.

The Governor's Council on Substance Abuse Prevention and Treatment, led by the Director DAODAS and including all key state agencies, will continue as a strong advisory group providing guidance and assistance. We now propose to proceed from cooperation to collaboration and achieve a fully integrated, comprehensive, and cost-effective statewide prevention system that has one overarching aim – to greatly improve South Carolinians' quality of life by reducing the consumption and consequences of alcohol, tobacco, and other drugs.

Federal prevention funds, as well as most states' prevention programs, have increasingly been restricted to coalition building. In some cases community coalitions generate some prevention strategies, but the majority of resources are often dedicated to maintaining or expanding coalitions. The Alcohol and Drug Abuse Commissions in South Carolina are unique in their ability to provide comprehensive prevention services, environmental strategies, interventions, and treatment without diverting critical resources to coalition building at the expense of providing services.

The Law Enforcement Support Services (LESS) division is housed in the OHSJP. This division is staffed by a Law Enforcement Network Coordinator and a Law Enforcement Liaison (LEL). The staff has oversight over the state's Law Enforcement Network (LEN) system, which was formed in 2003. The LESS staff works to establish and maintain relationships between the OHSJP and law enforcement agencies around the state, and to garner law enforcement support of and participation in statewide enforcement mobilization campaigns, including the two DUI annual mobilization crackdowns, known as *Sober or Slammer!*. LELs also encourage Law Enforcement Network agencies to engage in multi-jurisdictional enforcement activity to include checkpoints and saturation patrols. Law Enforcement Network support grants are provided to those established networks around the state. The sixteen (16) networks correspond to the sixteen (16) judicial circuits in the state. The networks have been established to coordinate and promote law enforcement efforts in the state, disseminate information among agencies, and provide needed training for the more than 300 law enforcement agencies within the state. The support grants are provided to assist the networks with meeting room costs, recognition awards, the costs to attend training and/or conferences, and educational materials. The networks traditionally have been a key component of the *Sober or Slammer! (SOS)/Drive Sober or Get Pulled Over* sustained enforcement initiative and the *Buckle up, South Carolina. It's the law and it's enforced.* effort (mirroring the national *Click it or Ticket.* campaign).

Agencies participating in the LEN will be encouraged to participate in the state's high-visibility DUI Challenge enforcement campaign for FFY 2020. The campaign will include enforcement and educational strategies in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2020. The DUI enforcement campaign will include specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, from December 2019 through September 2020. These enforcement efforts will be supported by monthly media components.

## **Strategies**

In order to assist in strengthening the prevention aspect of the state's impaired driving countermeasures program, the OHSJP adopts the following strategies for FFY 2020:

1. The OHSJP will continue to provide grant funding for the LEN to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the system. The OHSJP will continue to provide training to LENs through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer Certification courses.
2. OHSJP staff will continue to provide Law Enforcement Liaison services to both state and local law enforcement agencies.
3. The public will be educated about the dangers of drinking and driving through the statewide distribution of educational materials, health and safety fairs, and statewide impaired driving campaigns.
4. OHSJP staff will continue to be involved with DAODAS Underage Drinking Action Group.



5. The OHSJP will continue to support DAODAS's underage drinking campaign, "*Out of Their Hands.*" The campaign encourages parents and the community to send a unified message that teen alcohol consumption is unhealthy, unsafe, and unacceptable.
6. The OHSJP will continue to support the National Safety Council's "Alive at 25" initiative.
7. The OHSJP will work with Law Enforcement Liaison staff to disseminate information to Law Enforcement Networks that contain the counties identified as having the highest population-based alcohol-impaired fatality rates in 2017 (Chester, Barnwell, Lee, Laurens, and Colleton) in an effort to determine education and enforcement strategies which may be implemented through the Networks to assist in resolving the problems.
8. Highway Safety staff will coordinate statewide public information and education efforts to promote compliance with impaired-driving laws. An overarching theme of all campaign efforts will be utilized by the OHSJP and the SCDPS. The theme will continue to be *Target Zero*, with the tagline, "*A goal we can all live with.*"
9. The SCDPS will continue to implement a statewide Law Enforcement DUI Challenge, *Sober or Slammer!* (the state's version of the national *Drive Sober or Get Pulled Over* initiative), which consists of a high-visibility enforcement and education campaign effort to reduce DUI traffic crashes, injuries, and fatalities. The DUI enforcement campaign will include specialized DUI enforcement activities by participating state and local law enforcement agencies, during the Christmas/New Year's holidays (2019-2020) and through the Labor Day 2020 holiday. These enforcement efforts will be supported by monthly media components.

The SCHP will recruit and utilize the assistance of local law enforcement agencies during the specialized enforcement efforts. Those agencies agreeing to participate will be awarded a recognition plaque for their efforts. This recognition is consistent with the NHTSA Guidance and recommendations received by the OHSJP from the NHTSA Region 4 Office. Law Enforcement Liaisons will encourage agencies within the Law Enforcement Network system in the state to participate in these enforcement events.

Educational efforts will again be supported by media components to support campaign efforts. Educational efforts will focus on the twenty priority counties (Greenville, Horry, Lexington, Richland, Anderson, Spartanburg, Charleston, Berkeley, York, Aiken, Laurens, Florence, Orangeburg, Beaufort, Lancaster, Dorchester, Pickens, Sumter, Darlington and Kershaw) designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.

10. All major mobilization emphases of the OHSJP will include messages to reach the diverse population of the state. The OHSJP will incorporate into its diversity outreach strategies information gleaned from quantitative research conducted by Apter International during the FFY 2007 grant year and focus group surveys conducted in FFY2018. The Apter research sought to find answers as to why people, particularly teens, African Americans, Hispanics, and rural residents are more likely not to use appropriate occupant restraints. The research also attempted to gain clues as to why drivers take specific risks on the highways relative to drinking and driving. The online surveys conducted in 2018 gave the agency insight to what

advertising methods young drivers respond best to. The information will be utilized in all efforts of the OHSJP relative to enforcement mobilization strategies, particularly in terms of media outreach.

11. The OHSJP will work with SCDOE through the SCIDPC to determine the efficacy of expanding the DITEP program into local school districts to increase the number of educational professionals (school counselors, teachers, and administrators) trained in this discipline.
12. The OHSJP will work with the SCDOE through the SCIDPC to determine the possibility of adding impaired driving and other traffic safety learning objectives to the SC Health and Safety Education Standards.

### **III. Criminal Justice System**

The Criminal Justice System in South Carolina, though not perfect, has sought to reduce recidivism in terms of alcohol-related crimes using collaborative efforts among law enforcement, prosecution, adjudication, criminal and administrative sanctions, and communications. Close coordination at the state, county, and municipal levels within the context of multi-disciplinary efforts has made some strides in increasing deterrence and the perception that impaired drivers will face severe consequences if caught committing the crime of DUI.

#### **A. Laws**

South Carolina amended its DUI law in February 2009. Though South Carolina's DUI law was strengthened, it remains problematic for a number of reasons and likely does not function in the state at the deterrence level outlined by the NHTSA-produced *Countermeasures That Work document*, or at deterrence levels desired by the average South Carolinian. However, the new legislation did allow the state to move forward in harshening penalties for impaired driving and for breath test refusals associated with DUI arrests, which are outlined throughout this section. The following is a summary of where the current DUI law stands in the state as compared to the model elements of a DUI law outlined in NHTSA's "Uniform Guidelines for State Highway Safety Programs – Highway Safety Program Guideline No.8 – Impaired Driving." The document states that DUI laws should define offenses to include:

***- Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the-counter) and treating both offenses similarly.***

In the State of South Carolina, it is unlawful for a person to drive a motor vehicle while under the influence of alcohol to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired, under the influence of any other drug or a combination of other drugs or substances which cause impairment to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired, or under the combined influence of alcohol and any other drug or drugs or substances which cause impairment to the extent that

the person's faculties to drive a motor vehicle are materially and appreciably impaired (SC Code of Laws §56-5-2930). Attached is a copy of South Carolina's DUI law (**Attachment 6**).

***- Driving with a BAC limit of .08 grams per deciliter, making it illegal "per se" to operate a vehicle at or above this level without having to prove impairment.***

According to South Carolina Code of Laws §56-5-2933, driving with an unlawful alcohol concentration (DUAC), it is unlawful for a person to drive a motor vehicle within the state while his blood alcohol concentration is .08 or more. A person who violates the provisions of this section is guilty of the offense of DUAC.

***- Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense.***

In South Carolina there are enhanced sanctions for driving a motor vehicle with a high BAC (i.e., .15 BAC or greater). DUI offenders with a BAC level of .15 or above at the time of arrest are subject to pre-DUI conviction licensing actions. On a first offense, the license is suspended for 30 days, and on a second offense it is suspended for 60 days. Restricted driver's licenses are granted for employment or education purposes and temporary driving privileges are available for offenders who enroll in an Alcohol and Drug Safety Action Program and request a hearing within 10 days. The hearing fee is \$200 and the license fee is \$100. In April 2014, South Carolina amended the ignition interlock portion of the state's DUI statutes in Act 158 which took effect October 1, 2014. Ignition interlock devices are required for first-time DUI offenders who are convicted of having had blood alcohol concentrations (BACs) of 0.15 percent or higher ("Emma's Law"). The ignition interlock device program is a voluntary alternative to hard suspensions for first-time DUI offenders who are convicted of having refused to submit to breath tests. First-time DUI offenders who are convicted of having had blood alcohol concentrations (BACs) of 0.14 percent or lower will have ignition interlock devices as an alternative to presently-existing special driving privileges. Hard suspensions for subsequent DUI offenders were removed, and those persons are immediately subjected to ignition interlock requirements.

For persons mandated to obtain ignition interlock devices, the requirement no longer has a time limit. The previous law allowed a person the option to stay suspended for three years, after which the ignition interlock requirement would end. Under the amended law, the suspension is indefinite and will only end when ignition interlock requirements have been fulfilled. The legislation continued to allow a person who does not own a vehicle to operate an employer's vehicle without an ignition interlock device installed. These statutory provisions placed the State of South Carolina out of compliance with USDOT Section 164 requirements. However, it should be noted that during the 2015 legislative session of the SC General Assembly, Emma's Law was amended, effective June 1, 2015, to deal with the problem areas that caused the state to fall out of compliance with Section 164. The amended legislation became compliant by amending the employer vehicle sections, S.C. Code § 56-1-400(B), and S.C. Code § 56-5-2941(L).

***- Zero Tolerance for underage drivers, making it illegal "per se" for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater).***

The State of South Carolina implements a Zero Tolerance Law for underage drivers, making it illegal “per se” for people under age 21 to drive with any measureable amount of alcohol in their system. SC Code of Laws §56-1-286 (A) states “The Department of Motor Vehicles must suspend the driver’s license, permit, or nonresident operating privilege of, or deny the issuance of a license or permit to a person under the age of twenty-one who drives a motor vehicle and has an alcohol concentration of two one-hundredths of one percent or more...”

***- Repeat offender with increasing sanctions for each subsequent offense.***

According to the South Carolina Code of Laws §56-5-2930 and §56-5-2933, there are increased sanctions for repeat DUI offenders. The criminal fines and jail time increase with each subsequent offense. The fines for driving under the influence are provided below:

(A) It is unlawful for a person to drive a motor vehicle within this state while under the influence of alcohol to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired, under the influence of any other drug or a combination of other drugs or substances which cause impairment to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired, or under the combined influence of alcohol and any other drug or drugs or substances which cause impairment to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired. A person who violates the provisions of this section is guilty of the offense of driving under the influence, and upon conviction; entry of a plea of guilty or of nolo contendere, or forfeiture of bail must be punished as follows:

(1) for a first offense, by a fine of four hundred dollars or imprisonment for not less than forty-eight hours nor more than thirty days. However, in lieu of the forty-eight hour minimum imprisonment, the court may provide for forty-eight hours of public service employment. The minimum forty-eight hour imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions the court considers proper. However, the court may not compel an offender to perform public service employment in lieu of the minimum forty-eight hour sentence. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of five hundred dollars or imprisonment for not less than seventy-two hours nor more than thirty days. However, in lieu of the seventy-two hour minimum imprisonment, the court may provide for seventy-two hours of public service employment. The minimum seventy-two hour imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions as the court considers proper. However, the court may not compel an offender to perform public service employment in lieu of the minimum sentence. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of one thousand dollars or imprisonment for not less than thirty days nor more than ninety days. However, in lieu of the thirty-day minimum imprisonment, the court may provide for thirty days of public service employment. The minimum thirty days imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions as the court considers proper. However, the court may not compel an offender to perform public service employment instead of the thirty-day minimum

sentence. Notwithstanding the provisions of Sections 22-3-540, 22-3-545, and 22-3-550, a first offense charged for this item may be tried in magistrates court;

(2) for a second offense, by a fine of not less than two thousand one hundred dollars nor more than five thousand one hundred dollars, and imprisonment for not less than five days nor more than one year. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of not less than two thousand five hundred dollars nor more than five thousand five hundred dollars and imprisonment for not less than thirty days nor more than two years. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of not less than three thousand five hundred dollars nor more than six thousand five hundred dollars and imprisonment for not less than ninety days nor more than three years. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars;

(3) for a third offense, by a fine of not less than three thousand eight hundred dollars nor more than six thousand three hundred dollars, and imprisonment for not less than sixty days nor more than three years. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of not less than five thousand dollars nor more than seven thousand five hundred dollars and imprisonment for not less than ninety days nor more than four years. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of not less than seven thousand five hundred dollars nor more than ten thousand dollars and imprisonment for not less than six months nor more than five years; or

(4) for a fourth or subsequent offense, by imprisonment for not less than one year nor more than five years. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by imprisonment for not less than two years nor more than six years. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by imprisonment for not less than three years nor more than seven years.

Punishments under South Carolina's DUAC law (56-5-2933) are as follows:

(A) It is unlawful for a person to drive a motor vehicle within this state while his alcohol concentration is eight one-hundredths of one percent or more. A person who violates the provisions of this section is guilty of the offense of driving with an unlawful alcohol concentration and, upon conviction, entry of a plea of guilty or of nolo contendere, or forfeiture of bail must be punished as follows:

(1) for a first offense, by a fine of four hundred dollars or imprisonment for not less than forty-eight hours nor more than thirty days. However, in lieu of the forty-eight hour minimum imprisonment, the court may provide for forty-eight hours of public service employment. The minimum forty-eight hour imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions the court considers proper. However, the court may not compel an offender to

perform public service employment in lieu of the minimum forty-eight hour sentence. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of five hundred dollars or imprisonment for not less than seventy-two hours nor more than thirty days. However, in lieu of the seventy-two hour minimum imprisonment, the court may provide for seventy-two hours of public service employment. The minimum seventy-two hour imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions as the court considers proper. However, the court may not compel an offender to perform public service employment in lieu of the minimum sentence. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of one thousand dollars or imprisonment for not less than thirty days nor more than ninety days. However, in lieu of the thirty-day minimum imprisonment, the court may provide for thirty days of public service employment. The minimum thirty days imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions as the court considers proper. However, the court may not compel an offender to perform public service employment instead of the thirty-day minimum sentence. Notwithstanding the provisions of Sections 22-3-540, 22-3-545, and 22-3-550, a first offense charged for this item may be tried in magistrates court;

(2) for a second offense, by a fine of not less than two thousand one hundred dollars nor more than five thousand one hundred dollars, and imprisonment for not less than five days nor more than one year. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of not less than two thousand five hundred dollars nor more than five thousand five hundred dollars and imprisonment for not less than thirty days nor more than two years. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of not less than three thousand five hundred dollars nor more than six thousand five hundred dollars and imprisonment for not less than ninety days nor more than three years. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars;

(3) for a third offense, by a fine of not less than three thousand eight hundred dollars nor more than six thousand three hundred dollars, and imprisonment for not less than sixty days nor more than three years. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of not less than five thousand dollars nor more than seven thousand five hundred dollars and imprisonment for not less than ninety days nor more than four years. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of not less than seven thousand five hundred dollars nor more than ten thousand dollars and imprisonment for not less than six months nor more than five years; or

(4) for a fourth or subsequent offense, by imprisonment for not less than one year nor more than five years. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by imprisonment for not less than two years nor more than six years. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by imprisonment for not less than three years nor more than seven years.

In the State of South Carolina, the following criminal sanctions may be ordered by the court:

**Mandatory minimum fines:**

- 1st Offense\***: Refusal and BACs below .10% = \$400  
BACs from .10% through .15% = \$500  
BACs of .16% and above= \$1000
- 2nd Offense†**: Refusal and BACs below .10% = \$2,100  
BACs from .10% through .15% = \$2,500  
BACs of .16% and above= \$3,500
- 3rd Offense‡**: Refusal and BACs below .10% = \$3,800  
BACs from .10% through .15% = \$5,000  
BACs of .16% and above= \$7,500
- 4th Offense**: Refusal and BACs below .10% = No suspension of fine below that of the next preceding minimum fine  
BACs from .10% through .15% = No suspension of fine below that of the next preceding minimum fine  
BACs of .16% and above= No suspension of fine below that of the next preceding minimum fine

**Incarceration — Mandatory minimums:**

- 1st Offense**: Refusal and BACs below .10% = 48 hours in jail or public service  
BACs from .10% through .15% = 72 hours in jail or public service  
BACs of .16% and above= 30 days in jail or public service
- 2nd Offense**: Refusal and BACs below .10% = 5 days  
BACs from .10% through .15% = 30 days  
BACs of .16% and above= 90 days
- 3rd Offense**: Refusal and BACs below .10% = 60 days  
BACs from .10% through .15% = 90 days  
BACs of .16% and above= 6 months
- 4th Offense**: Refusal and BACs below .10% = 1 Year  
BACs from .10% through .15% = 2 Years  
BACs of .16% and above= 3 Years

\*: 1<sup>st</sup> offense allows for a fine (which cannot be suspended) or incarceration/public service sentencing

†: 2<sup>nd</sup> offense fines may be suspended, but not below \$1,100

‡: 3<sup>rd</sup> offense fines may not be suspended below those defined for 2<sup>nd</sup> offense

The chart on the next page demonstrates even more graphically that fines, incarceration, and license suspensions increase with each subsequent DUI conviction. All convictions carry some

license suspension and second and subsequent convictions require installation of ignition interlock devices.



<b>DUI 1st</b>	<b>Refusal up to BAC of .09</b>	<b>BAC .10-.15</b>	<b>BAC .16 and above</b>
	\$400 Fine	\$500 Fine	\$1000 Fine
	Or 48 hrs. to 30 Days in Jail	72 hrs. to 30 Days in Jail	30-90 Days in Jail
	6 Mo. DL Suspension	6 Mo. DL Suspension	6 Mo. DL Suspension
<b>DUI 2nd</b>	<b>Refusal up to BAC of .09</b>	<b>BAC .10-.15</b>	<b>BAC .16 and above</b>
	\$2100-\$4100 Fine 5 Days up to 1 Year in Jail	\$2500-\$5500 Fine 30 Days up to 2 Years in Jail	\$3500-\$6500 Fine 90 Days up to 3 Years in jail
	1 year DL Suspension	1 year DL Suspension	1 year DL Suspension
<b>DUI 3rd</b>	<b>Refusal up to BAC of .09</b>	<b>BAC .10-.15</b>	<b>BAC .16 and above</b>
	\$3800-\$6300 Fine 60 Days up to 3 Years in Jail	\$5000-\$7500 Fine 90 Days up to 4 Years in Jail	\$7500-\$10,000 Fine 120 Days up to 5 Years
	2-4 year DL Suspension	2-4 year DL Suspension	2-4 year DL Suspension
<b>DUI 4th</b>	<b>Refusal up to BAC of .09</b>	<b>BAC .10-.15</b>	<b>BAC .16 and above</b>
	1-5 Years in Jail 2-4 year DL Suspension	2-6 Years in Jail 2-4 year DL Suspension	3-7 Years in Jail 2-4 year DL Suspension
<b>Great Bodily Injury</b>	\$5,100-\$10,100	<b>Causing Death</b>	\$10,100-\$25,100
	30 days – 15 years		1 year – 25 years
	Suspension for term plus 3 years		Suspension for term plus 5 years

In addition to the information above, with the passage of Act 158 (Senate Bill 137), or “Emma’s Law,” which took effect in the state on October 1, 2014, fourth or subsequent DUI offenders must install ignition interlock devices on their vehicles for life.

***- BAC test refusal with sanctions at least as strict as or stricter than a high BAC offense.***

The State of South Carolina has an Implied Consent law that imposes stricter sanctions for BAC refusals than a high BAC offense (see §56-5-2950 of the SC Code of Laws). In South Carolina, “a person who drives a motor vehicle in this state is considered to have given consent to chemical tests of his breath, blood, or urine for the purpose of determining the presence of alcohol or drugs or the combination of alcohol and drugs if arrested for an offense arising out of

acts alleged to have been committed while the person was driving a motor vehicle while under the influence of alcohol, drugs, or a combination of alcohol and drugs. A breath test must be administered at the direction of a law enforcement officer who has arrested a person for driving a motor vehicle in this State while under the influence of alcohol, drugs, or a combination of alcohol and drugs. At the direction of the arresting officer, the person first must be offered a breath test to determine the person's alcohol concentration.” The person does not have to take the test or give the samples, but his privilege to drive must be suspended or denied for at least six months if he refuses to submit to the test, and his refusal may be used against him in court. A person’s privilege to drive must be suspended for at least one month if he takes the test or gives the samples and has an alcohol concentration of fifteen one-hundredths of one percent or more.

***- Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions.***

DUI Licensing, Punishments, and Fines: In the State of South Carolina the following sanctions may be ordered by the court or by the licensing authority:

### **Licensing Action**

- Suspension/Revocation: South Carolina has post-conviction, court-ordered licensing actions. Suspension periods are six months for a first offense, one year for a second offense within 10 years, two years for a third offense within 10 years, four years for a third offense within five years, and seven years for a fourth offense within 10 years. An offender’s license is revoked for subsequent offenses. The license reinstatement fee is \$300 - \$600. Under South Carolina law, the licensing agency publishes the names and addresses of the persons who have had their licenses suspended for DUI. A person whose license is permanently revoked for a fourth or subsequent offense may petition the court for reinstatement under the provisions found in SC Code of Laws 56-1-385.
- Driving while suspended: The penalties for driving on a suspended license as a result of a DUI conviction include imprisonment of 10-30 days, a possible fine of \$300, and an extended license suspension period equal to the original suspension time period. Offenders whose licenses were revoked are subject to 1 additional year of license revocation.
- Conditional licensing: Allowed for offenders for employment or education purposes. A route restricted may be issued after the mandatory minimum suspension if an offender participates in an alcohol/drug education/treatment program.

***- Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270).***

South Carolina Code of Laws §61-4-110 prohibits the possession and/or consumption of any alcoholic beverage in the passenger area of a motor vehicle located on a public highway. In South Carolina, it is unlawful for a person to have in his possession, except in the trunk or

luggage compartment, beer or wine in an open container in a motor vehicle of any kind while located upon the public highways or highway rights of way of this state. This section must not be construed to prohibit the transporting of beer or wine in a closed container, and this section does not apply to vehicles parked in legal parking places during functions such as sporting events where law enforcement officers are on duty to perform traffic control duties. A person who violates the provisions of this section is guilty of a misdemeanor and, upon conviction, must be fined not more than one hundred dollars or imprisoned not more than thirty days. For purposes of this section, beer or wine means any beer or wine containing one-half of one percent or more of alcohol by volume.

***- Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.***

Pursuant to SC Code of Laws §56-5-6520, the driver and every occupant of a motor vehicle, when it is being operated on the public streets and highways of this state, must wear a fastened safety belt which complies with all provisions of federal law for its use. The driver is charged with the responsibility of requiring each occupant seventeen years of age or younger to wear a safety belt or be secured in a child restraint system. Drivers are not responsible for occupants seventeen years of age or younger who have a driver's license, special restricted license, or beginner's permit not wearing a seat belt.

Additionally, according to SC Code of Laws §56-5-6540 (E), a law enforcement officer must not stop a driver for a violation of this article except when the officer has probable cause that a violation has occurred based on his clear and unobstructed view of a driver or an occupant of the motor vehicle who is not wearing a safety belt or is not secured in a child restraint system.

The NHTSA "Uniform Guidelines for State Highway Safety Programs – Highway Safety Program Guideline No.8 – Impaired Driving" also state that DUI laws should include provisions to facilitate effective enforcement that:

***- Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs).***

The State of South Carolina does not have any laws that authorize law enforcement to conduct sobriety checkpoints. However, the state does have a law that places limits on the use of checkpoints or roadblocks. While there is no legislation to authorize the implementation of sobriety checkpoints, there is case law that supports the usage of public safety checkpoints in the state (see **Attachment 7**). Therefore, officers may conduct public safety checkpoints and, in that context, issue citations for DUI. Many such checkpoints are conducted each year by both state and local law enforcement agencies in the state as a deterrent strategy to impaired driving.

***- Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers.***

South Carolina currently does not have any provisions that authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers. However, there are no

laws prohibiting their use either. These devices may be used to detect ambient alcohol in the context of a traffic stop and assist an officer in determining reasonable suspicion. However, SC is a one-breath-test state, and officers must be cautious in how they utilize the devices to avoid losing the ability to place the individual on the Datamaster breath testing instrument. While there is no law to support the usage of passive alcohol sensors, the device is often used to enforce underage drinking laws at the discretion of the law enforcement officer.

***- Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs.***

South Carolina's Implied Consent law (§56-5-2950) authorizes law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including a preliminary breath test and screening and confirmatory test for alcohol or other impairing drugs if there is reasonable suspicion that the offender is under the influence of an impairing substance other than alcohol. The offender however must first be offered and/or administered a breath test.

***- Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.***

Law enforcement in South Carolina is not required to conduct mandatory BAC testing of all drivers involved in fatal crashes. However, it should be noted that according to the most recent available preliminary FARS data (2017), the BAC reporting rate for deceased drivers was 77%, and South Carolina's overall reporting rate was 40%. Under South Carolina's Felony DUI law (§56-5-2945, et. seq.), law enforcement must have probable cause to believe a driver is under the influence of intoxicants when involved in a crash resulting in death in order to require BAC testing. This has created challenges for the state in terms of reporting of BAC results for fatal crashes and has subjected the state to the mercy of the FARS imputation model to determine the state's level of alcohol-impairment involved in fatal crashes, particularly as this relates to surviving drivers.

The NHTSA "Uniform Guidelines for State Highway Safety Programs – Highway Safety Program Guideline No.8 – Impaired Driving" also state that DUI laws should establish effective penalties that include:

***- Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test.***

South Carolina has a law that establishes penalties that include administrative license suspension or revocation for failing or refusing to submit to a BAC test (Reference SC Code of Laws §56-5-2951). The Department of Motor Vehicles must suspend the driver's license, permit, or nonresident operating privilege of or deny the issuance of a license or permit to a person who drives a motor vehicle and refuses to submit to a test provided for in §56-5-2950 or has an alcohol concentration of fifteen one-hundredths of one percent or more. The arresting officer must issue a notice of suspension which is effective beginning on the date of the alleged violation of §56-5-2930, §56-5-2933, or §56-5-2945.

***- Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the state's "per se" level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock.***

The State of South Carolina currently does not have a law that establishes administrative license suspension penalties of at least 90 days for first-time DUI offenders. If a driver is arrested for driving under the influence and refuses a BAC test, then a driver's license suspension period of six months will apply (SC Code of Laws §56-5-2950). As of October 1, 2014, South Carolina's Implied Consent law (§56-5-2950) mandates that drivers arrested for first-time offenses of Driving Under the Influence, Driving with an Unlawful Alcohol Concentration, or Felony DUI and refuse to provide a breath sample shall have their license suspended for at least six months. A driver arrested for these offenses as a first offense who provides a breath sample of or above .15 shall have his license suspended for at least one month. Drivers may enroll in the Ignition Interlock Device Program for the remainder of the suspension. If the remaining suspension period is less than three months, the offender must still remain enrolled in the program for no less than three months. First-time offenders may apply for a temporary alcohol license pending any hearing contesting the arrest suspension. If the suspension is upheld, drivers may apply for a route-restricted license.

In April 2014, South Carolina amended the ignition interlock portion of the state's DUI statutes in Act 158, which became effective on October 1, 2014. Ignition interlock devices are now required for first-time DUI offenders who are convicted of having had blood alcohol concentrations (BACs) of 0.15 percent or higher ("Emma's Law"). The ignition interlock device program is a voluntary alternative to hard suspensions for first-time DUI offenders who are convicted of having refused to submit to breath tests. First-time DUI offenders who are convicted of having had blood alcohol concentrations (BACs) of 0.14 percent or lower have ignition interlock devices as an alternative to presently existing special driving privileges. Hard suspensions for subsequent DUI offenders were removed, and those persons will immediately be subject to ignition interlock requirements.

For persons mandated to obtain ignition interlock devices, the requirement no longer has a time limit. That is, under the old law a person may choose to stay suspended for three years, after which the ignition interlock requirement goes away. Under the amended law, the suspension is indefinite and will only end when ignition interlock requirements have been fulfilled.

The legislation continued to allow a person who does not own a vehicle to operate an employer's vehicle without an ignition interlock device installed. These statutory provisions placed the State of South Carolina out of compliance with USDOT Section 164 requirements. During the 2015 legislative session of the SC General Assembly, Emma's Law was amended, effective June 1, 2015, to deal with the problem areas that caused the state to fall out of compliance with Section 164. The amended legislation became compliant by amending the employer vehicle sections, S.C. Code § 56-1-400(B), and S.C. Code § 56-5-2941(L).

***- Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular***

***homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment.***

According to SC Code of Laws §56-5-2930; §56-5-2933; §56-5-2945; §56-5-2947; §56-5-2910; §56-5-2941; and §56-5-2942, there are enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization, or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment. See comments in previous section.

***- Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from use of alcohol and other drugs, and frequent monitoring.***

South Carolina has laws that include penalties to require an assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from use of alcohol and other drugs, and frequent monitoring. Whether for a first offense or subsequent offense, the offender must enroll in and successfully complete an Alcohol and Drug Safety Action Program (ADSAP) certified by DAODAS. An assessment of the extent and nature of the alcohol and drug abuse problem of the applicant must be prepared and a plan of education or treatment, or both, must be developed for the applicant. The Alcohol and Drug Safety Action Program shall determine if the applicant successfully completed the services.

***- Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.***

(A) Currently, the State of South Carolina does not have a law that establishes the punishment of driver license suspension for people under the age of 21 for any violation of law involving the use or possession of alcohol or illicit drugs. However, it is unlawful for a person under the age of twenty-one to purchase, attempt to purchase, consume, or knowingly possess alcoholic liquors. Possession is prima facie evidence that it was knowingly possessed. It is also unlawful for a person to falsely represent his age for the purpose of procuring alcoholic liquors. Notwithstanding another provision of law, if the law enforcement officer has probable cause to believe that a person is under age twenty-one and has consumed alcohol, the law enforcement officer or the person may request that the person submit to any available alcohol screening test using a device approved by the State Law Enforcement Division.

(B) A person who violates the provisions of this section is guilty of a misdemeanor and, upon conviction, must be fined not less than one hundred dollars nor more than two hundred dollars or must be imprisoned for not more than thirty days, or both.

(C) A person who violates the provisions of this section also is required to successfully complete a DAODAS-approved alcohol prevention education or intervention program. The program must be a minimum of eight hours, and the cost to the person may not exceed one hundred fifty dollars (SC Code of Laws §63-19-2450).

## **B. Enforcement**

SCDPS will continue to implement a statewide Law Enforcement DUI Challenge (*Sober or Slammer!* comparable to the national *Drive Sober or Get Pulled Over.* campaign). OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2020. Due to Guidance issued by the National Highway Traffic Safety Administration's legal counsel on May 18, 2016, regarding the purchase and use of equipment, the State of South Carolina modified the way that the Law Enforcement DUI Challenge is conducted. The DUI Challenge has been very successful over the last decade with DUI-related traffic fatalities reduced by almost 33%, from 464 in 2007 to 313 in 2017, and participation was provided from the vast majority of law enforcement agencies in the State in statewide campaign blitz and crackdown efforts.

OHSJP altered its strategy for the DUI enforcement campaign to focus predominantly on SCHP for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. SCHP during FFY 2020, will engage in specialized impaired driving enforcement activity (saturation patrols and sobriety checkpoints) from December 2019 through September 2020. The enforcement efforts will be supported by monthly media components.

The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts. Based on their contributions, participating agencies will receive either a recognition plaque or certificate for their efforts. This recognition is consistent with the NHTSA Guidance and recommendations received by the OHSJP from the NHTSA Region 4 Office. Law Enforcement Liaisons will encourage agencies within the Law Enforcement Network system in the state to participate in these enforcement events.

Educational efforts will again utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty (20) priority counties, (Greenville, Horry, Richland, Charleston, Spartanburg, Anderson, Lexington, Berkeley, Florence, Orangeburg, Aiken, York, Dorchester, Beaufort, Laurens, Sumter, Darlington, Colleton, Kershaw, and Jasper) which represent which represent approximately 82.5% of the state's population (based on the Census population estimate for July 1, 2018) and 78.4% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2013 to 2017 (**Table 9**, page 18-19), and are designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.

During the five-year period 2013 to 2017, impaired-driving countermeasures enforcement efforts by state and local law enforcement agencies have proven to be productive. When comparing the number of alcohol-impaired driving fatalities in 2013 (339) to those in 2017 (331), the State of South Carolina saw a 7.67% reduction in such fatalities (see **Table 1** on page 4), which is attributed to the DUI enforcement efforts of state and local law enforcement agencies statewide. Multi-jurisdictional enforcement efforts conducted by agencies participating in the South Carolina Law Enforcement Network System have produced significant DUI enforcement activity

over the eight-year period 2011 to 2018. The data below show that from 2011 to 2018, 176,310 DUI-related arrests were made by law enforcement agencies that participated in the LEN and reported DUI enforcement data to the SCDPS. Although there has been a consistent decrease in the number of DUI arrests from 2011 to 2018, the figures below show a substantial number of DUI arrests made in South Carolina over the last eight years.

- 2011 – 25,958	-2015 – 21,512
- 2012 – 24,998	-2016 – 20,148
- 2013 – 23,977	-2017 – 18,684
- 2014 – 23,064	-2018 – 17,969

A high-visibility statewide enforcement and education campaign *Buckle up, SC. It's the law and it's enforced.* is conducted each year around the Memorial Day holiday modeled after the national *Click it or Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. In FFY 2020, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is obvious that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

OHSJP has continued the implementation of Data Driven Approaches to Crime and Traffic Safety (DDACTS) since 2012. The OHSJP conducted one DDACTS workshop in the state during FFY 2016. The workshop was conducted in Beaufort, SC, from May 10-12, 2016. The following agencies participated in the DDACTS workshop: Beaufort County Sheriff's Office, Beaufort Police Department, Bluffton Police Department, Colleton County Sheriff's Office, Hardeeville Police Department, Jasper County Sheriff's Office, Port Royal Police Department, and South Carolina Highway Patrol Troop 6 Post C. The implementation of this enforcement strategy has also enhanced DUI enforcement in jurisdictions of participating law enforcement agencies. It is anticipated that continued successes generated by the DDACTS effort will result in expansion of the strategy to other state law enforcement jurisdictions.

For FFY 2020, the SC Public Safety Coordinating Council has approved thirty-four (34) traffic enforcement projects, the majority of which will be implemented, based on the availability of federal funding, in priority counties in the state.

Of the 34 enforcement projects, twelve (12) are DUI enforcement projects. The state will contract with the 12 host agencies to provide 31,200-37,440 hours of activity during FFY 2020 in the counties of Darlington (1 project), Charleston (2 projects), Berkeley (2 projects), Lexington (2 projects), Spartanburg (1 project), Dorchester (1 project), Florence (1 project), Lancaster (1 project), and Beaufort (1 project). Three of these 12 projects will be implemented in



county sheriffs' offices. The projects referenced above include 11 third-year projects and one first-year project. The projects will focus exclusively on DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 31,200-37,440 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which FARS data demonstrates to be those during which the most DUI-related fatal crashes occur in the state (approximately 1,330, or 88.67%, of the 1,502 DUI-related fatal crashes during the years of 2013-2017). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI- related crashes within their respective jurisdictions.

During the FFY 2020 grant cycle, DUI enforcement project activity will include the following: participation in at least 12 public safety checkpoints; conducting a minimum of six educational presentations on the dangers of DUI; and issuing at least 12 press releases to the local media and/or social media detailing the activities of the grant projects. Additionally, DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Below is a list of DUI enforcement projects that will be funded during FFY 2020:

Agency	County	Project Title	Project Number(s)	Budget	Project Activity Hours Funded	Public Safety Checkpoints	Educational Presentations
City of North Charleston	Charleston	North Charleston DUI Team	M4HVE-2020-HS-24-20	\$269,518	1,560-2,496 hours	12	6
Florence County Sheriff's Office	Florence	Traffic Safety Unit/DUI Enforcement	M4HVE-2020-HS-48-20	\$63,706	1,560-2,496 hours	12	6
Berkeley County Sheriff's Office	Berkeley	Building DUI Enforcement Capacity-Year 3	M4HVE-2020-HS-47-20	\$84,995	11,560-2,496 hours	12	6
City of Spartanburg	Spartanburg	Reduction in Impaired Driving	M4HVE-2020-HS-45-20	\$71,602	1,560-2,496 hours	12	6
Lancaster County Sheriff's Office	Lancaster	Impaired Driving Enforcement	M4HVE-2020-HS-44-20	\$95,148	1,560-2,496 hours	12	6

Town of Summerville	Dorchester	DUI Countermeasures & Education for Young People	M4HVE-2020-HS-50-20	\$66,460	1,560-2,496 hours	12	6
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures	M4HVE-2020-HS-47-20	\$72,182	1,560-2,496 hours	12	6
City of Cayce	Lexington	City of Cayce DUI Enforcement Team	M4HVE-2020-HS-44-20	\$87,418	1,560-2,496 hours	12	6
Bluffton Police Department	Beaufort	Bluffton Police Department DUI Enforcement	M4HVE-2020-HS-52-20	\$68,671	1,560-2,496 hours	12	6
City of Hartsville	Darlington	Hartsville Impaired Driving Countermeasures: Enforcement	M4HVE-2020-HS-54-20	\$63,594	1,560-2,496 hours	12	6
Town of Irmo Police Department	Lexington	Town of Irmo DUI Enforcement Unit	M4HVE-2020-HS-43-20	\$96,537	1,560-2,496 hours	12	6
City of Charleston Police Department	Charleston	FFY2020 Highway Safety Grant: DUI Enforcement	M4HVE-2020-HS-37-20 and PT-2020-HS-37-20 (radar)	\$145,406 \$8,467 (402)	1,560-2,496 hours	12	6

Additionally, of the thirty-four (34) approved enforcement projects, twenty-two (22) are police traffic services projects, which will fund a total of 68,640-82,368 hours of general traffic and speed enforcement activity in municipalities located in the priority counties of Richland, Charleston, Lexington, Aiken, York, Greenville, Dorchester, Berkeley, Anderson, and Lancaster, as well as enforcement projects in eight county sheriffs' offices (Charleston, Dorchester, Georgetown, York, Berkeley, Kershaw, Darlington, and Oconee counties). The projects referenced above include nine third-year projects, three second-year projects, and ten first-year efforts. These projects will also encompass DUI enforcement efforts, however, they will primarily focus on general traffic enforcement to include speeding and occupant restraint violations; the conducting of educational presentations to inform local communities about traffic safety problems and issues; meeting with local judges to instruct them about the projects; media contacts to share success stories and enforcement strategies with the general public; and required participation in the SC Law Enforcement Network.

The State of South Carolina AETs administered by DAODAS, as mentioned in the Community Coalitions and Traffic Safety Programs section of this document are designed to enforce underage drinking laws in South Carolina. The program is represented in each of the sixteen (16) judicial circuits in the state, providing more intense and consistent enforcement of underage drinking laws. AETs are local multi-jurisdictional law enforcement partnerships that use best practice enforcement to reduce underage drinking and save lives. One primary focus of the AET

prevention specialists complement the enforcement tactics with widespread community outreach and awareness-raising. The AETs remain very active in their enforcement efforts.

SCCJA continues to be a national leader in the field of providing impaired driving detection, investigation, and prosecution-related training. Since 2010, the SCCJA has provided at least 32 hours of impaired driving and breath testing-related training to thousands of Basic Law Enforcement Academy students. This training includes the 24-hour NHTSA/IACP DUI Detection and Standardized Field Sobriety Testing (SFST) Practitioner Course and the 8-hour DataMaster DMT Operator Course. Basic Law Enforcement students are required to certify in both of these disciplines in order to continue on in training and ultimately graduate from the Academy as a Class 1 Officer.

The NHTSA/IACP DUI Detection and SFST Instructor Development Course are also taught solely at the SCCJA. The core course is intended to span 32 hours; however, the SCCJA has added vital training elements to provide a 39-hour course. This course has helped create over 500 currently active adjunct DUI Detection/SFST Instructors throughout the State. The DUI Detection/SFST Practitioner Course is also offered in the field as a stand-alone course, and while the adjunct instructors are certified to instruct the course, the Impaired Driving Countermeasures Training Coordinator (IDCTC) and other SCCJA instructors are often asked to provide instruction and oversight.

Officers who are certified as DUI Detection/SFST Practitioners are required to renew their certification every two years. This is done via an online recertification course as well as an SFST Proficiency conducted in front of a DUI Detection/SFST Instructor. Failure to complete the recertification course within the allotted time or with the required grade results in decertification and requires that the officer attend the full DUI Detection/SFST Practitioner Course. DUI Detection/SFST Instructors are also required to recertify through course instruction and/or the proctoring of multiple SFST Proficiencies.

The South Carolina Drug Evaluation and Classification Program (DECP) has grown significantly since the SCCJA began coordination of the program in 2009. Up to that point, South Carolina had 50 Drug Recognition Experts (DREs). At the end of FFY 2018, the SC DECP under the SCCJA had trained and certified approximately 210 DREs; of those, however, only 118 were still actively certified and employed in South Carolina at that same date. Currently (April 2019), there are 128 active DREs (out of 226 total trained and certified). While new DREs are added to the roster each year, the active DRE number changes due to DREs retiring, by moving out of law enforcement or out of state, and for failure to recertify.

Two DRE Preschools and two DRE 7-Day Schools are held each year with the hopes of moving adding one of each school in FFY 2020. The potential DREs must pass preschool in order to advance to the 7-Day School. Upon successful completion of the 7-Day School, the DRE candidate must complete the Field Certification and Final Knowledge Examination. These are currently conducted out-of-state due to the inability to meet the needs of these combined stages in a timely manner within South Carolina. The DRE Instructor Development Course is also run concurrently with the DRE Schools. South Carolina currently has 34 DRE Instructors who are integral to properly teaching of the DRE Schools and the successful conducting of the Field Certification and Final Knowledge Examination phases. Since the first SCCJA-led DRE school

graduated, South Carolina DREs have conducted 3,646 evaluations, of which 2,538 are enforcement related. The IDCTC works continuously to promote the use of DREs throughout the State and is making efforts to enhance training opportunities for the DREs.

The IDCTC also provides a multitude of ARIDE course training opportunities to those trained in and experienced with impaired driving enforcement and investigations. A major goal of the IDCTC is to have all South Carolina Highway Patrol troopers (ranked Corporal and below) trained in ARIDE. The increase in ARIDE training should increase the utilization of the State’s DREs in the field.

<b>Agency</b>	<b>Location</b>	<b>Project Title</b>	<b>Project Number</b>	<b>Budget</b>	<b>Personnel Funded</b>	<b>Number of Trainings</b>
South Carolina Criminal Justice Academy	Statewide	ID Countermeasures Training for Law Enforcement	M4TR-2020-HS-26-20	\$212,540	1	16

*References: South Carolina’s Strategic Highway Safety Plan, 2015; pp. 80-84 Countermeasures That Work: Ninth Edition, 2017; Chapter 1: 2.1; 2.2; 2.5; 7.1; 7.2; and 7.3*

### **C. Publicizing High-Visibility Enforcement**

The Public Information, Outreach and Training (PIOT) section of OHSJP coordinates with the SCDPS contractor to develop and implement media components of the OHSJP's *Sober or Slammer!* campaign and a variety of other major campaigns and emphases. The contractor assists with efforts such as media buying, creative production, and evaluation of campaigns. Additionally, diversity outreach components are incorporated within each campaign. The OHSJP will continue efforts to reach out to under-served audiences and hard-to-reach populations in the upcoming year.

OHSJP continues to utilize earned media significantly throughout the year to publicize campaign enforcement mobilizations through press events, media advisories, op-ed columns, and various local media events. Utilizing the vehicle of earned media, South Carolina has received media coverage statewide, which not only provides information to the general public, but garners support for highway safety initiatives as well.

SCDPS OHSJP is utilizing Section 405d Impaired Driving Countermeasures funds in FFY 2020 for paid media efforts for DUI countermeasures. The state continues to use the Strategic Evaluation States (SES) model to implement a sustained DUI enforcement effort (*Sober or Slammer! /Drive Sober or Get Pulled Over.*), which includes specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, as well as two DUI law enforcement crackdowns occurring during the Christmas/New Year's holidays and during the days leading up to and including the Labor Day holiday. *Sober or Slammer!* is a high-visibility enforcement crackdown on impaired driving combining paid/earned media with increased DUI enforcement activity in an effort to attack the problem of impaired driving in the state.

By the end of the FFY 2019 grant year, South Carolina will have spent more than \$1.0 million for paid media efforts for the FFY 2019 *Sober or Slammer! (SOS)* campaign. The OHSJP worked with the SCDPS agency contractor to develop commercial spots and secure airtime for the development and implementation of the 2018-2019 Christmas/New Year's *SOS* campaign, and will do the same for the 2019 Labor Day *SOS* campaign and sustained media campaign. The commercial spots for the 2018-2019 Christmas/New Year's *SOS* campaign featured the South Carolina Department of Public Safety's message, "Report Drunk Drivers. Call \*HP" and built upon the campaign theme of "Drink. Drive. Die." During the 2019 Labor Day *SOS!* campaign, the agency contractor will purchase airtime for a new "Drink. Drive. Die" enforcement television ad and will utilize donated or bonus spots to air a previously-produced commercial spot. The new commercial spot will be tagged with the state's DUI campaign slogan/logo (*SOS!*), as well as the national slogan *Drive Sober or Get Pulled Over.*, and South Carolina's *Target Zero* logo. The commercial will first air during the Memorial Day Weekend holiday enforcement period. The 2019 campaign also utilizes radio advertising and a variety of alternative and programmatic out-of-home (OOH) media, including paid social media, digital billboard and display advertising, and advertising at gas stations, bars, and movie theaters to support the on-air advertising messaging of the campaign.

During FFY 2020, paid and earned media activities will be utilized to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in impaired driving. These activities will encompass radio, television, and paid social media advertising, as well as outdoor and other alternative/programmatic OOH advertising. The agency contractor will be used by the OHSJP to secure radio and television placement during the two major mobilization crackdowns and paid media for strategic points in time deemed high risk for impaired driving violations. Those times will complement enforcement by the South Carolina Highway Patrol, through September 2020. Local law enforcement agencies will be highly encouraged to participate in the special enforcement. Specific media buy plans for each component of the process will be developed by the agency contractor concentrating on major media markets which will reach the campaign's focus counties and other counties throughout the state. The media buy plans will be approved by the OHSJP prior to implementation of the effort. NHTSA promotes the importance of combining high-visibility enforcement with high-visibility public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals. The OHSJP will employ key strategies to promote its mission and core message of public safety.

It should be noted, however, that with the implementation of MAP-21 in 2013, the amount of funding available to the State of South Carolina for impaired driving countermeasures efforts was greatly reduced. Under SAFETEA-LU, the State of South Carolina qualified for Programmatic and High Fatality Rate State funding. Since MAP-21 includes no funding provisions for High Fatality Rate States, for which the state qualified from 2006-2012, South Carolina's available funding for impaired driving countermeasures has been reduced by more than 50%. Thus, the state continues to find itself in a challenging position in terms of maintaining the gains made in impaired-driving severe-injury and fatal collisions since 2007 with fewer resources available for creating awareness on the part of the general public regarding impaired driving issues.

#### **D. Prosecution**

The primary responsibility for prosecuting criminal cases in South Carolina lies with the office of the solicitor. There are 16 Judicial Circuits in South Carolina, and each has an elected solicitor. Solicitors employ assistant or deputy solicitors to assist in the prosecution of cases. In some municipal jurisdictions, cities have also hired city attorneys to assist in the prosecution of cases in municipal courts.

Most first-offense driving under the influence (DUI) cases are tried in magistrate or municipal courts. While some municipal courts have attorney prosecutors, most prosecutions at the first-offense level are done by the arresting law enforcement officer. Some assistance is also given in the magistrate courts by solicitors in some judicial circuits; however, for the majority of the DUI cases, the arresting officer continues to be responsible for the prosecution of his/her own DUI case(s).

Subsequent cases are filed in the state's Circuit Courts. At this level, solicitors, or their assistants, are responsible for representing the State of South Carolina in the prosecution of DUI

offenses.

Currently, funding has been made available from the OHSJP for a Traffic Safety Resource Prosecutor who operates through the South Carolina Commission on Prosecution Coordination. The TSRP is a vital resource for DUI prosecution and education. The TSRP is providing seminars, newsletters, and technical assistance to solicitors, law enforcement, and the judiciary, as well as local prosecutors. The TSRP is a strong link in the effort to prosecute impaired drivers at all levels. The TSRP program in the state reduces the use of diversion programs through its educational efforts. The training provided by the TSRP is entitled “Prosecuting the Impaired Driver.” Attached is a syllabus of the training and a description of the topics covered (**Attachment 8**). The training is conducted at least 4 times each year. Also included is an example of a newsletter, *Behind the Wheel* (**Attachment 9**), published by the grant project and distributed to approximately 1,300 recipients on a bi-annual basis from the SCCPC offering basic DUI prosecution information, as well as information regarding impaired driving countermeasures training.

Another important component in the prosecution of impaired drivers is the placement of a DUI prosecutor in each circuit. These assistant solicitors are specially trained to handle and effectively prosecute driving under the influence cases. These positions were funded by the state, one in each judicial circuit (\$100,000 per circuit), until funding was discontinued in 2009. At that point, the OHSJP picked up the funding for these positions at a reduced level (\$75,000 per circuit), utilizing Section 410 SAFETEA-LU funding and focusing on backlogs of DUI cases made by the SCHP in local magistrate courts. In SFY 2013, the State of South Carolina once again appropriated recurring funding for a specialized DUI prosecutor in each circuit at the level of \$73,690 per circuit, with funding which began July 1, 2013 and has continued. The OHSJP ended its funding of these positions with federal grant dollars on June 30, 2013. The OHSJP also provided funding for a dedicated DUI Prosecutor to prosecute DUI-related cases made by SCHP in Berkeley County from FFY 2015 – FFY 2018. In FFY 2020, the OHSJP will fund a DUI Prosecutor in the Sixth Circuit Solicitor’s Office, which includes Chester, Fairfield, and Lancaster counties, and in the Fifth Circuit Solicitor’s Office, which includes Richland and Kershaw counties. The Assistant Solicitors will dedicate 100% of their time to the prosecution of DUI cases. Special DUI Prosecutors will also be funded in the Berkeley County Sheriff’s Offices and in the City of Goose Creek Police Department. These prosecutorial projects will decrease the amount of time a Law Enforcement Officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals.

One emerging program in some jurisdictions is a dedicated DUI docket. Under this plan, a prosecutor is responsible for processing cases and meeting deadlines in the preparation of cases for trial. A dedicated magistrate, who has received additional training in the handling of DUI cases, presides over the dockets. The dedicated DUI dockets are finding significant success in the timely adjudication and disposition of DUI cases.

On the other end of the spectrum is the unorthodox practice common in South Carolina that requires arresting officers to serve as prosecutors in DUI cases. While some of these officers reportedly are effective advocates, they are often facing much more skilled defense attorneys and are faced with legal arguments that they are unprepared to answer. DUI litigation can also be very complex, resulting in dismissals and “not guilty” findings in cases in which skilled

prosecutors are unavailable. Some members of law enforcement are also not comfortable with stepping into the role of prosecuting cases. This practice could result in a hesitancy to make arrests on the part of law enforcement. This practice of law enforcement serving as the prosecution in DUI cases is a challenging problem which is likely a hindrance to reducing impaired driving.

Plea bargaining is a common occurrence in South Carolina DUI prosecutions at all levels. Solicitors' available time, the intricacy of the DUI law, and the possibility of undesirable results often push prosecution into offering or accepting reduced charges. In addition, law enforcement officers are often asked to participate in plea discussions in summary magistrate or municipal courts, although S CHP does not condone the plea bargaining practice. Once again, this is an inappropriate role for law enforcement and does not serve justice. Judges may also not participate in plea negotiations without violating certain Canons of Ethics. This is a further demonstration of the need for professional prosecutors in all courts handling DUI litigation.

There is no pre-trial diversion of DUI cases in South Carolina.

Even when prosecutors are available, it is commonplace for attorneys with less experience to be assigned to the prosecution of DUI cases. It can be normal practice for these attorneys to gain experience and quickly move to other aspects of legal practice, including felony prosecution or private practice. This leaves a recurring problem of the newer, less skilled attorneys left trying DUI cases. To compound the problem, a defense attorney is usually much more experienced in DUI law and trial techniques. However, efforts are being made by the SCCPC to assist these prosecutors through the use of the Traffic Safety Resource Prosecutor.

As mentioned, some of the deputy solicitors assigned are usually less experienced members of their respective solicitors' offices. However, simply having a prosecutor available for DUI prosecution appears to be a large challenge in South Carolina. While some solicitors are able to assign sufficient prosecutors to handle DUI caseloads, others report that other felony prosecutions tax the time of prosecutors. Consequently, DUI litigation may suffer.

Law enforcement appears to be generally satisfied with prosecution of DUI cases by available prosecutors. However, the most obvious and significant problem is the lack of available prosecutors for all cases and especially those being adjudicated in magistrate and municipal courts.

The chart below contains the three significant DUI training and prosecution projects that provide assistance to a variety of professionals from law enforcement to the judiciary, which will be funded in FFY 2020 through OHSJP highway safety grants. These projects provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. The training programs will provide knowledge and training on the DUI law and proper roadside procedures for prosecutors, judges, and law enforcement officers that will assist in making quality DUI cases that will result in an increased number of DUI convictions statewide. The increased number of stakeholders educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways, higher conviction rates for impaired drivers, and a decrease in the number of impaired driving crashes, injuries, and fatalities.



Agency	Location	Project Title	Project Number	Budget	Personnel Funded or Project Activity Hours Funded	Number of Trainings
SC Commission on Prosecution Coordination	Statewide	Traffic Safety Resource Prosecutor	M4CS-2020-HS-27-20	\$125,523	1 TSRP	4
Berkeley County Sheriff's Office	Berkeley County	DUI Prosecutor-Year 3	M4CS-2020-HS-53-20	\$61,185	1,560-2,496 hours	N/A
Sixth Circuit Solicitor's Office	Chester, Fairfield, and Lancaster	DUI Prosecutor	M4CS-2020-HS-39-20	\$84,767	1,560-2,496 hours	N/A
Fifth Circuit Solicitor's Office	Richland and Kershaw	5 <sup>th</sup> Judicial Circuit – DUI Prosecutor	M4CS-2020-HS-51-20	\$89,672	1,560-2,496 hours	N/A
City of Goose Creek Police Department	Berkeley County	Special DUI Prosecutor	M4CS-2020-HS-36-20	\$91,099	1,560-2,496 hours	N/A

*References: South Carolina's Strategic Highway Safety Plan, 2015; pp. 80-84  
Countermeasures That Work: Ninth Edition, 2017; Chapter 1, pp. 1-34 and 1-35*

## **E. Adjudication**

There are generally two “tiers” of criminal trial courts in South Carolina: Summary Courts, which consist of magistrate courts and municipal courts, and the Circuit Courts, also called the General Sessions Courts. Summary Courts hear first-offense DUI cases, and Circuit Courts hear second and subsequent cases. Appellate Courts and the South Carolina Supreme Court hear criminal appeals, including DUI cases. Other courts in South Carolina are the Family Courts, Probate Courts, and Masters in Equity. The South Carolina Supreme Court is the state’s highest appellate court.

There are approximately 300 magistrates in South Carolina, each serving the county for which he or she is appointed. They are appointed to four-year terms by the Governor upon the advice and consent of the Senate. Magistrates generally have criminal trial jurisdiction over all offenses subject to the penalty of a fine, as set by statute, but generally not exceeding \$500, or imprisonment not exceeding 30 days, or both. In addition, they are responsible for setting bail, conducting preliminary hearings, and issuing arrest and search warrants. Magistrates have civil jurisdiction when the amount in controversy does not exceed \$7,500.

Municipal courts have no civil jurisdiction. The term of a municipal judge is set by the council of the municipality, but cannot exceed four years. Approximately 200 municipalities in South Carolina have chosen to create municipal courts. All municipal judges and magistrates must pass a certification examination within one year of their appointment. Each municipal judge must pass a recertification examination within eight years after passing the initial certification examination and at least once every eight years thereafter. Magistrates and municipal court judges must also attend 20 hours of judicial training each year.

The State of South Carolina is divided into 16 judicial circuits. Each circuit has at least one resident circuit judge who maintains an office in the judge's home county within the circuit. There are 49 circuit judges who serve the sixteen circuits on a rotating basis, with court terms and assignments determined by the Chief Justice of the Supreme Court. Circuit court judges are elected by the General Assembly to staggered terms of six years. Circuit courts have limited appellate jurisdiction over appeals from magistrates' courts and municipal courts. Circuit judges are required to complete 18 hours of annual training.

Magistrate and municipal courts are not courts of record, so transcripts are not prepared for appeals. Circuit courts are record courts, and any appeals from circuit courts will be based on the record made at trial.

As earlier mentioned, first-offense DUI cases are handled by magistrate courts and municipal courts. A solicitor or prosecutor often does not appear on behalf of the state when a case is tried at this level. Some municipal courts in more populated jurisdictions have prosecutors, and some solicitors' offices are making efforts to provide prosecutors to magistrate courts. When no assistant solicitor or city attorney is available, the arresting officer is responsible for prosecuting DUI arrests that he or she made. Solicitors or assistant solicitors represent the state in circuit courts.

The practice in South Carolina of law enforcement officers serving as prosecutors in magistrate and municipal courts continues to prove challenging for the state and creates problems for law enforcement officers who best serve their respective communities engaging in law enforcement as opposed to the judiciary process. Officers are considered reasonably effective by some, but it is clear that there should be a concern with a system which may require an officer to serve as both witness and advocate. It is apparent that justice could be better served by staffing courts with licensed and trained attorneys to represent the state.

Another challenge for South Carolina involves lower level courts being responsible for the disposition of DUI cases. In South Carolina, magistrate court judges are not required to be attorneys. This creates an ever more critical need for summary court judges to receive considerable annual education on legal issues which arise in DUI adjudication. They currently must receive 18 hours per year in continuing legal education, but none is required to be designated for driving-under-the-influence case processing or law. There is also no current prohibition in the state for part-time summary court judges, who are attorneys, to practice DUI law in jurisdictions other than their own.

Courts in South Carolina appear to be backlogged with DUI cases, with some cases pending for as long as a decade. Increased numbers of DUI arrests by law enforcement over time have likely contributed to this. However, the defense strategy of seeking numerous continuances for DUI cases has significantly contributed to this problem as well.

Some advances have taken place in South Carolina trial courts in respect to DUI adjudication. An emerging program in some jurisdictions is a dedicated DUI docket. Under the plan, a prosecutor is responsible for processing cases and meeting deadlines in the preparation of cases for trial. In addition, a dedicated magistrate, who has received additional training in the handling of DUI cases, presides over the dockets. The dedicated DUI dockets are finding significant success in the timely adjudication and disposition of DUI cases.

Another successful component in the adjudication of impaired drivers is the placement of a DUI prosecutor in each circuit. These assistant solicitors are specially trained to handle and effectively prosecute driving under the influence cases. There has been significant evidence that these prosecutors have been able to assist in moving dockets and impacting the disposition of DUI cases.

During FFY 2014-2017, the OHSJP utilized grant funding to support the implementation of dedicated DUI problem-solving courts. These courts are based on the drug court model and heavily weighted in the treatment of repeat offenders. The DUI Courts are structured on a “post-adjudication track” which involves the defendant pleading guilty and the judge allowing the defendant to complete the program while the sentence is held in “abeyance,” allowing the defendant an opportunity to complete a treatment program. An offender is eligible to participate in the DUI court if he/she meets the following criteria: the defendant (1) is a resident of one of the counties that makes up the Judicial Circuit; (2) is charged with a DUI second offense or above and, in some cases, Felony DUI; (3) is willing to comply with the DUI Court Program rules; (4) is found, through use of a screening tool, to be a person who is addicted to alcohol; (5) is able to physically participate in treatment activities (within the guidelines of the Americans with Disabilities Act); and (6) has no prior violent felony convictions disclosed as part of his/her criminal record. If the defendant graduates from the DUI Court after completing one year to eighteen months of treatment, the judge may terminate the sentence, and the defendant may not serve any jail time. The DUI Court program sought to integrate alcohol and drug treatment to break the cycle of addiction and the criminal activity that follows in its wake. The court also ensured the delivery of other services, such as mental health services, vocational/employment services, education services, housing services, and family counseling to sustain and enhance primary therapeutic interventions and reduce recidivism.

Since FFY 2016, OHSJP has utilized grant funding to support SC MADD’s court monitoring effort, which sought to increase accountability in the courtroom in our state’s major population areas. Court monitoring provides data on how many cases are dismissed or pled down to lesser offenses or result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. MADD SC will continue its court monitoring program utilizing volunteers to record data on DUI court cases to gather relevant statistics, so that areas of improvement within the court system and laws can be identified. During FFY 2020, the OHSJP will utilize grant funding for the continuation of MADD’s Coastal Court Monitoring program, which will be entering its third year of operation. This program serves the priority

counties of Horry, Berkeley and Charleston. The OHSJP will also utilize grant funding for the continuation of MADD’s court monitoring effort in the priority counties of Greenville, Richland, Lexington and Spartanburg. Below is a chart referencing the adjudication/prosecution grant projects the OHSJP will fund in FFY 2020.

Agency	Location	Project Title	Project Number	Budget	Personnel Funded
Mothers Against Drunk Driving South Carolina	Horry, Berkeley, and Charleston	MADD SC Coastal Court Monitoring Program	M4X-2020-HS-42-20	\$79,609	2
Mothers Against Drunk Driving South Carolina	Greenville, Richland, Lexington, and Spartanburg	MADD SC Midlands/Upstate Court Monitoring Program	M4X-2020-HS-23-20	\$85,607	2

*References: South Carolina’s Strategic Highway Safety Plan, 2015; pp. 80-84  
Countermeasures That Work: Ninth Edition, 2017; Chapter 1: Sections 3.3*

## **F. Administrative Sanctions and Driver Licensing Programs**

SCDMV has authority to suspend the driver license or privilege and to deny issuance of licenses to drivers who have been convicted of driving under the influence of alcohol and/or drugs. The Department also has the authority to administratively suspend persons who refuse to submit to a test to determine the blood alcohol concentration (BAC) pursuant to a lawful contact by law enforcement officers, and those who were tested by law enforcement and whose blood or breath alcohol content equaled or exceeded 0.15 percent. Other administrative suspensions include, but are not limited to, driving while suspended, operating uninsured, and failure to pay a traffic ticket.

- **Administrative License Revocation and Vehicle Sanctions**

The administrative sanctions are addressed in South Carolina Code of Laws §56-5-2950—Implied Consent, which calls for drivers suspected to be under the influence of alcohol to be advised of the following:

- that they have the right to refuse a test,
- that refusal will result in at least a six-month driver license suspension,
- that the person’s refusal to test may be used against the person in court,
- that additional tests may be conducted by a qualified person of the driver’s choosing, and at the driver’s expense,
- that they have the right to an administrative hearing, if requested within 30 days, and
- that if no hearing is requested, or the suspension is upheld at an administrative hearing, the driver must enroll in the Alcohol and Drug Safety Action Program (ADSAP).

Upon arrest, drivers who refuse testing, or whose test results are in excess of legal blood alcohol limits, are issued a notice of suspension. Within thirty days of the suspension, if the person

requests an Office of Motor Vehicles Hearing (OMVH) within thirty days, the person may apply to the SCDMV for a temporary alcohol license. This temporary license costs \$100, which goes to defray expenses of the SCDMV and the SCDPS, and allows the holder to drive unrestricted pending the outcome of the administrative hearing. This unrestricted driving privilege can continue, even if the suspension is upheld, until the driver receives written notice of the outcome of the OMVH by the SCDMV. If the suspension is overturned, the original license or privilege is returned. Absent a request for hearing, the suspension takes effect.

An administrative hearing is held pursuant to the state’s Administrative Procedures Act, and is limited in scope, to determine, as follows:

- Was the arrest lawful?, and
- Were the driver’s rights, as enumerated in South Carolina Code of Laws §56-5-2950, given both verbally and in writing?, and
- Did the driver refuse a test?, or
- If a test was taken, was the blood alcohol concentration shown to be 0.15 or higher?
- Was the person administering the test qualified to do so?
- Was the test administered pursuant to statute?, and
- Was the breath test machine working properly?

The burden of proof is on the SCDMV and the arresting officer. Evidence presented by the defense may include information about breath test accuracy. Upon conclusion of the hearing, a written order must be issued. Since the hearing is held pursuant to the Administrative Procedures Act, any appeal of the finding must be made to the Administrative Law Court, pursuant to its appellate rules and all rules of evidence must be followed. The suspension is stayed if an appeal is filed.

If the suspension is upheld, the driver may apply for a route restricted license. The determining factors are whether the person is employed or is a college student. If so, the restrictions allow for driving to work, school, ADSAP or any other court-ordered drug program. In order to qualify for the route restricted license, the person must live more than one mile from work or classes and there must be no viable public transportation available. The SCDMV determines the restrictions and must be notified of changes related to employment or school enrollment.

Periods of suspension are statutory, as follows:

Offense	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup> or subsequent
Refusal	6 months	9 months	12 months	15 months
Test result of 0.15 or more	1 month	2 months	3 months	4 months

\* All priors must be within 10 years (based on the offense date and include fewer than 21 violations)

After Emma’s Law went into effect on October 1, 2014, drivers suspended for implied consent violations also have the option to lift the suspension by participating in the Ignition Interlock Device Program (IIDP). Drivers who choose to do so must participate in the Program for the

remainder of time left in the administrative suspension, but once a driver opts into the Program they must participate for at least three months, even if less time than that remains in the suspension period. Note that participation in the IIDP for implied consent violations is purely optional, and if the driver does not opt in, no obligation to participate in the IIDP survives the suspension period.

Essentially, with the immediate availability of temporary alcohol licenses, in order to accommodate due process through a hearing, followed by the near immediate availability of route or IIDP restricted licenses, the impact on the violator is limited to fines that may be imposed by the criminal prosecution with typically no period of hard suspension actually imposed on the violator. Further, participation in the IIDP for these drivers is optional and not required. With penalties minimized during this first experience with administrative sanction, the violator's behavior is even less likely to be impacted or modified.

Vehicle restrictions and sanctions are incorporated into the impaired driving statutes for South Carolina. Upon a second DUI conviction, the SCDMV is to suspend the registration of all vehicles registered to the violator, and the violator must surrender the vehicles' plates. The vehicle(s) are to be immobilized for thirty days. The vehicle owner and family can appeal to the SCDMV for the continued use of the vehicle, if it is generally used by another family member. If the SCDMV refuses to release the vehicle to a co-owner or a regular driver other than the owner, the owner can request a contested case hearing.

For felony DUI convictions, the SCDMV must suspend the license for the period of incarceration plus three years when Great Bodily Injury was caused by the DUI driver. If a fatality resulted, the suspension is for the period of incarceration plus 5 years. Drivers suspended for DUI must enroll in ADSAP before their licenses will be reinstated, but drivers convicted of felony DUI offenses must complete ADSAP before a license will be reissued.

Pursuant to the Breath Alcohol Ignition Interlock Device program, in April 2014, the Governor of the State of South Carolina signed into law a bill that requires first-time convicted DUI offenders with a BAC of 0.15 or higher at the time of offense to have an ignition interlock device (IID) installed on any and all vehicles that person intends to drive. The law was Senate Bill 137, and is known as "Emma's Law," which went into effect on October 1, 2014. After the passage of Emma's Law, the Ignition Interlock Device Program (IIDP) remains "voluntary" only in that convicted drivers subject to the requirement are not forced to drive. However, their licenses will remain suspended indefinitely until they participate in the IIDP for the required term. Such drivers may no longer "sit out" a suspension. Installation of the device(s) is required for six months for a first offense with a BAC of 0.15 percent or higher, two years for a second offense, three years after a third offense conviction, and for the remainder of the driver's life for fourth and subsequent offenses. Note that the first offenders with a BAC lower than 0.15 percent have the option to participate in the IIDP, but it is not mandatory. Currently, these are the only convicted DUI offenders who may avoid the IIDP by sitting out the suspension. The number of offenses is based on SCDMV records, and the offenses may include substantially similar offenses which occurred in another state. The legislation also removed the one-year hard suspension required for all second and subsequent DUI convictions. The legislation also allows those who receive the restricted license and have the device(s) installed in personal vehicles to continue to operate employer vehicles without the device(s) installed. This placed the State of

South Carolina out of compliance with USDOT Section 164 requirements. However, it should be noted that during the 2015 legislative session of the SC General Assembly, Emma’s Law was amended, effective June 1, 2015, to deal with the problem areas that caused the state to fall out of compliance with Section 164. The amended legislation became compliant by amending the employer vehicle sections, S.C. Code § 56-1-400(B), and S.C. Code § 56-5-2941(L). The IID program is administered by the SC Department of Probation, Parole and Pardon Services (SCDPPPS), and has shared responsibilities with the SCDMV and DAODAS

The Ignition Interlock Restricted licenses issued by the SCDMV indicate the interlock requirement on the front and back of the licenses. The letters “II” appear in the restrictions section on the front, and “ignition interlock” is spelled out on the reverse. The interlock restriction should be immediately obvious to law enforcement officers, so long as they know what they are looking at. Officers should be periodically reminded to check for the restriction until it becomes second nature for them to do so.

The data recorded by the IIDs must be downloaded at least once every sixty days. S.C. Code § 56-5-2941(E) establishes that drivers in the IIDP are subject to a point system, and sets the penalties for point assessments caused by violations of the Program’s rules. Point accumulations can be penalized by extensions of time in the Program, substance abuse assessments, suspension of the driver’s license, or a combination of these measures. The penalties assessed are as follows:

1. An accumulation of 2 Points and 2.5 points will cause a two-month extension of the required Program term.
2. An accumulation of 3 Points and 3.5 Points will cause a four-month extension of the required Program term, a mandatory substance abuse assessment, and substance abuse treatment if necessary.
3. An accumulation of four points or more will cause a six-month extension of the driver’s Ignition Interlock Restricted license, a mandatory substance abuse assessment, and substance abuse treatment if necessary.

Points are assessed for the following violations. Note that “BrAC” stands for “Breath Alcohol Concentration”:

- Failure to have the IID inspected every 60 days: 1 point
- Each rolling re-test with a BrAC reading between 0.02% and 0.039%: ½ point
- Each rolling re-test with a BrAC reading between 0.04% and 0.15%: 1 point
- Each rolling re-test with a BrAC reading over 0.15%: 2 points
- Each instance when the driver tampers with the IID to limit its effectiveness: 1.5 points
- Each instance when a third party blows into the device for the driver: 1.5 points

As long as the total number of points remains below four points, the driver may appeal point assessments to administrative hearing officers employed by SCDPPPS. However, drivers who

accumulate four or more points must appeal the point assessment and suspension by requesting a contested case hearing at the Office of Motor Vehicles Hearing.

The SCDPPPS reports that from 2009—present, 5,172 total drivers have participated in the IIDP. The total number of currently active drivers will vary from day to day, as drivers finish their terms in the Program or begin participating, but the average daily total of drivers in the IIDP has steadily increased since October 1, 2014, when Emma’s Law went into effect.

Currently first-time DUI offenders with a BAC under 0.15 percent are eligible for the IIDP, but it is an optional requirement. Many of these drivers do not opt into the Program. The SCDPPPS notes that if the participation of first-time DUI offenders with a BAC under 0.15 percent became mandatory, the numbers of drivers currently in the Program might be higher by as many as 2,100 drivers.

SCDPPPS also reported in 2018 that there were about 17,300 drivers who were eligible to participate in the Program but had not done so. It should be noted that this number will include drivers eligible for the Program for convictions before and after Emma’s Law went into effect. Drivers prosecuted for DUI offenses that occurred prior to October 2014 are still able to sit out a suspension and avoid the Program altogether. Many do so. Also, Emma’s Law increased the total number of cases when drivers are eligible for the Program by extending it to the implied consent violations. However, participation in the Program is not mandatory in those cases. Lastly, the number includes people who might participate in the Program but cannot because they are also currently suspended for reasons that are not alcohol-related. For example, a driver may be eligible to participate in the IIDP due to a 3rd DUI conviction, but cannot do so because the driver is currently suspended as a habitual offender.

Statistically, the interlock device is known to be an effective deterrent to drinking and driving while it is installed on the vehicle. In fact, recidivism drops by almost two-thirds for interlock-restricted drivers who install the devices on their vehicles. A number of thorough evaluations of interlock programs have revealed reductions in recidivism rates from 35 percent to 90 percent, with an average reduction of 64 percent. This information has been aggregated by the Traffic Injury Research Foundation of Canada, which has developed a short publication entitled *Understanding Behavioral Patterns of Interlocked Offenders to Inform the Efficient and Effective Implementation of Interlock Programs* (Vanlaar, W., Robertson, R., Schaap, D. and Vissers, J.; Sept. 2010). While there are a small percentage of violators who do not come into compliance during their interlock-mandated sanctions, the use of interlock devices does provide an opportunity to subject violators to two critical factors: offender monitoring and offender accountability. South Carolina may have an unintended disincentive to comply with the interlock provisions by virtue of the ready and *almost* immediate availability of the Temporary Alcohol License, followed by the route-restricted license to those drivers whose licenses have been suspended for impaired driving, if they are employed or are college students. While the ability to travel to work, school, or alcohol classes may be important for violators, immediate removal of the most restrictive sanctions does little to change behavior patterns in the long term.

Even if the only benefit gained from an interlock program is reduction in driving after drinking, it has the potential to reduce alcohol-related crashes, injuries, and fatalities. However, a program



without participants is difficult to manage, evaluate, and defend. The goals of administrative sanctions are swift and sure consequences for misuse of the driver license and the immediate ability to remove the privilege afforded by the license when dangerous behavior is established. Immediate replacement of the regular license with a temporary or route-restricted license is not having the desired effect of facilitating behavior modification. If continued driving is important for South Carolinians due to the lack of public transportation, the more effective approach is to remove the option to obtain a restricted license for both first and repeat DUI offenders. DUI offenders who wish to continue to drive during their suspension period should have no other option for restricted driving except with the ignition interlock. This solution benefits all road users.

Research has demonstrated over time that 75 to 80 percent of drivers with suspended, revoked, cancelled, or denied licenses continue to drive. Anecdotally, this unlawful behavior is presumed to have the benefit of ensuring that these violators drive more carefully due to their lack of legal driving status. Unfortunately, the statistics do not bear out that presumption. A publication that was sponsored by the AAA Foundation for Traffic Safety in 1999, *Unlicensed to Kill*, and its sequel published several years later, both showed that drivers who did not have valid license status were much more likely than valid license-holders to be involved in a fatal crash. In fact, one in five drivers in fatal crashes does not have a valid license. The Foundation updated the statistics and repeated the study in 2008 and found almost identical results. Drivers without valid license status continue to be substantially over-represented in fatal crashes. Thus, the necessity to our culture of driving is outweighed by the dangerous and often disastrous effects of the failure to seriously restrict the driving behavior of offenders without valid licenses through interlock devices and monitoring of the offender.

The involvement of DAODAS with the IIDP provides an opportunity for a treatment mechanism to be added to the drinking and driving prevention that is the interlock's ultimate benefit. Adding treatment and monitoring provides the opportunity to effect a meaningful change in behavior patterns for drinking drivers, while still affording them the ability to attend work, school, or alcohol/drug treatment sessions. Many interlock programs do not involve the addition of the alcohol assessment and treatment. The current coalition of the SCDMV, SCDPPPS, and SCDAODAS provides a forum for the discussion of the development of a DUI-tracking system, which could help the state to determine the extent of its impaired driving problem, the impact of various interventions, sanctions, and treatments on offenders whose violations showed varied levels of impairment, and the likelihood of recidivism. It could also provide a centralized database to ensure that violators are effectively monitored from their detection throughout their sanctions and the review of post-sanction violations. It should be noted that the OHSJP and the South Carolina's Traffic Records Coordinating Committee deployed the SCUTTIES Program (referred to as the "Citation Data Interface" project in last year's plan) on January 1, 2018. This project will serve as the foundation for the state's DUI tracking system.

Persons who have a lifetime IID requirement may, after five years, apply to SCDPPPS to have the restriction removed. If not granted, additional hearings may be requested at five-year increments thereafter. While the SCDPPPS has responsibility for oversight of violators of many types, the nature of dangerous and risky driving behaviors is a matter of daily review and expertise for the administrators of the SCDMV. Such determinations should not be based solely

on legislatively-set time frames, but should be made in collaboration with the licensing authority based on the totality of the driving behavior of the violator, including driver license sanctions that are non-driving related, but which show likelihood of future violations through a continued tendency toward non-compliance.

- **Programs**

South Carolina has a number of programs for individuals under 21 years of age that are meant to address prevention of underage alcohol consumption and risky behaviors. Some of these programs relate directly to driving, while others are more general in nature and address an overall healthier lifestyle. One example, Power of Parents, is a research-based program geared toward prevention of underage drinking by actively involving parents.

Driver education through the public high schools has not been as widely offered recently as it was in the past due to budget cuts, and, thus, there are fewer opportunities to address behavioral issues and driving in a behind-the-wheel forum. Most driver education is now provided by independent businesses. It should be noted that the Network of Employers for Traffic Safety (NETS) has recently been offering its very successful and informative *Novice Driver's Roadmap* in electronic format as a free download. The document is a coaching guide for parents who are teaching their teenagers to drive. There are, however, a number of complementary programs and efforts underway by prevention advocates to curb underage drinking and to address the social norms related to youth and alcohol and other drugs.

The Graduated Driver License (GDL) program in South Carolina provides for application for a beginner's permit at age 15. The beginner's permit must be held for six months, which allows for practice driving with an adult in the vehicle. The driving practice must total 40 hours, of which ten must be nighttime driving.

At 15½ years of age, the permit holder is eligible to apply for a conditional license. The conditions which apply to this stage of licensure are meant to provide more learning time with less risk and distraction. Nighttime driving is restricted from 6 p.m. to 6 a.m. EST and 8 p.m. to 6 a.m. EDT. Passenger restrictions require the conditional license holder to transport no more than two passengers under 21 years of age. This restriction, however, is lifted if the conditional driver is transporting students to and from school, or the passengers are members of the driver's family. However, neither of these circumstances has been demonstrated to mitigate distraction. There is yet to be an evaluation on the impact of these more lenient restrictions. However, it should be noted that the State of South Carolina passed legislation in 2014 to ban texting while driving for all drivers.

Both nighttime and passenger restrictions may be lifted at age 16½. At age 17, drivers are eligible for a regular driver's license. The documents for each license phase are easily recognizable.

A new license format was introduced in 2010, and the previous format will not be completely phased out until 2021. The current licenses have two photographs of the driver—one on the left and a smaller copy on the lower right-hand side of the document. Documents for persons under age 21 are distinguished by their vertical formats. The larger photo is at the top of this document with the notation on the right side of the document that the driver is under 21 years of age. The date upon which the driver/permit holder turns 21 is shown in green at the bottom. The old-

format licenses have the minor driver indicator along the top of the license. The SC Department of Motor Vehicles provides its examiners with fraudulent document recognition training.

A Zero Tolerance law for persons under age 21 is in place, which provides that driving with a BAC of 0.02 or above results in administrative license suspension. The Alcohol and Drug Safety Action Program administered by DAODAS is also required for impaired minor drivers. Immediate ability to assess and address alcohol usage for these young drivers provides an avenue to address the core causes of alcohol misuse and abuse at a time when behaviors may be more easily and readily impacted. The state has a primary enforcement seatbelt law in place.

The Alcoholic Beverage Control (ABC) Act does not require server or seller training for employees of liquor retailers. Enforcement of laws regulating liquor licenses is the purview of the SLED. Under previous leadership, the number of agents assigned to that task had dwindled to two statewide. However, under the leadership of SLED's current Chief, the number of agents has increased to thirty-six, and two additional positions have been created in hopes of bringing the total number of agents in this division to thirty-eight. These agents work in conjunction with other law enforcement to address issues such as sales to minors and over-service of alcoholic beverages in on-premises establishments. Additionally, funding has recently been appropriated for several additional liquor enforcement agents. In order to prevent the sale of alcohol to minors and over-service of alcohol, DAODAS has sponsored and teaches the Palmetto Retailers Education Program (PREP). This training includes information regarding fraudulent document recognition in order to prevent use of fraudulent or altered identity documents. Unfortunately, the class is required only for servers who have violated the law, and such training has been required by the court in lieu of a fine.

Other well-known national training programs are available within the state as well. Server training for all retail employees should be a prerequisite for alcohol sales to prevent dangerous violations of the liquor code, rather than as a sanction for non-compliance. Resources often limit the availability of enforcement personnel to administratively sanction the license holders when their employees violate the ABC Act or related regulations. As a result, little incentive exists for retailers to ensure that their employees are well-trained and operating within the statutory framework.

Improved driver license security and training of examiners have helped to prevent counterfeiting of driver license and identification cards, as well as to prevent minors from applying for and receiving authentic documents based on fraudulent information and identity.

## **Strategies**

In order to assist in strengthening the criminal justice component of South Carolina's Impaired Driving Countermeasures Program, the OHSJP will implement the following strategies during FFY 2020:

1. The SCDPS will continue to implement a statewide Law Enforcement DUI Challenge, which has been very successful over the last decade; DUI-related traffic fatalities reduced by almost 33%, from 464 in 2007 to 313 (preliminary) in 2017, and participation was provided from the vast majority of law enforcement agencies in the State in statewide campaign blitzes and

crackdown efforts. The Law Enforcement DUI Challenge will continue to incorporate *Sober or Slammer!* comparable to the national *Drive Sober or Get Pulled Over.* initiative, which consists of a high-visibility enforcement and education campaign effort to reduce impaired driving crashes, injuries, and fatalities in the state. The campaign will focus predominantly on the SC Highway Patrol and the SC Law Enforcement Network system to encourage participation from law enforcement agencies and will feature specialized impaired driving enforcement activity during the Christmas/New Year's holidays of 2019-2020 and the Labor Day holiday of 2020. The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts. Those agencies agreeing to participate will be awarded a recognition plaque or certificate for their efforts. This recognition is consistent with the NHTSA Guidance and recommendations received by the OHSJP from the NHTSA Region 4 Office. Law Enforcement Liaisons will encourage agencies within the Law Enforcement Network system in the state to participate in these enforcement events. The campaign will encourage citizens, through television, radio and alternative messaging to report drunk drivers by calling \*HP (\*47) to contact law enforcement about observed impaired drivers. The campaign, though implemented statewide, will focus on the priority counties which have been identified by NHTSA FARS data and South Carolina state data as having significant problems with DUI-related crashes, injuries, and fatalities. The twenty (20) targeted counties are Greenville, Horry, Richland, Charleston, Spartanburg, Anderson, Lexington, Berkeley, Florence, Orangeburg, Aiken, York, Dorchester, Beaufort, Laurens, Sumter, Darlington, Colleton, Kershaw, and Jasper. These counties represent approximately 82.5% of the state's population (based on the Census population estimate for July 1, 2018) and 78.04% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2013 to 2017.

2. DUI-enforcement projects will be funded in the following counties: Charleston, Berkeley, Darlington, Lexington, Spartanburg, Dorchester, Florence, Lancaster, and Beaufort. The projects will establish or add to existing Traffic Units in county sheriff's offices and municipal law enforcement agencies to increase DUI enforcement in areas that are high-risk for DUI-related crashes. The OHSJP will provide each grant project with location information to assist in identifying the roadways within the respective jurisdictions on which the majority of DUI collisions are occurring. During the FFY 2020 grant cycle, each DUI enforcement grant will participate in at least 12 public safety checkpoints, have an appropriate, corresponding increase in the number of DUI arrests, conduct a minimum of six educational presentations on the dangers of DUI and other traffic-related problems, and issue at least 12 press releases to the local media detailing the activities of the grant projects. The DUI-enforcement grants will fund a total of 31,200-37,440 hours of DUI enforcement activity.

Additionally, of the 34 approved enforcement projects, twenty-two (22) are Police Traffic Services projects, which will fund a total of 68,640-82,368 hours of general traffic and speed enforcement activity in municipalities located in priority counties of Richland, Charleston, Lexington, Aiken, York, Greenville, Dorchester, Berkeley, Anderson, and Lancaster as well as enforcement projects in eight county sheriffs' offices (Charleston, Dorchester, Kershaw, York, Berkeley, Georgetown, Darlington, and Oconee counties). The projects referenced above include nine third-year projects, three second-year projects, and ten first-year efforts.

The projects will also establish or add to existing Traffic Units in county sheriff's offices and municipal law enforcement agencies to increase traffic enforcement that will also emphasize DUI enforcement in areas that are high-risk for overall crashes and DUI-related crashes. During the FFY 2020 grant period, each PTS enforcement project will participate in at least 12 public safety checkpoints, have an appropriate, corresponding increase in the number of DUI arrests, conduct a minimum of 12 educational presentations on the dangers of DUI and other traffic-related problems, and issue at least 12 press releases to the local media detailing the activities of the grant projects.

3. DUI training courses such as SFST, A-RIDE, DRE, and DUI Detection and Interrogation will continue to be provided for state troopers and local law enforcement officials.
4. The state's Traffic Safety Resource Prosecutor will coordinate at least four training programs for prosecutors, law enforcement officers, judges, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases.
5. The State of South Carolina resumed funding effective July 1, 2013 for a specialized DUI prosecutor in each of the 16 judicial circuits in the state. In SFY 2019, the state will continue this funding. Additional funding will be provided by the OHSJP during FFY 2020 to support DUI prosecutors in the Fifth and Sixth Judicial Circuits, as well as Berkeley County and the City of Goose Creek Police Department to prosecute DUI-related traffic cases in an effort to increase DUI convictions within these counties and reduce the number of DUI case dismissals.
6. SLED will provide technical support to local law enforcement on BAC testing procedures and use of the equipment, and to prosecutors through courtroom testimony.
7. The OHSJP will provide funding for the continuation DUI Court Monitoring Projects in Horry, Berkeley and Charleston Counties and in Richland, Lexington, Greenville, and Spartanburg Counties, designed to monitor DUI cases and essentially reduce DUI recidivism through accountability of the judicial system in the State.
8. The OHSJP will hold a DUI Recognition Ceremony honoring those law enforcement agencies and officers who have excelled in DUI enforcement during CY 2020.
9. BAC reports from coroners and SLED will continue to be entered into a database to track BAC testing results.
10. The OHSJP will work through the Legislative Subcommittee of the SCIDPC to explore possible legislative recommendations to improve impaired driving countermeasures enforcement and adjudication, to include allowing a second admissible breath test for DUI cases and addressing the issue of law enforcement officers serving as witnesses and advocates in DUI trials at the magistrate court level.
11. The OHSJP will continue to provide grant funding for the Law Enforcement Networks to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the system. The OHSJP will continue to provide training to LENS through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer Certification courses.

12. A high-visibility statewide enforcement and education campaign (*Buckle up, SC. It's the law and it's enforced.*) will be conducted around the Memorial Day holiday of 2020 modeled after the national *Click it or Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media; paid social media; increased enforcement activity by state and local law enforcement agencies; and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. The campaign will also focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours, and increase the potential apprehension of impaired drivers.
13. The OHSJP will continue to support the DAODAS AET project focusing on educational and enforcement strategies to reduce underage alcohol consumption and underage DUI.
14. More than 420 public safety checkpoints will be scheduled and more than 342 safety presentations will be conducted by impaired driving countermeasures and police traffic services subgrantees in the following counties: Aiken, Anderson, Beaufort, Berkeley, Charleston, Darlington, Dorchester, Florence, Georgetown, Greenville, Kershaw, Lancaster, Lexington, Oconee, Richland, Spartanburg, and York.
15. A continuation grant project will focus on the Traffic Safety Officer curriculum in the state and continue a Traffic Safety Instructor program, which will include providing instruction in the following classes: Detection and Standardized Field Sobriety Testing, DUI Detection and SFST Instructor; SFST Recertification; Speed Measurement Device Instructor, RADAR/LIDAR; Speed Measurement Device Operator, RADAR/LIDAR; Speed Measurement Device Instructor, LIDAR; Speed Measurement Device Operator, LIDAR; Speed Measurement Device Recertification, RADAR and/or LIDAR; At-Scene Traffic Collision Investigation; Technical Traffic Collision Investigation; Traffic Collision Reconstruction; Motorcycle Collision Investigation; Pedestrian and Bicycle Collision Reconstruction; Safe And Legal Traffic Stops (SALTS); Courtroom Preparation and Testifying in Traffic Cases; Data Master DMT Operator Certification; and Data Master DMT Operator Recertification.
16. The OHSJP will continue the Data-Driven Approaches to Crime and Traffic Safety initiative in select jurisdictions around the state during FFY 2020.

#### **IV. Communication Program**

South Carolina has adopted and implemented a comprehensive approach that coordinates marketing, media relations, and advocacy to address a variety of traffic safety issues in the state. Advertising efforts are based on research from traffic data analysis and market research. OHSJP uses a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns. Additionally, the OHSJP, with the help of the agency's Communications Office and SCHP Community Relations Officers, oversees earned media efforts, such as issuing news releases, conducting a variety of press events, and coordinating media interviews. South Carolina has developed a year-round communication plan to support policies and programs that address the state's many and varied traffic safety issues.

Primary among the state's highway safety challenges is the problem of DUI. The SCDPS's OHSJP will continue to conduct a high-visibility enforcement and education campaign in FFY 2020 utilizing the *Sober or Slammer! (SOS)/Drive Sober or Get Pulled Over*. initiative. The campaign effort runs from early December through Labor Day of each federal fiscal year. The campaign entails enforcement mobilization, public information/education, and evaluation components, to include paid and earned media. OHSJP strategy focuses predominantly on SCHP for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. The SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. The campaign mobilization crackdowns will be conducted during the Christmas/New Year's holiday season and the Labor Day holiday time period. In addition to specialized DUI enforcement conducted from December 2019 through September 2020, the SCHP will conduct two DUI mobilization crackdowns. The SCHP will be encouraged to recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts. The State Transport Police will also participate in the campaign initiatives.

Paid and earned media components are used to support the enforcement effort. To assess the public's awareness of and reaction to campaign messages prior to and after the campaigns each year, the SCDPS agency contractor works with a selected firm to develop and conduct pre- and post-campaign telephone surveys. The results from these campaigns are used to help shape future strategies for messaging. Paid media components used to support the enforcement effort will be supported by a variety of outreach methods, which may include radio, television, social media, and programmatic out-of-home messaging (digital billboards, gas station and convenience store advertising, digital display advertising, etc.). Radio spots with a strong anti-impaired driving enforcement message will air during strategic times throughout the year in support of designated SCHP DUI enforcement weekends. These spots are produced in English and Spanish to appeal to five separate audiences (general, youth, African American, Hispanic, and rural male). The commercials prominently feature the "Report Drunk Drivers. Call \*HP" message and the state's *Target Zero* emphasis. The spots target male drivers aged 18-34. Media buys for both radio and television advertising include purchased airtime and matched donated airtime.

DUI enforcement television ads are aired during the Christmas/New Year's and Labor Day DUI mobilization crackdowns. The commercials prominently feature the "Report Drunk Drivers. Call \*HP" message. Additionally, the state's DUI campaign slogan/logo, *Sober or Slammer!*, as well as the national slogan *Drive Sober or Get Pulled Over* and SCDPS's *Target Zero* logo appear as taglines in the TV spots. The agency contractor also secures maximum possible donated thirty-second spots in its media buy. In FFY 2020, the spots will also be featured on social and digital media.

An additional enforcement strategy which improves the detection of impaired drivers has been utilized for the last couple of years during the state's occupant protection mobilization (*Buckle up, SC. It's the law and it's enforced.*, corresponding to the national *Click it or Ticket!* Campaign) in and around the Memorial Day holiday. The strategy involves the conducting of nighttime safety belt enforcement. The State of South Carolina has had a primary enforcement seat belt law in place since 2005. However, statistical data in SC shows that safety belt usage rates go down in fatal crashes occurring after dark. The 2019 campaign not only emphasized the



strategy on the part of participating law enforcement agencies, but the communication strategy for the initiative included the production and airing of a commercial spot emphasizing the importance of buckling up, due to the unpredictable forces on the roadway. The spots were featured on television, social media, and other video outlets (including YouTube and prior to movie theater showings). This increased public awareness of the strategy supported law enforcement in its efforts and increased DUI detection and enforcement at the same time. This same strategy will be put in place in FFY 2020.

The SCDPS's communication strategies are based on research using traffic-related data and market research. The OHSJP SARS maintains the South Carolina traffic collision database and is the core of data analysis within the agency. The support functions provided by the staff serve as the basis for the majority of traffic safety programs in the state. The agency contractor works with a selected firm to develop and conduct pre- and post-campaign telephone surveys to assess the public's awareness of and reaction to campaign messages prior to and after the campaign. A minimum of 400 respondents are reached statewide for each of the two surveys. Survey results contain proper analysis that is used to help develop future campaign efforts. The survey contents are developed by the market research firm with the written approval of SCDPS staff.

In addition to the campaign efforts above, the state's communication program annually conducts the following initiatives:

- The OHSJP will assist the SCHP with School Zone Safety Week emphasis during the late summer of 2019. The emphasis will involve highway safety stakeholders statewide in an effort to call the attention of the motoring public to the importance of safety in school zones. Law enforcement agencies and schools are provided information to conduct activities for School Zone Safety Week, which is to be observed during the first full week of the school calendar. The goal is to educate young children about safe walking techniques, to inform parents and caregivers about their role in ensuring that children get to school safely, and to encourage local law enforcement agencies to patrol in and around schools.
- The OHSJP annually conducts in the spring a Memorial Service for Highway Fatality Victims of the preceding calendar year. Family members are invited to participate in a service conducted at a local church in remembrance of their lost loved ones.

Each of these ongoing initiatives gives the OHSJP the opportunity to inject impaired driving countermeasures messaging for the benefit of the general motoring public.

## **Strategies**

In order to maintain the high-quality communications component of the state's impaired driving countermeasures effort in FFY 2020, the OHSJP will implement the following strategies:

1. Highway Safety staff will continue statewide public information and education efforts to promote compliance with occupant protection laws and impaired driving laws. An

overarching theme of all campaign efforts will be continued by OHSJP and the SCDPS. The theme will continue to be *Target Zero*, as seen on the billboard message below:



2. OHSJP staff also will continue a high-visibility enforcement and education campaign initiative by utilizing strategies similar to those utilized in FFY 2019. The campaign is known as *Sober or Slammer!* and represents the state’s version of the national *Drive Sober or Get Pulled Over.* initiative. As referenced in the Impaired Driving Program Area section of the state’s HSP, the NHTSA-produced *Countermeasures That Work* document stresses the importance of the Impaired Driving emphasis area and outlines significant strategies and appropriate countermeasures utilizing high-visibility enforcement. The campaign will run from December 2019 through September 2020, and will continue to feature high visibility enforcement and earned media statewide, but will focus on twenty (20) targeted counties (Greenville, Horry, Richland, Charleston, Spartanburg, Anderson, Lexington, Berkeley, Florence, Orangeburg, Aiken, York, Dorchester, Beaufort, Laurens, Sumter, Darlington, Colleton, Kershaw, and Jasper) which represent approximately 82.5% of the state’s population (based on the Census population estimate for July 1, 2018) and 78.04% of the state’s alcohol-impaired driving fatalities and severe injuries over the five-year period from 2013 to 2017. The campaign will once again feature two major DUI enforcement crackdowns during the Christmas/New Year’s 2019-2020 and Labor Day 2020 holiday periods. The OHSJP strategy focuses predominantly on the SC Highway Patrol (SCHP) for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. The SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. SCHP will engage in specialized impaired driving enforcement activity (saturation patrols and sobriety checkpoints) from December 2019 through September 2020. The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts. The enforcement efforts will also be supported by paid and earned media, as well as messaging on the SCDPS website and social media platforms. Billboard and alternative messaging images for FFY 2020 will build on the presentation of the *Target Zero* campaign, but will focus more on enforcement and encouraging motorists to “Report Drunk Drivers – Call \*HP (\*47)”.
3. All major mobilization emphases of the OHSJP will include messages to reach the diverse population of the state. The OHSJP will incorporate into its diversity outreach strategies information gleaned from quantitative research conducted by Apter International during the FFY 2007 grant year and the focus groups surveys conducted in FFY 2018. The Apter research sought to find answers as to why people, particularly teens, African Americans, Hispanics, and rural residents are more likely not to use appropriate occupant restraints. The research also attempted to gain clues as to why drivers take specific risks on the highways relative to drinking and driving. The online surveys conducted in 2018 gave the agency

insight to what advertising methods elicit the best response from young drivers. The information will be utilized in all efforts of the OHSJP relative to enforcement mobilization strategies, particularly in terms of media outreach.

4. The OHSJP will conduct a Memorial Service for Highway Fatality Victims of 2019 during the spring of 2020. The service will be held at a church or other appropriate venue in or near Columbia. Invitations will be sent to families of highway fatality victims killed in 2019. Law enforcement officers also will be invited to attend.
5. OHSJP staff will explore the possibility of producing an electronic newsletter/flyer to be sent to employers, school districts and other interested stakeholders statewide containing strategic traffic safety information, including impaired driving data, for distribution to employees and students alerting them to the DUI problems in the state and proposing appropriate countermeasures that could be implemented at school or in the workplace.
6. OHSJP staff will explore the possibility of increasing partnerships with agencies, such as the SC Department of Education, local school districts, and colleges/universities to get information regarding DUI issues and countermeasures presented before student populations in the state.

## **V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation**

The State of South Carolina has a variety of venues available for the provision of proper screening, assessment, treatment, and rehabilitation services for DUI offenders.

- **Screening and Assessment**

South Carolina has established the Alcohol and Drug Safety Action Program, a screening, referral, and treatment system for DUI offenders that provides levels of treatment matched to the needs of individual offenders and ensures compliance through monitoring. ADSAP is conducted by 32 local agencies/commissions certified by DAODAS. ADSAP is mandated upon administrative license suspension and upon conviction as a component of sentencing rather than being tied only to driver license reinstatement. Treatment is mandatory for all offenders. Courts are notified when offenders fail to enroll in a certified ADSAP program within 30 days of conviction or upon failure to participate in the plan of education or treatment. The courts *may* hold the individuals in contempt of court if they cannot show cause as to why no enrollment occurred within the 30 days or why no progress had been made in the plan of education or treatment. However, because of demands on the court systems and significant backlogs of court cases, non-compliant offenders are rarely charged with contempt.

Offenders are screened using the Behavioral Health Screen, review of their driving records, and clinical interviews, and then are consequently assigned to appropriate levels of intervention. Since all offenders are screened through the ADSAP system and completion of ADSAP is required as a condition of all DUI sentences, pre-sentence screening by probation or other

agencies is not available and is not necessary.

Currently, all certified ADSAPs are operated by county alcohol and drug abuse authorities. Each agency certified as an ADSAP provider offers a continuum of care in accordance with the American Society of Addiction Medicine Levels of Care. The required minimum services to be provided through the continuum of care are the PRIME FOR LIFE curriculum (Level 0.5); Individual and Group Counseling (Level I); Intensive Outpatient Services (Level II); and referral linkages to higher levels of care. All ADSAP clients are required to receive a DUI risk assessment and/or clinical biopsychosocial assessment for placement in the appropriate level of care. The risk assessment and/or the biopsychosocial assessment provide the basis for diagnostic classification according to the "Diagnostic and Statistical Manual of Mental Disorders, Fifth Edition"; placement in the PRIME FOR LIFE curriculum, Individual and Group Counseling, and/or Intensive Outpatient Services offered by a certified ADSAP provider; or referral to a higher level of care within the network of county alcohol and drug abuse authorities.

### **Criminal Justice System**

A person convicted of DUI in South Carolina, whether for a first offense or subsequent offense, must enroll in and successfully complete the ADSAP certified by DAODAS. As indicated above, ADSAP is mandated upon conviction as a component of sentencing rather than being tied only to driver license reinstatement. Treatment is mandatory for all offenders. Courts are notified when offenders fail to enroll in a certified ADSAP program within 30 days of conviction or upon failure to participate in the plan of education or treatment. The courts *may* hold the individuals in contempt of court if they cannot show cause as to why no enrollment occurred within the 30 days or why no progress had been made in the plan of education or treatment. However, because of demands on the court systems and significant backlogs of court cases, non-compliant offenders are rarely charged with contempt.

An assessment of the extent and nature of the alcohol and drug abuse problem of the applicant must be prepared and a plan of education or treatment, or both, must be developed for the applicant. The ADSAP shall determine if the applicant has successfully completed the services. The applicant must attend the first ADSAP available after the date of enrollment. SCDAODAS shall determine the cost of services provided by each certified ADSAP. Each applicant shall bear the cost of services recommended in the applicant's plan of education or treatment. The cost may not exceed five hundred dollars for education services, two thousand dollars for treatment services, and two thousand five hundred dollars in total for all services. An applicant may not be denied services due to an inability to pay. Inability to pay for services may not be used as a factor in determining if the applicant has successfully completed services. An applicant who is unable to pay for services shall perform fifty hours of community service as arranged by the ADSAP, which may use the completion of this community service as a factor in determining if the applicant has successfully completed services. The court must be notified whether an offender failed to enroll in a certified program within thirty days or failed to participate in the plan of education or treatment. As indicated above, the court *may* hold the individual in contempt of court if the individual cannot show cause as to why no enrollment occurred within the mandated thirty days or why no progress has been made on the plan of education or treatment.

## Medical and Health Care Settings

The Palmetto Health-Richland ACS Level 1 Trauma Center in South Carolina has implemented Screening, Brief Intervention and Referral to Treatment (SBIRT) in its hospital. Patient data indicated that in 2016, of 3,087 total trauma patients, 990 were either Motor Vehicle Crash or Motor Cycle Crash related and of the 990, 268 (27.1%) of injured drivers tested for blood alcohol content and had blood alcohol concentrations greater than .08 percent, and 23 (8.6%) of impaired injured drivers were younger than 21 years of age. All trauma patients are tested for BAC and have to complete the SBIRT process. Hospital staff, such as nurses, physicians, or residents, conduct the Alcohol Use Disorders Identification Test. Patients that are determined to display alcohol abuse are referred to the trauma psychiatrist for intervention. Currently, all Level 1 Trauma Centers in the state utilize the SBIRT.

DAODAS, the South Carolina Department of Health and Human Services (SCDHHS), and the Medical Homes Network have developed a SBIRT program for Medicaid-eligible pregnant women in South Carolina. This initiative is intended to increase the possibility of healthy births and save money by helping clients access treatment services earlier in their disease, thereby increasing their chances of recovery. The role of the state's 32 county alcohol and drug abuse authorities is to accept referrals from Medical Homes Network member organizations and primary care providers (including obstetricians/gynecologists) and to provide any treatment services needed. The ideal goal is for SBIRT protocols to be embedded into every primary care and health setting in South Carolina; however, the necessary resources are not available at this time to assist every health care site in the state in achieving this. It should be noted that the DAODAS has been awarded a cooperative agreement from SAMHSA to implement SBIRT in health care sites. The funding period is from August 1, 2013 – July 31, 2018. Formal SBIRT protocols have been implemented in sixteen health care sites to date: Barnwell County (Southern Palmetto Hospital ED, Southern Palmetto Hospital Barnwell clinic, and Healthwise Family Medicine); Georgetown County (St. James Santee Family Health Center: Georgetown, Sampit, and Choppee sites); Greenville County (New Horizon Family Health Services, and Greenville Health System Internal Medicine); Horry County (Little River Medical Center: Little River, Loris, Health Access, South Strand, Carolina Forest, and Myrtle Beach sites, along with Grand Strand Regional Medical Center ED); and York County (North Central Family Medical Center). Though each site receives varying amounts of funding, all sites receive ongoing training and technical assistance from the SCDAODAS SC SBIRT state team. DAODAS is considering expanding this program concept to other settings and has applied for funding to provide training and to expand the program to all healthcare providers.

Through RPTIF grants from DHHS, Clarendon County has implemented SBIRT in its ED and outpatient clinic, and Spartanburg County has implemented SBIRT in its county jail.

In addition to identifying injured drivers, as well as problem drinkers who are potential impaired drivers, trauma centers are potential sources of identification of impaired drivers. The data cited above indicates a substantial proportion (29.4%) of injured drivers that were tested for BAC within the Palmetto Health Richland Trauma Center had BACs above the legal limit. Many of these drivers are not identified by law enforcement, or charged with DUI. Currently, South Carolina law prohibits healthcare providers from reporting impaired injured drivers to law

enforcement. At least two states have enacted laws that not only allow such reporting but classify impaired driving as a mandatory reportable condition like gunshot wounds.

- **Treatment and Rehabilitation**

As indicated above, South Carolina has established the ADSAP, a screening, referral, and treatment system for DUI offenders that provides levels of treatment matched to the needs of individual offenders and ensures compliance through monitoring.

ADSAP is conducted by local agencies certified by DAODAS.

To satisfy the requirements of H3496, ADSAP referral forms were developed with collaboration among the SCJD; the SCCPC; the SCDMV; the SCDPPPS; DAODAS; and local Alcohol and Drug Abuse certified ADSAP providers. The ADSAP referral forms are designed to enable communication among the Court, ADSAP provider, and SCDPPPS (if appropriate) as required in H3496.

ADSAP is mandated upon administrative suspension. In addition, ADSAP is mandated upon conviction as a component of sentencing, rather than being tied only to driver license reinstatement. Treatment is mandatory for all offenders. Courts are notified when offenders fail to enroll in a certified ADSAP program within 30 days of conviction or upon failure to participate in the plan of education or treatment.

Under SC Code of Laws §56-5-2930, courts may hold the individuals in contempt of court if they cannot show cause as to why no enrollment occurred within the 30 days, or why no progress had been made in the plan of education or treatment. The section wording does not mandate a contempt charge, thus non-compliant offenders are rarely charged with contempt. It is not clear the extent to which this reflects judicial attitudes or demands on court systems already having significant backlogs of court cases. However, despite this apparent lack of consequences, ADSAP completion rates are reported to be over 85 percent.

Offenders are screened using the Behavioral Health Screen, review of driving record, and clinical interview. Clients are referred to levels of treatment based on American Society of Addiction Medicine criteria.

In Fiscal Year 2018, ADSAP served 1503 clients statewide. ADSAP uses the PRIME FOR LIFE curriculum developed by the Prevention Research Institute (PRI). The PRI program has been extensively evaluated and is used in many states. Offenders referred to ADSAP are subject to being admitted to a higher level of treatment if behaviors or additional information indicate a problem.

Offenders are expected to pay for all ADSAP services either through insurance or self-pay. Provisions are made for clients that can demonstrate indigence. Providers make special efforts to inform offenders of availability of financial options so that no offender avoids treatment because of financial concerns.

Responsibility for monitoring impaired drivers falls primarily with the ADSAP programs, which are certified by SDAODAS. Thirty-two (32) local drug and alcohol agencies in the state's 46 counties provide the ADSAP program. ADSAP screening and monitoring are utilized in pre-adjudication ALR, post-adjudication sentencing, and, on a limited basis, with post-adjudication ignition interlock device (IID) supervision.

In the ALR setting, ADSAP is a condition of a temporary alcohol license or restricted license. In the post-adjudication setting, ADSAP is a condition of the sentence, and failure to comply may result in a contempt of court charge. Also, in the post-adjudication setting, substance abuse education and treatment is a condition of reinstatement of driving privileges after completing a term of IID monitoring.

On April 14, 2014 South Carolina's Governor, Nikki R. Haley, signed into law a bill that requires first-time convicted DUI offenders with a BAC of .15 or above at the time of the offense to enroll in the IID program. The IID Program provides a post-adjudication tool for monitoring the alcohol use, restricting vehicle operation, and altering the drinking behavior of repeat offenders. The IIDP is coordinated by SCDPPPS. Non-compliance can result in further court sanctions. SCDMV monitors the licensing of an IIDP participant. The SCDMV has a key role in maintaining offender records and issuing offender notices. SCDMV collaborates with SCDPPPS, ADSAP, and the courts in tracking non-compliance.

In South Carolina, first-offense DUI is prosecuted in the state's summary courts. Second or subsequent DUI offenses are prosecuted in the state's circuit courts. Probation and parole services are only available to the circuit courts. Probation supervision of first-offender DUI cases does not exist.

DUI treatment courts have been the subject of discussion for many years. These courts provide extensive treatment services and supervision of offenders and have been shown to reduce impaired-driving fatalities and DUI recidivism. In 2013, the OHSJP issued a request for proposals to fund the start-up costs of two Pilot DUI Courts. The OHSJP provided grant funding during FFY 2014 through FFY 2017 for the development and implementation of a Pilot DUI Court in the Twelfth Judicial Circuit, composed of Florence and Marion Counties, and in the Fifth Judicial Circuit, which consists of Kershaw and Richland Counties. Both the Fifth and 12th Judicial Circuits have successfully completed NHTSA's required DWI Court training and have implemented the DUI Court program. The DUI Courts are structured on a "post-adjudication track", which involves the defendant pleading guilty and the judge allowing the defendant to complete the program while the sentence is held in "abeyance", allowing the defendant an opportunity to complete a treatment program. An offender is eligible to participate in the DUI court if he/she meets the following criteria: the defendant (1) is a resident of one of the counties that make up the Judicial Circuit; (2) is charged with a DUI 2nd offense or above and, in some cases, Felony DUI; (3) is willing to comply with the DUI Court Program rules; (4) is found, through use of a screening tool, to be a person who is addicted to alcohol; (5) is able to physically participate in treatment activities (within the guidelines of the Americans with Disabilities Act); and (6) has no prior violent felony convictions disclosed as part of his/her criminal record. If the defendant graduates from the DUI Court after completing one year to eighteen months of treatment, the judge may terminate the sentence, and the defendant may not serve any jail time.

The DUI Court program integrates alcohol and drug treatment to break the cycle of addiction and the criminal activity that follows in its wake. The court also ensures the delivery of other services such as mental health services, vocational/employment services, education services, housing services, and family counseling to sustain and enhance primary therapeutic interventions and reduce recidivism.

- **Monitoring Impaired Drivers**

The State of South Carolina does not currently have a comprehensive DUI-tracking system which monitors DUI offenders through all phases of their arrests, convictions, and treatment experiences. Individual components of the process, including DAODAS and courts, have individual monitoring systems in place. The DUI Court programs described previously facilitate close monitoring of impaired drivers. However, the state understands the importance of exploring the development of a comprehensive DUI-tracking system which can monitor individuals throughout the process.

SCDPS has put in place an electronic reporting system for law enforcement agencies to report traffic collision data which allows the reporting and capture of citation information electronically, including DUI citations. This system serves as the underpinning for the development of a DUI-tracking system in the state. The OHSJP has begun the process for establishing this foundation through its statewide TRCC and the state's Traffic Records Strategic Plan. The project for the electronic reporting of all traffic citations, SCUTTIES, was completed and deployed on January 1, 2018.

### **Strategies**

In order to improve the alcohol and other drug misuse screening, assessment, treatment, and rehabilitation component of the state's impaired driving countermeasures program, the OHSJP will adopt the following strategies for FFY 2020:

1. The OHSJP will continue working through the state's TRCC to complete the processes associated with developing a foundation for a statewide DUI-tracking system to track and monitor DUI offenders throughout the arrest, prosecution, adjudication, treatment, and rehabilitation process. The OHSJP and TRCC have deployed SCUTTIES, (referred to as a "Citation Data Interface" project in last year's plan), that will serve as the foundation for the state's DUI tracking system. The SCUTTIES project required modifications to SCDPS, SCDMV, and SCJD systems. Estimated development costs of this project are in excess of 1.5 million dollars and the state is utilizing Federal Funds (405c) for further development of this project.
2. OHSJP staff will continue to be involved with DAODAS Underage Drinking Action Group UDAG is dedicated to the reduction of underage drinking in the state and is composed of a multi-disciplinary team of stakeholders. Participants hail from the following agencies/groups: the SCDPS, DAODAS, DSS, SCDOT, MADD, the University of South Carolina, Clemson



University, the Pacific Institute for Research and Evaluation, SCDOE, the College of Charleston, SLED, and the SC Petroleum Marketers.

3. The OHSJP will continue to explore, through the Legislative Subcommittee of the SCIDPC, the prospects of introducing legislation to designate impaired driving as a mandatory reportable condition for all healthcare providers.
4. The OHSJP will continue research through DAODAS to determine the possibility of having screening and brief intervention referral and treatment available in all health settings in the state.

## **VI. Program Evaluation and Data**

OHSJP uses a variety of evaluation and data analysis processes to gauge funding priorities, to determine major traffic safety priority areas, and to determine the level of success of its various projects and programs.

Each year, the OHSJP conducts a problem-identification process to determine the nature of the highway safety problems being experienced in the state and the locations of traffic safety problems. OHSJP staff members work to identify problem or priority counties based on data provided by the OHSJP's in-house SARS. From the work in problem identification, the OHSJP staff develops the Highway Safety Funding Guidelines report that determines priority areas for highway safety funding and establishes the expectations for each coming year grant projects. The funding of impaired driving highway safety projects consistently remains a major area of concern for the OHSJP. Funding of impaired driving countermeasures projects is based on nationally established priority areas, state-identified priority areas, the FAST Act, and best practices from around the nation.

The OHSJP addresses its responsibility through:

- Developing and preparing the annual HSP.
- Establishing priorities for highway safety grants and programs.
- Providing information and assistance to prospective funding recipients on program benefits, procedures for participation, and the development of plans.
- Encouraging and assisting local units of government to improve their highway safety planning and oversight efforts.
- Reviewing the implementation of state and local highway safety plans and programs, regardless of funding source, and evaluating the implementation of those plans and programs funded the FAST Act.
- Monitoring the progress of activities and the expenditure of federal funds contained in the HSP.
- Coordinating the HSP with other federal- and state-supported programs that impact highway safety.
- Assessing program and grantee performance through data analysis and grant reviews.

Data presented to document grant requests is verified by the OHSJP using FARS and state crash data. However, the OHSJP does assist applicants with data to support the grant applications if requested and to report on the progress of implemented grant projects.

While the OHSJP tracks output of each grant, it also understands the need to address countermeasure success by evaluating the impacts and outcomes of the activities undertaken within the grant. Requiring baseline data, performance measures, and projected outcomes as a part of the grant submission helps to establish a focus on data and analysis, and generates more thoughtful and creative proposals over time.

The mass media program uses comprehensive impact surveys that are conducted by the communication contractor to assess general perceptions and opinions of drivers relative to DUI enforcement and to identify changes. Research consists of pre- and post-measure surveys conducted before the campaign starts and immediately following its completion.

Data show that the state is experiencing a downward trend in the primary highway safety focus area of alcohol/drug impairment, while there seems to be an upward trend for the primary highway safety focus areas of unbelted occupants and speed. This trend pattern in no way negates the continual need for improvements regarding all of the highway safety focus areas.

Assisting grant applicants in understanding the Office's priorities also helps to establish a statewide mission and vision for highway safety improvement. A review of the available data also provides information on emerging issues. Clear delineation of the priorities, the process, and the evaluation methodologies prevents misunderstandings and assists the state and its grantees in meeting their goals both individually and collectively.

Analysis of projects based on cost-effectiveness or on cost per activity helps to establish baselines that can provide information to the state and to grantees, which then guides expectations for what and how much is to be accomplished, based on a realistic past experience. Requiring baseline data, performance measures, and projected outcomes as a part of the grant submission also helps to establish a focus on data and analysis and will generate more thoughtful and creative proposals over time.

The OHSJP maintains a records system that uses data from other sources to fully support the impaired driving program. The state also has a statewide TRCC that represents the interests of all public and private-sector stakeholders and the wide range of disciplines that need information. South Carolina's TRCC is a two-tiered committee structured as follows:

***The TRCC Executive Group*** oversees new policies and approves projects designed to improve the SC Traffic Records System. This group ensures that planned projects align with the priorities of their respective agencies, as well as the Traffic Records Strategic Plan. Each member of this group is responsible for designating the appropriate TRCC Working Group members.

***The TRCC Working Group*** consists of technical and managerial persons designated by members of the TRCC Executive Group. The Working Group represents those entities

responsible for the various components that constitute the Traffic Records System in South Carolina.

The TRCC includes representation from the state agencies responsible for components of the TRS, along with representatives of local law enforcement who were selected by the South Carolina Law Enforcement Network. South Carolina's TRCC Executive Group was re-organized at a meeting in September 2007 and continues to meet on at least an annual basis. At the 2007 meeting, the TRCC Executive Group also charged the TRCC Working Group with the development of the state's *Traffic Records Strategic Plan for Traffic Records Improvements* and helping to coordinate the State's 2009 Section 408 grant submission. In 2013, the Section 408 funding stream was discontinued after the implementation of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation authorization, which allowed states to apply for Section 405c funding for state traffic safety information system improvements. The requirement for having a state TRCC remains. This being the case, the TRCC Executive Group required:

- Participation in the strategic planning update meetings by designated TRCC Working Group members. The Working Group must meet a minimum of three times per year.
- Discussion of future traffic records improvement projects by the TRCC Working Group. The TRSP is a "living" document, and must be updated on a regular basis.
- Submission of an annual *Traffic Records Strategic Plan for Traffic Records Improvements* by the TRCC Working Group. The final approval of the *Plan* is required and conducted by the TRCC Executive Group.
- Communication to the TRCC Executive Group as to the processes for prioritization of current, immediate, and future projects for possible implementation.

In addition, each of the state agencies with custodial responsibilities for one or more of the traffic records system components agreed to provide needed information to the TRCC Working Group for the Section 405c grant submission including budget, project justification information, and documentation of state contributions to projects' costs and staffing.

The state's TRSP was originally developed by the TRCC Working Group and subsequently approved by the TRCC Executive Group at a meeting held on June 4, 2009. Since then, the plan has been updated annually, with the FY 2019-2020 version approved by the TRCC Executive Group on May 31, 2019.

South Carolina was awarded Section 408 grant funding for the first time in August 2009, and was awarded Section 408 funds in 2010, 2011, and 2012. Under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) Transportation Authorization, the State of South Carolina was awarded Section 405(c) funds from 2013 through 2017. Under the current legislation of the FAST Act 405(c) funds will continue for FFY 2020. The state has continued to seek assistance in terms of evaluating its Traffic Records System, to include assistance from NHTSA in conducting the most recent Statewide Traffic Records Assessment for South Carolina, which was completed

in January 2012. The TRSP helps South Carolina spend limited resources wisely, thus getting the largest benefit for the investment of money and staff time. A strategic plan is a way for South Carolina to ensure that new efforts are aimed squarely at needed improvements to the data, and those resources are allocated in a systematic manner. In addition, as situations change and South Carolina reacts to new opportunities or requirements, the strategic plan can help to put those changes and opportunities into context. It is easier to judge impact when the state knows the direction it is heading, and what resources are required to get there. For that reason, it is also acknowledged that a strategic plan is a “living” document. It cannot remain static, but must be updated frequently to account for changes in budgets, revised priorities, new opportunities, and emerging needs. When a plan is kept current, it serves as an integral part of the management of the traffic records system in general and for each of the particular components of that system.

The OHSJP will perform an administrative and an impact evaluation on the Impaired Driving Countermeasures program. FARS and statewide alcohol-impaired fatality and injury data will be used to evaluate the success of the goals and objectives of the impaired driving countermeasures program.

The Impaired Driving Program for South Carolina is heavily data dependent, and uses the state’s crash data and FARS data extensively to address the locations and volume of impaired driving crashes. The data utilized are specific to various demographic groups as well, so that the messaging for various populations can be made relevant. South Carolina’s experience in this regard is in line with much of the nation, in that the young male is the most likely to be involved in an alcohol-related crash. Data related to the efforts to mitigate this problem are available, including number of arrests. Education and treatment providers also use data related to the DUI driver and the evaluation of the outcomes of their efforts to change behavior. Some crashes are tracked and related to locations of liquor-licensed establishments by the Alcohol Enforcement Team Coordinator in order that countermeasures applied might more specifically address possible locations where over-service of alcohol is occurring.

Some data are not available because of the state’s statutory scheme. No authority exists for BAC testing for surviving drivers of fatal crashes, unless those drivers are reasonably suspected of alcohol or drug impairment. However, in other cases where such data might have been collected by medical facilities or by coroner’s offices, its lack of availability is due to concerns about patient confidentiality. Additional contributing factors to this missing data are that BAC data are not posted to driver files, and SLED lab does not aggregate BAC data from the various locations and entities within South Carolina that collect and analyze such samples. There are numerous potentials for addressing this issue, but all involve coordination and cooperation. Legislative authority to perform chemical tests of the blood alcohol content of surviving drivers in fatal crashes would not only provide statistical information about causes of fatalities, but it would also serve to protect those who were *not* driving impaired.

Lacking legislation, solutions can include asking officers to encourage such drivers to voluntarily submit to BAC testing. Where time and convenience are an issue, the use of evidentiary Preliminary Breath Testing Devices might be helpful, if approved. Cooperation of medical personnel is a matter of trying to induce cooperation through explanation of the purpose and use of the information, as well as assurance that the data is legally shared with NHTSA, pursuant to

the Federal Register, as follows: Page 15039 of the Federal Register/Volume 68, No 59/Thursday, March 27, 2003/Notices, provides the following summary:

NHTSA is publishing this notice to inform hospitals and other health care organizations of its status as a “public health authority” under the medical privacy requirements of the Health Insurance Portability and Accountability Act of 1996.

Without the ability to obtain more of the missing data, the state does not have a way of determining its true rate of impaired driving crashes and fatalities, except through imputation of the missing data. Because such a significant portion of the applicable data is missing, it is impossible to determine if the available data are skewed toward those surviving drivers who were likely to be most impaired because of their actions or appearance and were thus tested.

Other important missing data for the state includes driver distraction data. These two missing data types are imperative to forming a true picture of the crash causes and consequences in South Carolina. As a result, a subcommittee of the TRCC could be convened to address what each of the data collectors, users, and managers of the relevant data can contribute to development of a solution. One person or group cannot solve the problem, but a concerted effort by several groups can certainly move toward improvement in the situation.

The SCCATTS continues to play a part in contributing to better data collection and availability, but a functional DUI-tracking system can provide benefits to each of the groups responsible for addressing the problems caused by impaired driving, including treatment providers, educators, law enforcement officials, prosecutors and adjudicators, data collectors and users, the SLED Laboratory, Liquor Licensing and Enforcement agents, and the SC DPPPS, which is, in concert with DAODAS and the SCDMV, responsible for the management of the IIDP. Each of these entities can gain both efficiency and improved operations through the data provided by a comprehensive DUI tracking system.

SCDMV maintains a system of records that enables the state to identify and maintain a complete driving history of impaired drivers, including commercial drivers. The SCDMV licenses and manages records for almost four million drivers. The records contain information about the identity, age, types, and dates of document issuance, and driving behaviors, including license sanctions and traffic convictions for South Carolina drivers. Some information about driver education is captured on the record as well. Law enforcement has access to driver history records through the SCDMV member information system, and courts may obtain information through an ordered subpoena or attorney’s request.

SCCATTS is a collaborative effort among SCDPS, SCDMV, SCDOT, SCJD and SCDHEC Injury Surveillance System. It was originally created to address the shortcomings of a system that predominantly generated and processed traffic collision reports and traffic citations manually. The goal of SCCATTS is to enhance highway safety through the timely collection, analysis, and response to pertinent data.

SCCATTS currently uses the product Report Beam® as the electronic reporting application. This reporting system is used by state and local law enforcement agencies to generate collision reports (TR-310), citations and public contact/warnings electronically. There are currently 126 agencies

using SCCATTS. When a collision is investigated, each law enforcement officer submits the completed collision report to the SCDMV via SCDPS's SCCATTS application. The current form, TR-310, is a statewide form that each law enforcement agency uses for traffic crash investigations. SCDPS has deployed the electronic collision report to SCHP and local law enforcement agencies. These agencies are submitting approximately 91% of all collision reports electronically through SCCATTS. The remaining 9% are keyed into the SCCATTS system by data entry clerks of SCDPS' OHSJP). OHSJP uses the data collected from the collision report to provide up-to-date preliminary numbers for highway fatalities across the state. This data is also utilized to create the SC Collision Fact Book, as required by statute, and by law enforcement for traffic safety initiatives. Annually, the data is compiled into the fact book that provides statistical information regarding crash data statewide. The data is also used by OHSJP to provide collision experience studies.

SCCATTS deployed the electronic citation application in Report Beam® in June 2015. All citation data collected through the application is now transmitted to SCDMV and SCJD through interfaces with SCUTTIES. Currently, 78 agencies have been trained to use the e-Citation application in Report Beam®. Of those agencies, 73 are currently submitting their citations through the system. Approximately 1,900 citations per day are being sent electronically to SCUTTIES from SCCATTS.

Until recently, all conviction data for South Carolina came to SCDMV in a paper format. Unlike most states, whose conviction information is sent from the courts to the DMV, South Carolina courts are only required to send those convictions for a violation that could result in a suspension. All other dispositions are transmitted to the SCDMV from the various law enforcement agencies whose officers/troopers/deputies issued the tickets. This broadly based responsibility for data transmission is extremely susceptible to loss of data. However, to its great credit, the SCDMV tracks citations by number and agency and audits the system regularly to locate any missing disposition data. This time-consuming and iterative process is mitigated by the development of SCCATTS. The System accepts both electronic crash reports and citations from officers.

The final development and deployment of SCUTTIES was the primary focus of the 2017-2018 Traffic Records Strategic Plan (TSRP). This system, designed to automate the process of citations issued and adjudicated through the courts, is hosted by the SCDMV. SCDMV partnered with the SCDPS and SCJD to develop e-Citation interfaces between each agency's traffic records system to collect, track and disseminate citation data initiated by law enforcement. The system, which had been partially implemented in 2016, went into full production during the first quarter of 2018. The initial deployment involved the mandatory collection of citation data from law enforcement after a Uniform Traffic Ticket was issued. The mandatory submission and collection of this citation data was implemented on January 1, 2018. There are several avenues by which law enforcement agencies can submit citation data to SCDMV. First, they can utilize their own Records Management System. SCDMV validated the process for several independent vendors to submit citation data from the local agencies' Record Management System directly into SCUTTIES. Currently, this process accounts for approximately 30% of all citation data captured. The second process agencies may utilize is SCCATTS which is hosted by SCDPS. This system allows any interested state, county or local law enforcement agency, access to SCDPS's e-Reporting application. This software application gives officers the ability to

electronically prepare, issue, and submit citations through SCCATTS applications to SCDMV. The SCCATTS process equates to about 55% of all citation data received by SCDMV electronically. Finally, law enforcement agencies that do not have a Record Management System or the in-vehicle hardware to submit electronically may utilize the SCUTTIES web portal application to enter citation data directly into the SCUTTIES network through an online web service to SCDMV. The SCUTTIES application was developed to meet the Federal Motor Carrier Safety Administration's (FMCSA) mandatory process for transferring traffic conviction data for holders of a Commercial Driver's License to the state in which the holder is licensed within 10 days of conviction. Initially, SCDMV was reporting at less the 10% compliance with the FMCSA regulation. With implementation of the mandatory electronic citation process, this rate jumped to 48% compliance within the first month. During the first quarter of 2018 the rate rose to 82% compliance.

Once the courts begin to fully incorporate the electronic citation data into their case management systems, the facility to transfer the dispositions to the SCDMV for automated incorporation into the driver history file will be available. SCCATTS will provide one major dataset that could be included in a DUI-tracking system.

For FFY 2020, the TRSP will focus on maintaining, upgrading, and enhancing the state's core Traffic Records Systems. A major priority for this year's TRSP is the upgrading of the SCCATTS e-Reporting application. Continued upgrades of the SCATTS application could serve as a foundation for ultimately developing a DUI-tracking system in the state. State traffic safety information system improvements grant funding was used in FFY 2017 and 2018 for the completion of the building of interfaces among the SC DMV, the SCJD, and SCDPS to allow for the sharing of information regarding the adjudication and disposition of traffic offenses, including DUI citation information. SCUTTIES was completed during the second quarter of FFY 2018.

South Carolina driver history files are complete and are available to law enforcement officers via a web-service. All transactions by the officers are recorded so that any misuse of the data can be addressed. The courts generally do not have electronic access to the driver history file, but certified paper records are provided upon request of the prosecuting attorneys.

Hand processing of commercial driver violations is performed in order to ensure that the requirements of the Motor Carrier Safety Improvement Act are met. This means that all violations for commercial drivers must be posted on the driver history within ten days of adjudication.

Currently, the information posted electronically to crash reports and citations is garnered from the actual document, either on its face or via the barcode. However, improved accuracy could be achieved by allowing the officer access to live driver and vehicle files during the field data collection process so that the data could be copied and pasted into the forms from the mobile data computer.

For drivers who are convicted of alcohol-involved violations, the BAC is not included on the driver history. However, when DUI convictions are posted to the record that will require an

ignition interlock device to be installed prior to reinstatement of the driving privilege, the SCDMV will require the driver to produce the installation record and contract for the device prior to issuance of the license. The SCDMV also works with agencies that provide ADSAP services and is notified when a person who has been licensed prior to completion of the program falls into non-compliance. The Department then re-suspends the license until compliance is reached.

Many of these processes, which the SCDMV now handles admirably in a largely paper-based system, should be planned to be incorporated into other electronic systems which already exist. For example, the SC Department of Probation, Parole, and Pardon Services receives interlock download data electronically. This data comes from the vendor or provider that is responsible for Ignition Interlock Device installation. The vendor/provider now provides paper records to the SCDMV.

Administrative sanctions are recorded on driver history files. Currently, the motor vehicle hearings are the responsibility of another state agency, and the lack of timeliness in the reporting of the hearing officers' findings, which by law must be written, is problematic. Approximately eight percent of the administrative DUI cases go to hearing, and over 90 percent are upheld. In certain cases in South Carolina, the sanctions for DUI resulting in driver license hard suspensions are minimal; therefore, it is imperative that Administrative Hearings' findings and orders be completed and transmitted in a timely manner. Law enforcement officers are often unaware of the results of administrative hearings. Making hearing disposition data available to law enforcement management would facilitate training and case preparation.

The SCDMV manages a huge dataset that is central to the cause of traffic safety. Much of the input into that system is manual, and much of that manual entry is transitioning to electronic submission. Millions of keystrokes are required to manage and update driver history records each year. When manual data entry can be replaced by electronic data transmission, time is freed up for data quality programs, while customer service, accuracy, and completeness of the record systems improve at the same time.

## **Strategies**

In an effort to improve the state's data and evaluation systems, particularly as these relate to the issue of impaired driving, the state intends to implement the following strategies in FFY 2020:

1. Time and resources will be dedicated to support TRCC focus of maintaining, upgrading, and enhancing the state's core Traffic Records Systems.
2. The OHSJP will continue to work through the state's TRCC to complete the processes associated with implementing a statewide DUI-tracking system to track and monitor DUI offenders throughout the arrest, prosecution, adjudication, treatment, and rehabilitation process.
3. The OHSJP will improve its Problem Identification process to include more local input from traffic safety stakeholders statewide.



4. The OHSJP will continue to work through the TRCC to address any missing impaired-driving data and develop solutions.

## **VII. Impaired Driving Assessment**

Under the FAST Act, states considered as “high-range,” with a VMT of .60 or more, for impaired-driving-related fatalities are required to conduct a NHTSA-facilitated Impaired Driving Assessment within the three years prior to the application due date to qualify for Section 405d Impaired Driving Countermeasures funding. According to the most recent FARS data, from 2014 to 2016, South Carolina’s average VMT alcohol-impaired driving fatality rate was 0.62, which classifies the state as *high-range*. Over the years, South Carolina has had a number of Impaired Driving Program Assessments. However, to be in compliance with the FAST Act Interim Final Rule requirement, the most recent Assessment was conducted November 14-18, 2016. The SC DPS OHSJP coordinated, with the assistance of NHTSA, the 2016 Impaired Driving Assessment.

The recommendations from the Assessment will be utilized to formulate additional strategies to improve impaired driving countermeasures in the State of South Carolina. The OHSJP officially states that this Impaired Driving Plan was presented to the SC Impaired Driving Prevention Council for review and was approved at its June 12, 2019 meeting.

The following section contains a listing of all recommendations issued to the state by the Impaired Driving Assessment Team. The recommendations are listed under headings for the major program areas outlined in the *Impaired Driving Section* of NHTSA’s *Uniform Guidelines for State Highway Safety Programs* document, and they are covered by the Impaired Driving Assessment. The categories are Program Management and Strategic Planning, Prevention, Criminal Justice System, Communication Program, Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation, and Program Evaluation and Data. It should be noted that the South Carolina Impaired Driving Prevention Council (SCIDPC), the state’s impaired driving task force, has four subcommittees: Education and Prevention; Enforcement, Prosecution, and Adjudication; Treatment, Rehabilitation, and Diversion; and Legislative. Each subcommittee has a Chair and Vice-Chair. The Executive Group of the SCIDPC, composed of each subcommittee’s Chair and Vice Chair, will meet to discuss and assign each recommendation, which was not specific to the OHSJP’s areas of responsibility (Program Management and Strategic Planning), to a subcommittee based on that group’s interest/expertise. The subcommittees are responsible for providing and proposing possible avenues in which the state can implement each assigned recommendation. Thus, the SCIDPC will use the recommendations provided by the Assessment Team as a blueprint by which its work will be guided.

## **VIII. SC 2016 Impaired Driving Assessment Recommendations & Responses**

After each listed recommendation on the following page, printed in bold, a corresponding strategy for implementation is provided as part of the state's Impaired Driving Countermeasures Plan.

### **Program Management and Strategic Planning Recommendations:**

**Convene a Governor's Alcohol and Drug Impaired Driving Task Force that includes both traditional and non-traditional members such as highway safety experts, law enforcement, judiciary, driver licensing services, treatment, alcohol beverage control, businesses, insurance companies, medical and health care representatives, advocacy groups, the media, and higher education, to review existing laws and regulations and make recommendations to the Governor and State Legislature.**

The OHSJP will consider seeking an Executive Order from the Governor that will convene a Governor's Alcohol and Drug Impaired Driving Task Force that will secure a vast array of experts and professionals to review existing laws and regulations and make recommendations to the Governor and State Legislature.

**Conduct a survey for the members of the South Carolina Impaired Driving Prevention Council that have not regularly attended meetings during the past two years to seek their input on methods to increase participation in the meetings.**

The OHSJP will conduct a survey for the members of the SCIDPC in order to gather input on methods to increase participation in the meetings.

**Identify locations in South Carolina where South Carolina Impaired Driving Prevention Council meetings might be held, making attendance more convenient for members residing outside of the Columbia area.**

The OHSJP will conduct a survey for the members of the SCIDPC in order to gather input on potential meeting locations in order to increase participation in the meetings.

**Provide teleconferencing for South Carolina Impaired Driving Prevention Council members that are unable to participate in person at meetings.**

The OHSJP staff will explore the possibility of providing teleconferencing for the members of the SCIDPC in order to increase participation in the meetings.

**Fill the vacant South Carolina Impaired Driving Prevention Council positions.**

The OHSJP, on behalf of the SCIDPC, has submitted appointment letters to agency directors requesting participation in the SCIDPC. The membership positions have been filled and OHSJP staff will submit appointment letters in the future, when needed.

**Continue to evolve the problem identification process in the Office of Highway Safety and Justice Programs by taking advantage of new and emerging data sources in impaired driving.**

The OHSJP will continue to evolve its Problem Identification process to include more input from local traffic safety stakeholders statewide and to utilize new and emerging sources of available impaired driving data.

**Integrate medical data into the planning process to enhance the needs for better and more accurate impaired driving analyses.**

The OHSJPs' SARS will work to integrate medical data into the planning process to enhance the needs for better and more accurate impaired driving analyses.

**Require convicted Driving Under the Influence offenders to pay fines and fees that support the Impaired Driving Countermeasures Program.**

The OHSJP will continue to research through the SCIDPC the prospects of legislative change to allow convicted DUI offenders to pay the costs of supporting impaired driving countermeasures programs within the state. However, the prospects of securing this type of change continue to appear, at this time, to be minimal.

**Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner.**

Evaluate the performance measures that are common to South Carolina's HSP, SHSP and the state's Highway Safety Improvement Plan regarding the number of traffic fatalities, the number of severe traffic injuries and the traffic fatality VMT Rate. The Federal Highway Administration and SCDOT are responsible for the development of the HSIP. The SCDPS, SCDOT, FHWA and other local, state and federal agencies and safety advocates collaborated on the creation of the SHSP. The state's Highway Safety Plan, though developed by the OHSJP, reflects multiple partnerships among a variety of federal, state, and local agencies. The number of traffic fatalities, number of severe traffic injuries, and traffic fatality VMT Rate performance measures are mutually identified in each plan (HSP, HSIP and SHSP) with evidence-based targets within emphasis areas that were developed through extensive data analysis. The state views the coordination of the HSP with the SHSP as an effort to build a unified State approach to highway safety and can be used to determine impaired driving program effectiveness.

**Prevention Recommendations:**

**Enact statewide social host liability laws that include liability for serving to adults who are visibly impaired.**

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council.

**Enact comprehensive dram shop liability laws.**

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

**Enact Alli's Law or similar legislation to require responsible beverage server training as a condition of liquor licensure.**

The OHSJP will work through the SCIDPC Legislative subcommittee in order to continue to address the need for legislative action for (S. 342) Responsible Alcohol Server Training Act, as it is currently pending legislation. This law would allow for future administrative and/or criminal penalties to ensue, as it mandates a training program to hold servers and establishments accountable.

**Conduct an assessment of the availability and product placement of alcoholic beverages that resemble non-alcoholic beverages.**

The SCIDPC will work closely with SLED to determine the opportunity for an assessment of the availability and product placement of alcoholic beverages that resemble non-alcoholic beverages.

**Provide local Alcohol and Drug Commissions with timely and accurate impaired driving-related information to be integrated into school-based prevention programs.**

The OHSJP will continue to provide timely and accurate impaired-driving data to local Alcohol and Drug Commissions as needed.

**Add impaired driving and other traffic safety learning objectives to the South Carolina Health and Safety Education Standards.**

The OHSJP, through the SCIDPC, has cultivated partnerships with individuals within the SC DOE in hopes of dispersing information regarding DUI issues and countermeasures to student populations in the state. The Education/Prevention Subcommittee of the SCIDPC will work with the SCDOE to determine the possibility of adding impaired driving and other traffic safety learning objectives to the SC Health and Safety Education Standards.

**Provide Drug Impairment Training for Educational Professionals to school counselors, teachers, and administrators throughout South Carolina.**

The OHSJP will work with the SCDOE to determine the efficacy of expanding the DITEP program into local school districts to increase the number of educational professionals (school counselors, teachers, and administrators) trained in this discipline.

**Establish statewide and local student organizations to address impaired driving.**

The OHSJP, through its partnerships with the SCDOE, MADD SC, and the SC National Safety Council, will work to establish local student organizations to address impaired driving issues affecting student populations.

**Coordinate one-shot or single session prevention strategies with evidence-based prevention programs in schools.**

The OHSJP staff, through the SCIDPC, will work with the SC DOE, local school districts, and colleges/universities, to coordinate one-shot or single session prevention strategies with evidence-based prevention programs in schools regarding DUI issues and countermeasures.

**Establish a statewide college impaired driving and/or underage drinking prevention consortium to address the drinking culture on South Carolina college campuses.**

The OHSJP staff, through the SCIDPC, will work with MADD SC, Higher Education Commission, and colleges/universities to get information regarding DUI issues and countermeasures before student populations in the state.

**Integrate impaired driving information into drug free workplace, employee assistance, and other programs for employees.**

The OHSJP staff will work with the SC National Safety Council to explore the possibility of producing an electronic newsletter/flyer to be sent to employers, school districts, and other interested stakeholders statewide containing strategic traffic safety information, including impaired driving data, for distribution to employees and students alerting them to the DUI problems in the state and proposing appropriate countermeasures that could be implemented at the workplace.

**Provide employers with impaired driving media materials for inclusion in company newsletters, posting in facilities and employee work areas, and use in employee safety training.**

The OHSJP staff will work with the SC National Safety Council to explore the possibility of producing an electronic newsletter/flyer to be sent to employers, school districts, and other interested stakeholders statewide containing strategic traffic safety information, including impaired driving data, for distribution to employees and students alerting them to the DUI problems in the state and proposing appropriate countermeasures that could be implemented at the workplace.

**Support and expand the resources of Alcohol and Drug Commissions, Alcohol Enforcement Teams, and Law Enforcement Networks.**

The OHSJP will continue to support the DAODAS AET project focusing on educational and enforcement strategies to reduce underage alcohol consumption and underage DUI. The OHSJP will continue to provide grant funding for the Law Enforcement Networks to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the

system. The OHSJP will continue to provide training to LENS through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer Certification courses.

**Provide timely and accurate impaired driving information and technical assistance to Alcohol and Drug Commissions and Alcohol Enforcement Teams.**

The OHSJP will continue its partnering efforts with other entities in the state which are concerned with impaired driving issues and will provide accurate and timely data/information regarding impaired driving issues, including local Alcohol and Drug Commissions and Alcohol Enforcement Teams as needed.

**Ensure that all designated driver programs stress “no use” of alcohol messages for the designated driver.**

The OHSJP will work toward ensuring that any designated-driver programs implemented through the OHSJP and partners, stress a “no use” of alcohol message for designated-driver programs.

**Ensure alternative transportation programs do not encourage or enable excessive drinking.**

The OHSJP will work through the SCIDPC and partnering agencies to address the issues contained in this recommendation.

**Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals or unintentionally promote over-consumption.**

The OHSJP will work through the SCIDPC and partnering agencies to address the issues contained in this recommendation.

**Criminal Justice System Recommendations:**

**Repeal the statutory videotaping requirements of the entire traffic stop, including the field sobriety testing and advice of rights.**

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council.

**Convene a Governor’s DUI and Drugs Task Force that includes both traditional and non-traditional members such as highway safety experts, law enforcement, judiciary, driver licensing services, treatment, alcohol beverage control, businesses, insurance companies, medical and health care representatives, advocacy groups, the media, and higher education, to review existing laws and regulations and make recommendations to the Governor and State Legislature.**

The OHSJP will consider seeking an Executive Order from the Governor that will convene a Governor’s Alcohol and Drug Impaired Driving Task Force that will secure a vast array of

experts and professionals to review existing laws and regulations and make recommendations to the Governor and State Legislature.

**Emphasize year-round high visibility impaired driving enforcement by all law enforcement agencies in South Carolina.**

The OHSJP will continue its partnering efforts with other law enforcement agencies in South Carolina to emphasize year-round high visibility impaired driving enforcement, relying heavily on the SCHP and the LEN to assist them in their ongoing enforcement efforts.

**Engage more Sheriffs Offices in traffic enforcement activities.**

The OHSJP will continue its partnering efforts with Sheriff's Offices in traffic enforcement activities, largely through the assistance of the LEN.

**Increase the number of law enforcement agencies that participate in the Law Enforcement DUI Challenge *Sober or Slammer!*.**

The OHSJP will continue to provide grant funding for the LEN to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the Law Enforcement DUI Challenge *Sober or Slammer!*.

**Evaluate the effectiveness of funding special DUI enforcement teams as opposed to providing funding for more law enforcement agencies to garner more participation in DUI enforcement activities.**

The OHSJP will work with the SCDOT to evaluate the effectiveness of funding the special DUI enforcement teams known as the Target Zero Teams, a project funded since 2015 by the SCDOT, as opposed to providing funding for more law enforcement agencies to garner more participation in DUI enforcement activities.

**Expand the Drug Recognition Expert program in South Carolina.**

SCCJA is the training facility for all law enforcement in the state. The Drug Recognition Expert program is continually expanding as the focus on impaired driving remains a State concern.

**Distribute contact lists and explore the feasibility of on-call procedures to make Drug Recognition Experts more accessible.**

The OHSJP will work with the SCCJA regarding a distribution list and the SCCJA currently utilizes a DRE point of contact for regions in order to facilitate the accessibility and availability of DREs.

**Give training priority to those agencies that are willing to share their Drug Recognition Expert resources with neighboring jurisdictions.**

The OHSJP will work with the SCCJA in an attempt to address the above issue, although the SCCJA currently utilizes a “most qualified” criterion in order to effectively maintain the program in the State.

**Increase the number of Solicitors to handle DUI cases.**

The State of South Carolina resumed funding effective July 1, 2013 for a specialized DUI prosecutor in each of the 16 judicial circuits in the state. In SFY 2019, the state will continue this funding. Additional funding will be provided by the OHSJP during FFY 2020 to continue a DUI prosecutor to prosecute DUI-related traffic cases made by the Berkeley County Sheriff’s deputies in Berkeley County in an effort to increase DUI convictions within this county and reduce the number of DUI case dismissals. The OHSJP will also continue to fund in FFY 2020 a DUI Prosecutor in the Sixth Circuit Solicitor’s Office, which includes Chester, Fairfield, and Lancaster counties. Special DUI Prosecutors will also be funded in the Fifth Circuit Solicitor’s Office, which serves Richland and Kershaw Counties, and the City of Goose Creek Police Department.

**Provide paralegal assistants to the police who prosecute in the summary courts.**

The OHSJP will work with the SC Commission on Prosecution Coordination’s Traffic Safety Resource Prosecutor to determine what additional assistance may be provided to law enforcement officers in the prosecution of DUI cases when required. The TSRP is available to provide certain assistance to law enforcement officers in the prosecution of DUI cases when requested.

**Work more closely with the South Carolina Office of Court Administration to improve access to court data.**

The OHSJP will work with the TRCC and the SC Office of Court Administration to improve access to court data.

**Establish a Judicial Outreach Liaison position with a focus on the summary courts.**

The OHSJP will work through the SCIDPC and partnering agencies to address the issues contained in this recommendation.

**Expand the use of the Ignition Interlock Device program to include all first time offenders upon conviction regardless of blood alcohol concentration.**

The OHSJP will work through the SCIDPC Legislative subcommittee in order to continue to address the need for legislative action for S.18, as it is currently pending legislation. This law would amend the ignition interlock requirements.

**Conduct an evaluation study of the Ignition Interlock Device program to quantify recidivism based on enrollment, length of the program, and as compared to other sanctions and treatment options.**



The OHSJP will work with the SCDPPPS to attain access to any and all evaluations conducted to quantify recidivism based on enrollment, length of the program, and as compared to other sanctions and treatment options.

**Enact Alli’s Law or similar legislation to require responsible beverage server training as a condition of liquor licensure.**

The OHSJP will work through the SCIDPC Legislative subcommittee in order to continue to address the need for legislative action for (S.342) Responsible Alcohol Server Training Act, as it is currently pending legislation. This law would allow for future administrative and/or criminal penalties to ensue, as it mandates a training program to hold servers and establishments accountable.

**Evaluate inexperienced/young driver statistics to identify the degree to which increasing the minimum age for licensure (at each graduated stage) would reduce traffic crashes, injuries, and fatalities.**

The OHSJP will work with the SCIDPC and the SCDMV to research the prospects of evaluating inexperienced/young driver statistics to identify the degree to which increasing the minimum age for licensure (at each graduated stage) would reduce traffic crashes, injuries, and fatalities.

**Communication Program Recommendations:**

**Increase impaired driving message exposure on earned media by partnership with the contracted media consultant and buyer.**

The OHSJP will continue to work with the contractor regarding the highway safety messaging to paint the picture for the general public of the extreme danger caused by the impaired driver.

**Evaluate the Office of Highway Safety and Justice Programs’ media plan to ensure its messages are reaching target audiences.**

The OHSJP will continue to evaluate and ensure its highway safety messages reach target audiences and supports law enforcement and prevention partners in their ongoing efforts. The OHSJP has adopted “*Target Zero*” as its over-arching theme for all campaign activities. The state is committed to the elimination of traffic fatalities over time in the state.

**Plan and coordinate simultaneous press events during Sober or Slammer mobilizations and utilize the services of the Governor and other high ranking state officials to deliver the message that impaired driving will be met with strong law enforcement.**

The state will continue the media campaign focusing on *Sober or Slammer! (SOS!)* for FY 2020, including radio, outdoor advertising, paid social media, and television advertising during strategic points throughout the year, including the two traditional DUI enforcement crackdowns during Christmas/New Year’s 2019-2020 and Labor Day 2020.

## **Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation Recommendations:**

**Require completion of the Alcohol and Drug Safety Action Program as a condition of license reinstatement for DUI offenders whose license is suspended for an alcohol driving offense.**

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SCIDPC.

**Expand the South Carolina Screening, Brief Intervention Referral and Treatment project in all hospital emergency departments in South Carolina.**

The OHSJP will continue to work with DAODAS to research the possibility of having screening and brief intervention referral and treatment available in all hospital emergency departments in South Carolina.

**Implement Screening, Brief Intervention Referral and Treatment in all healthcare settings such as family practices, as well as on college and high school campuses and jails throughout South Carolina.**

The OHSJP will continue to work with DAODAS to research the possibility of having screening and brief intervention referral and treatment available in settings as recommended. It should be noted that the DAODAS has been awarded a cooperative agreement from the federal Substance Abuse and Mental Health Services Administration to implement SBIRT in health care sites. The first SC SBIRT initiative period was from August 1, 2013 – July 31, 2018. SAMHSA funded a second, five-year agreement that began in September 2018. Formal SBIRT protocols have been implemented in sixteen health care sites to date: Barnwell County (Southern Palmetto Hospital ED, Southern Palmetto Hospital Barnwell clinic, and Healthwise Family Medicine); Georgetown County (St. James Santee Family Health Center: Georgetown, Sampit, and Choppee sites); Greenville County (New Horizon Family Health Services, and Greenville Health System Internal Medicine); Horry County (Little River Medical Center: Little River, Loris, Health Access, South Strand, Carolina Forest, and Myrtle Beach sites, along with Grand Strand Regional Medical Center ED); and York County (North Central Family Medical Center). Though each site receives varying amounts of funding, all sites receive ongoing training and technical assistance from the SCDAODAS SC SBIRT state team. Plans to expand to additional healthcare sites are underway.

Through RPTIF grants from DHHS, Clarendon County has implemented SBIRT in its ED and outpatient clinic, and Spartanburg County has implemented SBIRT in its county jail.

The state's goal is to implement SBIRT in all health care facilities in South Carolina. However, funds and resources limit the state's ability at this time to implement the SBIRT program in all health care facilities in the state.

**Enact legislation designating impaired driving as a mandatory reportable condition for all healthcare providers.**

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council.

**Repeal the South Carolina alcohol exclusion statutes.**

This recommendation has been addressed and achieved. On May 4, 2017, the House voted and passed S. 9 ; On May 4, 2017, the House voted and passed S. 9 ; AN ACT TO AMEND THE CODE OF LAWS OF SOUTH CAROLINA, 1976, BY ADDING SECTION 38-71-380 SO AS TO PROVIDE THAT THE OPTIONAL INTOXICANTS AND NARCOTICS EXCLUSION PROVISION CONTAINED IN CERTAIN INSURANCE POLICIES THAT REQUIRE THE REPLICATION OF EXACT LANGUAGE AS PROVIDED IN SECTION 38-71-370 DOES NOT APPLY TO A MEDICAL EXPENSE POLICY, AND TO DEFINE MEDICAL EXPENSE POLICY. - ratified title.

**Require completion of the Alcohol and Drug Safety Action Program as a condition of license reinstatement for DUI offenders whose license is suspended for an alcohol driving offense.**

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council.

**Implement additional DUI Courts and conduct an evaluation to determine effectiveness and identify replication issues.**

The OHSJP provided grant funding during FFY 2014 for the development and implementation of a Pilot DUI Court in the 12<sup>th</sup> Judicial Circuit, composed of Florence and Marion Counties, and in the Fifth Judicial Circuit, which consists of Kershaw and Richland Counties. Both judicial circuits successfully completed NHTSA's required DWI Court training and implemented the DUI Court program. The OHSJP provided grant funding from FFY 2015 through FFY 2017 for the continuation of the DUI Courts. The DUI Courts are designed to prosecute, adjudicate, and monitor DUI cases and to reduce DUI recidivism.

**Program Evaluation and Data Recommendations:**

**Conduct an evaluation of the Ignition Interlock Device and Alive at 25 programs to quantify their effectiveness and suggest any revisions; such an analysis may include crash/arrest recidivism or behavioral measures.**

The OHSJP will refer this recommendation to the SCIDPC and the agencies directly involved with the ignition interlock program in the state to research the practicality of conducting the above recommendation.

**Continue to focus problem identification and program evaluation analyses on injuries of all levels (specifically serious injuries) in addition to fatalities.**

The OHSJP will continue to evolve its Problem Identification process to include more input from local traffic safety stakeholders statewide and to utilize new and emerging sources of available impaired driving data (to include all levels of injuries).

**Pursue medical data access (pre-hospital, trauma registry, emergency department, and inpatient) and collaboration to enhance traffic safety efforts; this partnership may be fostered through the Traffic Records Coordinating Committee.**

The OHSJPs' SARS, through the TRCC, will pursue medical data access and collaboration to enhance traffic safety efforts.

**Evaluate continuously the Fatality Analysis Reporting System data to ensure the most accurate estimate of alcohol-related fatalities is resulting from the imputation model.**

The OHSJPs' SARS will continue to evaluate the FARS data to ensure the most accurate estimate of alcohol-related fatalities is resulting from the imputation model.

**Support the implementation of the South Carolina Uniform Traffic Ticket Information Exchange System to serve as a comprehensive citation tracking system.**

SCUTTIES was deployed on January 1, 2018. The system was deployed to serve as a comprehensive citation tracking system.

**Incorporate information about injuries of all levels (specifically serious injuries) in addition to fatalities into products shared with partners and the public.**

The OHSJP will continue incorporating information about injuries of all levels (specifically serious injuries) in addition to fatalities into products shared with partners and the public.

## **405(d) IMPAIRED DRIVING COUNTERMEASURES GRANT**

### **Impaired driving assurances**

Impaired driving qualification: **Mid-Range State**

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).**

**ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.**

### **Impaired driving program assessment**

**Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:**

Date of Last NHTSA Assessment: **11/1/2019**

### **Authority to operate**

**Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.**

#### Authority and Basis of Operation

The State of South Carolina has an impaired driving task force known as the South Carolina Impaired Driving Prevention Council (SCIDPC), which was formed in August 2004 based on a recommendation submitted by an Impaired Driving Assessment conducted in the state in 2002 by a team of NHTSA experts led by Judge Mike Witte of the State of Indiana. The SCIDPC is a multi-agency, multi-disciplinary task force, made up of representatives from law enforcement, the criminal justice system (prosecution, adjudication and probation), driver licensing, treatment and rehabilitation, ignition interlock program, data and traffic records, public health, and communication, which has sought to utilize a variety of approaches in attacking the DUI problem in the state.

The SCIDPC is composed of representatives from various agencies, and each member agency/organization brings different perspectives and experiences to the task force.

The essential purpose of the SCIDPC is to provide leadership and guidance for citizens seeking to reduce the number of DUI-related collisions, injuries, and fatalities in the state. The SCIDPC assists in the drafting and review of the Impaired Driving Countermeasures Plan. Prior to the SCIDPC meeting, the Impaired Driving Countermeasures Program Coordinator sends the relevant sections of the plan to the Chairs and Co-Chairs to update with information resulting from the

committee's work. OHSJP staff compiles the information into a draft and disseminates the draft to the SCIDPC for review and comment. During the SCIDPC meeting, OHSJP staff review the statutory requirements and the key areas of the IDPC plan. Changes resulting from any discussion of the plan are made to the draft. After all concerns and questions are addressed, the Chair, following parliamentary procedure, (Roberts Rules of Order) requests the Council's approval of the plan. The meeting is recorded and minutes are drafted by an OHSJP staff person who serves as the secretary. The SC Impaired Driving Prevention Council approved the 2020 Impaired Driving Countermeasures Plan on June 12, 2019.

In FFY 2022, the OHSJP will continue to work to ensure that the SCIDPC and its membership remain viable, and utilize the previously submitted and approved strategic plan, approved by the SCIDPC on June 12, 2019. The SCIDPC and the OHSJP will also continue to diligently work together to ensure that impaired driving countermeasures remain a top priority for the State of South Carolina.

### Key Stakeholders

<b>First</b>	<b>Last</b>	<b>Title</b>	<b>Organization</b>
Douglas	Lax	Compliance Associate	SC Trucking Association
Brad	Hutto	Senator	SC Senate
Carolyn	Fisher	Safety & Operations Engineer	Federal Highway Administration
J. J.	Gentry	Senator	SC Senate/Senate Judiciary Committee
Steven	Burritt	Regional Executive Director (SC & NC)	Mothers Against Drunk Driving (MADD) SC Office
Walter	Leverette	Summary Court Representative	SC Court Administration
Matthew	Buchanan	General Counsel	SC Dept. of Probation, Parole and Pardon Services
Thomas	Nicholson	Director, Ignition Interlock Device Program	SC Dept. of Probation, Parole and Pardon Services
Dick	Jenkins	Retired	Retired from SC Dept. of Transportation (SCDOT)

Shirley	Rivers	Deputy Director/Procedures & Compliance	SC Dept. of Motor Vehicles (SCDMV)
Val	Valenta	General Counsel	SCDMV
Emily	Thomas	SHSP Manager	SCDOT Highway Safety Office
Richard	Podmore	Director of Safety & Information	SC Department of Education – Office of Transportation
Bob	McCurdy	Senior Staff Attorney	SC Court Administration
Jarrod	Bruder (Vice-Chair)	Executive Director	SC Sheriff's Assoc.
Mark	Keel	Chief	SC Law Enforcement Division (SLED)
Robert G.	Woods, IV	Director of South Carolina Department of Public Safety	SC Dept. of Public Safety (SCDPS)
Phil	Riley	Acting Director of Office of Highway Safety and Justice Programs (OHSJP), SCDPS	SCDPS, OHSJP
Joi	Brunson	Grants Administration Manager	SCDPS, OHSJP
Shawnee	Garrick	Highway Safety Grant Program Manager	SCDPS, OHSJP
Jasmine	Simmons	Impaired Driving Countermeasures Program Coordinator	SCDPS, OHSJP
Col. Dean	Dill	Commander	State Transport Police, SCDPS
Lisa	Catalanotto	Director	SC Commission on Prosecution Coordination
Sara Lee	Drawdy	Traffic Safety Resource Prosecutor	SC Commission on Prosecution Coordination
William	Bilton (Chair)	Asst. Solicitor/Director of Affiliate Services	5 <sup>th</sup> Circuit Solicitor's Office

Mattison	Gamble	State Judicial Outreach Liaison	NHTSA/American Bar Association
Sabrina	Gast	York County Coroner	President of the SC Coroner's Association York County Coroner
Laura	Aldinger	Executive Director	Behavioral Health Services Association (BHSA)
Melissa	Reck	Training & Development Coordinator	SC National Safety Council
Maria	Bates	Region 2 Representative for BHSA	Hazel Pittman Center
Crystal	Gordon	Prevention Consultant, Prevention and Intervention Services	SC Dept. of Alcohol and Other Drug Abuse Services (SC DAODAS)
Gayle	Aycock	President and CEO of LRADAC/Vice-President of BHSA	Lexington/Richland Alcohol and Drug Abuse Center (LRADAC), BHSA
Michelle	Nienhius	Manager of Prevention Services	SC DAODAS
Lee	Dutton	Chief of Staff	SC DAODAS
Col. C.N.	Williamson	Commander	SCDPS, SC Highway Patrol
Michael	George	AET Liaison	SC DAODAS
Joe	Lumpkin	Former Vice-Chairman of the SCIDPC	Retired
David	Stumbo	8 <sup>th</sup> Circuit Solicitor	8 <sup>th</sup> Circuit Solicitor's Office
Crystal	Salley	Victim Advocate	SCDPS, Families of Highway Fatalities
Ethel	Ford	Assistant Deputy Director	SC Office of the Attorney General,



			Department of Crime Victim Compensation
Karl	Bitzky	Rates Analyst	SC Dept. of Insurance
Lt. Jeremy	Messinger	Traffic Safety Manager	South Carolina Criminal Justice Academy
Terre	Marshall	Deputy Director of Health Services	SC Department of Corrections
Kenya	Mingo	Corporate Compliance/Program Development Officer	SC Primary Health Care Association
Carlean	Glover	Federal Program Manager	US Motor Carriers/Federal Motor Carrier Safety Administration
Laura	Hudson	Executive Director	South Carolina Crime Victims' Council
Tiffany	Wright	Public Relations Manager	AAA Carolinas
Lara	Peck	Injury Prevention Coordinator	Prisma Health Richland Hospital
Christine	Christopherson	Court Education Administrator	SC Court Administration
Ashley	Bodiford	Region 2 Capacity Coach	LRADAC
Lt. Dustin	Smith	Supervisor, Toxicology Department	SLED
Lt. Debbie	Banks	Implied Consent Department Forensic Sciences Division	SLED
Special Agent Randy	Brown	Implied Consent Department Forensic Sciences Division	SLED
Aimee	Hourigan	Director of Substance Abuse Prevention & Education, Office of the Dean of Students	University of South Carolina

**Date that the Statewide impaired driving plan was approved by the State's task force.**

Date impaired driving plan approved by task force: **6/12/2019**

## Strategic plan details

**State will submit updates to a Statewide impaired driving plan that was previously submitted under 23 C.F.R. 1300.23(f)(1). If the State is relying on a previously submitted plan, the State must provide updates to its Statewide impaired driving plan that meet the requirements of 23 C.F.R. 1300.23(e)(1) and updates to its assessment review and spending plan that meet the requirements of 23 C.F.R. 1300.23(f)(1).**

Indicate either new or updated submission: **The state is using a previously submitted and approved plan.**

**Page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:**

Communication program:	<b>102</b>	
Criminal justice system:	<b>65</b>	
Program evaluation & data:	<b>112</b>	
Prevention:	<b>50</b>	
Alcohol & other drug misuse, including screening, treatment, assessment & rehabilitation:		<b>106</b>

## 405(f) MOTORCYCLIST SAFETY GRANT

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

### Criteria under which the state is demonstrating compliance:

1. Motorcycle rider training course
2. Motorcyclist awareness program

### Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

<b>State authority agency:</b>	SC Technical College System of the State Board for Technical and Comprehensive Education
<b>State authority name/title:</b>	Sean McCullough, State Coordinator for the SC Rider Education Program

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

<b>Approved curricula:</b>	Motorcycle Safety Foundation Basic Rider Course
----------------------------	---

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	*Number of registered motorcycles
Aiken County	4,076

Anderson County	5,497
Beaufort County	3,428
Charleston County	6,447
Greenville County	10,149
Greenwood County	1,396
Horry	11,905
Richland County	5,516
Spartanburg County	7,169
York County	7,242

\*Source: South Carolina Department of Motor Vehicles (SCDMV)

<b>Enter the total number of registered motorcycles in State:</b>	114,269
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	Registered Motorcycles in Counties with Training Sites	Registered Motorcyclists in Counties without Training Sites
<b>TOTALS</b>	62,825	51,444
<b>Total motorcycle registrations:</b>	114,269	
<b>Note: Majority coverage of 55%. The State offers at least one motorcycle rider training course in counties that collectively account for a majority of the State's registered motorcycles.</b>		

### Motorcyclist awareness program

**Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.**

<b>State authority agency:</b>	SC Technical College System of the State Board for Technical and Comprehensive Education
<b>State authority name/title:</b>	Sean McCullough, State Coordinator for SC Rider Education Program

**CERTIFICATION:** The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

<b>Fiscal Year</b>	<b>Performance Measure Name</b>	<b>Target Period(Performance Target)</b>	<b>Target End Year</b>	<b>Target Value (Performance Target)</b>
2022	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2022	160
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2022	114

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

<b>County or Political Subdivision</b>	<b># of MCC involving another motor vehicle</b>
Horry County	159
Greenville County	140
Charleston County	130
Richland County	95
Spartanburg County	87
York County	64
Lexington County	62
Anderson County	54
Berkeley	50

**Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.**

<b>Total # of MCC crashes involving another motor vehicle:</b>	1,219
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**Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.**

**Countermeasure Strategy:** Motorcyclist Awareness Campaign

**Program Area:** Motorcycle Safety

**Project Safety Impacts**

The importance of helmet use, the dangers of impaired motorcycling, and the importance of having a valid motorcycle endorsement on one's driver's license are all important objectives for improving motorcycle safety in the state of South Carolina. Another objective is to increase other motorists’ awareness of motorcyclists by increasing the visibility of motorcyclists and by educating other drivers on the importance of sharing the road with motorcycles. If these objectives are accomplished, a positive traffic safety impact of improved motorcycle safety could be achieved. Thankfully, these objectives can be met, in part, through communications and outreach efforts intended to promote helmet use, reduce impaired motorcycling, increase licensing, and spread Share the Road messaging to the motoring public.

**Linkage Between Program Area**

As evidenced by the problem identification data, motorcyclist fatalities represented 15.28% of the state's total fatalities in 2019. Of the total number of motorcycle collisions that occurred during the year 2019, 1,219 of those collisions involved another vehicle. It is clear that there is an impetus for increasing other motorists' awareness of motorcyclists, given the severity of such collisions. Communication and outreach can be used to improve other motorists' awareness of motorcyclists and to promote the use of helmets and other protective gear among motorcyclists. As such, allocation of funds to motorcyclist awareness campaigns and the importance of protective gear is needed in order to help the state achieve its motorcycle safety performance targets.

## Rationale

Efforts relative to motorcycle safety in SC have utilized countermeasures deemed by the *Countermeasures that Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices, Ninth Addition, 2017* document as having limited evidence in terms of improving motorcycle safety, such as strengthening motorcycle licensing requirements (Chapter 5, Section 3.1, pp. 5-17); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-18); helmet use promotion (Chapter 5, Section 1.2, p. 5-11); Communications and Outreach: Conspicuity and Protective Clothing (Chapter 5, Section 4.1, pp. 5-19); and Communications and Outreach: Motorist Awareness of Motorcyclists (Chapter 5, Section 4.2, p. 5-20). Though the document indicates limited evidence in terms of effectiveness, SC lacks a universal helmet law and has a strong legislative lobby against such a law; therefore, these types of efforts are essential to the state if it is to address the problem of motorcycle safety.

**Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M11MA	Motorcyclist Awareness Campaign	Motorcyclist Awareness Campaign

The Motorcyclist Awareness Campaign will be implemented statewide, but it will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the preceding year. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred, including but not limited to, the following: Horry, Greenville, Charleston, Richland, Spartanburg, York, Lexington, and Anderson. Please see the motorcycle collision data chart below.

MC-5: Collisions Involving a Motorcycle by County, 2019 State Data*				
Rank	County	Motorcycle vs Motor Vehicle	Motorcycle vs Motorcycle	Total Motorcycle Involved Collisions
1	Horry	159	8	263
2	Greenville	140	3	202

3	Charleston	130	3	188
4	Richland	95	1	133
5	Spartanburg	87	1	136
6	York	64	1	90
7	Lexington	62	2	111
8	Anderson	54	1	99
9	Berkeley	50	0	96
10	Sumter	35	0	57
11	Pickens	34	0	66
12	Dorchester	31	2	46
13	Beaufort	30	2	45
14	Florence	30	1	55
15	Aiken	28	0	47
16	Oconee	18	0	52
17	Lancaster	17	1	24
18	Darlington	14	0	23
19	Orangeburg	14	0	24
20	Colleton	11	0	18
21	Kershaw	11	1	19
22	Cherokee	10	0	24
23	Georgetown	10	0	14
24	Greenwood	9	1	29
25	Abbeville	8	1	12
26	Jasper	8	1	14
27	Laurens	8	1	23
28	Marlboro	7	0	12
29	Marion	6	0	16
30	Chester	5	1	14
31	Chesterfield	5	0	7
32	Newberry	5	0	15
33	Dillon	4	1	8
34	Lee	4	0	6
35	Calhoun	3	0	5
36	Fairfield	3	0	3
37	Union	3	0	11
38	Edgefield	2	0	5
39	Barnwell	1	0	2
40	Clarendon	1	0	6
41	McCormick	1	0	3
42	Saluda	1	0	2
43	Williamsburg	1	0	6
44	Allendale	0	0	1
45	Bamberg	0	0	2
46	Hampton	0	0	7
<b>Totals</b>		<b>1,219</b>	<b>33</b>	<b>2,041</b>

\*Source: 2019 State data, which is the state's most recent final crash data.



## **Motorcycle Safety Public Information and Education Campaign**

A successful motorcycle safety public information and education campaign, which began in FFY 2007, has been maintained and will continue during FFY 2022 in Horry County during the month of May 2022 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest). Messaging will focus on awareness of motorcyclists on the part of motor vehicle drivers.

## **Statewide Motorcycle Safety Awareness Program**

The state of South Carolina in FFY 2022 will again launch a statewide motorcycle safety awareness program modeled after campaign efforts developed for FFY 2021. The primary feature of the campaign will involve “Share the Road” messaging to increase motorist awareness of the presence of motorcyclists on the roadways and sharing the road appropriately with these vehicles. The campaign will utilize radio public service announcements, outdoor advertising, social media, SCDOT message signs, and displays placed at motorcycle rallies and events. The outreach efforts will be conducted during the Myrtle Beach Bike Week and Atlantic Beach Bike Fest motorcycle rallies in May 2022. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2021 and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred.

The FFY 2022 Motorcycle Safety Campaign will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the highways. The campaign concept will be used to alert motorists of the presence of motorcyclists and urge everyone to “share the road”. The message will target both motorists and motorcyclists. Individual billboards focusing exclusively on motorcyclists will be used, predominantly in priority counties during the statewide campaign event. Though statewide, the campaign will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the preceding year. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred: Horry, Greenville, Charleston, Richland, Spartanburg, York, Lexington, and Anderson.

## **Motorcycle Safety Task Force**

The Motorcycle Safety Task Force will continue to meet quarterly and form partnerships with various state, federal, and local agencies, as well as community groups to develop and implement strategies to reduce the number of motorcycle collisions, fatalities, and injuries.

## **Use of Variable Message Signs through SCDOT**

In partnership with the SCDOT, the OHSJP will again secure the use of variable message signs around the state in designated time periods during the motorcycle safety campaign effort. These message signs will be utilized in May, July, and September 2022. The message to be shown on the

message boards is, “Stay Alert. Look for Motorcycles.” This has proven extremely valuable to the campaign effort, as hundreds of thousands of motorists will be exposed to campaign messaging while they are in the act of driving and/or riding



# South Carolina Department of Public Safety

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BLYTHEWOOD, SC 29016  
[www.scdps.sc.gov](http://www.scdps.sc.gov)

HENRY MCMASTER  
GOVERNOR

ROBERT G. WOODS, IV  
DIRECTOR

June 28, 2021

Ms. Carmen Hayes, Regional Administrator  
National Highway Traffic Safety Administration  
Atlanta Federal Center  
61 Forsyth Street, SW, 17T30  
Atlanta, GA 30303

Dear Ms. Hayes:

The purpose of this communication is to verify that the SC Department of Public Safety works in conjunction with its Motorcycle Safety Task Force to develop its Statewide Motorcycle Safety Awareness Campaign, which is approved by the Task Force each year.

Although the State of South Carolina does not have an official State document designating a State authority having jurisdiction over motorcycle safety issues, S.C. Code Section 59-53-2010 and 59-53-2020 indicate that *(A) the State Board for Technical and Comprehensive Education [i.e., the SC Technical College System] is authorized to establish a Motorcycle Safety Instruction Program. The law further states that this entity will designate an individual ... who is currently an employee of the technical education system to coordinate and administer the program subject to the availability of funds necessary to support such activity; (B) the program must be implemented through the state technical education system at institutions which choose to provide the program. The coordinator shall select and facilitate the training and certification of instructors who shall implement the program; and (C) the program of instruction must incorporate the Motorcycle Safety Foundation Motorcycle Rider Course core curriculum or equivalent as determined by the executive director.*

As indicated above, the individual referenced under Sections 59-53-2010 and 59-53-2020 is designated with authority over Motorcycle Safety instruction in South Carolina. It should be noted that this individual serves as part of the Motorcycle Task Force, which has input relative to the design of the Motorcycle Safety Awareness Campaign each year.

Should you need additional information or have further questions, please do not hesitate to contact Phil Riley, Office of Highway Safety and Justice Programs Interim Director, at 803-896-9970.

Sincerely,

Robert G. Woods, IV  
Director

RW/pr



SOUTH CAROLINA HIGHWAY PATROL



STATE TRANSPORT POLICE



BUREAU OF PROTECTIVE SERVICES



IMMIGRATION ENFORCEMENT UNIT



Internationally Accredited Law Enforcement Agency

FY 2022 Motorcycle Training Courses

Attachment MC

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Courses will be offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22
ABBEVILLE		635												
AIKEN	4,076		X	X				X	X	X	X	X	X	X
ALLENDALE		77												
ANDERSON	5,497		X	X					X	X	X	X	X	X
BAMBERG		176												
BARNWELL		395												
BEAUFORT	3,428		X	X	X				X	X		X	X	X
BERKELEY		5,309												
CALHOUN		435												
CHARLESTON	6,447		X	X	X	X	X	X	X	X	X	X	X	X
CHEROKEE		1,859												
CHESTER		1,069												
CHESTERFIELD		1,040												
CLARENDON		590												
COLLETON		748												
DARLINGTON		1,553												
DILLON		652												
DORCHESTER		3,806												
EDGEFIELD		548												
FAIRFIELD		501												
FLORENCE		2,441												
GEORGETOWN		1,447												
GREENVILLE	10,149		X	X				X	X	X	X	X	X	X
GREENWOOD	1,396		X	X					X	X	X	X	X	X
HAMPTON		360												
HORRY	11,905		X	X	X	X	X		X	X	X	X	X	X
JASPER		543												
KERSHAW		1,986												
LANCASTER		2,445												
LAURENS		1,905												
LEE		362												
LEXINGTON		6,940												
MARION		605												
MARLBORO		519												
MCCORMICK		217												
NEWBERRY		877												
OCONEE		2,750												
ORANGEBURG		1,283												
PICKENS		3,617												
RICHLAND	5,516		X	X	X	X	X	X	X	X	X	X	X	X
SALUDA		470												
SPARTANBURG	7,169		X	X	X	X	X	X	X	X	X	X	X	X
SUMTER		2,309												
UNION		531												
WILLIAMSBURG		419												
YORK	7,242		X	X	X				X	X	X	X	X	X
Undetermined		25												
<b>TOTALS</b>	<b>62,825</b>	<b>51,444</b>												
<b>Total motorcycle registrations:</b>		<b>114,269</b>												

Note: Majority coverage of 55%. The State offers at least one motorcycle rider training course in counties that collectively account for a majority of the State's registered motorcycles.

## Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: South Carolina

Fiscal Year: 2022

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**Instructions:** Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

---

### ■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

*[Check the box above **only** if applying for this grant.]*

#### All States:

*[Fill in all blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at SC\_FY22\_402 pg. 74 and SC\_FY22\_405b pg. 1 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at SC\_FY22\_405b pg. 32 (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at SC\_FY22\_402 pg. 93 and SC\_FY22\_405b pg. 21 (location).  
Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at \_\_\_\_\_ (location), SC\_FY22\_402 pg. 89 and SC\_FY22\_405b pg. 17, that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**Lower Seat Belt Use States Only:**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citation(s):** \_\_\_\_\_.
- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citations:**
  - \_\_\_\_\_ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
  - \_\_\_\_\_ Coverage of all passenger motor vehicles;
  - \_\_\_\_\_ Minimum fine of at least \$25;
  - \_\_\_\_\_ Exemptions from restraint requirements.
- The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at \_\_\_\_\_ (location).
- The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at \_\_\_\_\_ (location).

- The State's **comprehensive occupant protection program** is provided as follows:
  - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date \_\_\_\_\_ (date);  
\_\_\_\_\_
  - Multi-year strategic plan: HSP at \_\_\_\_\_ (location);
  - The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
  - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at \_\_\_\_\_ (location).
  
- The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date);  
  
\_\_\_\_\_

**■ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above **only** if applying for this grant.]*

**All States:**

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in **all** blank for each bullet below.]*

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at SC\_FY22\_405c pg. 1 (location).
- The name and title of the State's Traffic Records Coordinator is  
Wilson Matthews, State Traffic Records Manager
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at SC\_FY22\_405c pg. 2 (location).
- The State Strategic Plan is provided as follows:
  - Description of specific, quantifiable and measurable improvements at Attachment SC\_FY22\_405c Approved TRCC Strategic Plan and SC\_FY22\_405c pg. 14 (location);
  - List of all recommendations from most recent assessment at: SC\_FY22\_405c pg. 3 (location);
  - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at SC\_FY22\_405c pg. 4 (location);
  - Recommendations not to be addressed, including reasons for not implementing: HSP at SC\_FY22\_405c pg. 13 (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at SC\_FY22\_405c pg. 14 & SC\_FY22\_405c Progress Report Attachments (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 4/27/2017 (date).



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**■ PART 3: IMPAIRED DRIVING COUNTERMEASURES  
(23 CFR 1300.23(D)-(F))**

*[Check the box above **only** if applying for this grant.]*

**All States:**

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**Mid-Range State Only:**

*[Check **one** box below and fill in **all** blanks under that checked box.]*

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date).  
Specifically –

- HSP at \_\_\_\_\_  
(location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at \_\_\_\_\_ (location)  
contains the list of names, titles and organizations of all task force members;
- HSP at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on 6/12/2019 (date) and continues to use this plan.

**High-Range State Only:**

[Check one box below and fill in all blanks under that checked box.]

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date). Specifically, –

- HSP at \_\_\_\_\_ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at \_\_\_\_\_ (location) contains the list of names, titles and organizations of all task force members;
- HSP at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at \_\_\_\_\_ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the HSP at \_\_\_\_\_ (location).

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**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

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**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

*[Check at least one of the boxes below and fill in **all** blanks under that checked box.]*

*Law citation.* The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

*Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at \_\_\_\_\_ (location).

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□ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above **only** if applying for this grant and fill in all blanks.]*

**Comprehensive Distracted Driving Grant**

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at \_\_\_\_\_ (location).

- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on texting while driving;
- \_\_\_\_\_ Definition of covered wireless communication devices;
- \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
- \_\_\_\_\_ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on youth cell phone use while driving;
- \_\_\_\_\_ Definition of covered wireless communication devices;
- \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
- \_\_\_\_\_ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

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**■ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[Check the box above **only** if applying for this grant.]*

*[Check at least 2 boxes below and fill in **all** blanks under those checked boxes **only**.]*

**■ Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Sean McCullough. See SC\_FY22\_405f pg. 1 for organization name.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
*[Check at least one of the following boxes below and fill in any blanks.]*
  - Motorcycle Safety Foundation Basic Rider Course;
  - TEAM OREGON Basic Rider Training;
  - Idaho STAR Basic I;
  - California Motorcyclist Safety Program Motorcyclist Training Course;
  - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at SC\_FY22\_405f p 1 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

**■ Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Sean McCullough. See SC\_FY22\_405f p. 2 for organization name.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at SC\_FY22\_HSP pg. 173 and SC\_FY22\_405f pg. 3 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at SC\_FY22\_HSP pg. 174 and SC\_FY22\_405f pg. 4 (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

**Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at \_\_\_\_\_ (location).

**Impaired driving program:**

- In the HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at \_\_\_\_\_ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at \_\_\_\_\_ (location).

**Use of fees collected from motorcyclists for motorcycle programs:**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY \_\_\_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

**Legal citation(s):** \_\_\_\_\_  
\_\_\_\_\_.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at

\_\_\_\_\_ (location).

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**☐ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)**

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** applicable blanks below.]*

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage –**

**Legal citations:**

- \_\_\_\_\_ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- \_\_\_\_\_ Applicant must pass vision test and knowledge assessment;
- \_\_\_\_\_ In effect for at least 6 months;
- \_\_\_\_\_ In effect until driver is at least 16 years of age;
- \_\_\_\_\_ Must be accompanied and supervised at all times;
- \_\_\_\_\_ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- \_\_\_\_\_ Prohibits use of personal wireless communications device;
- \_\_\_\_\_ Extension of learner's permit stage if convicted of a driving-related offense;
- \_\_\_\_\_ Exemptions from learner's permit stage.

**Intermediate Stage –**

**Legal citations:**

- \_\_\_\_\_ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- \_\_\_\_\_ Applicant must pass behind-the-wheel driving skills assessment;



- \_\_\_\_\_ In effect for at least 6 months;
- \_\_\_\_\_ In effect until driver is at least 17 years of age;
- \_\_\_\_\_ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
- \_\_\_\_\_ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
- \_\_\_\_\_ Prohibits use of personal wireless communications device;
- \_\_\_\_\_ Extension of intermediate stage if convicted of a driving-related offense;
- \_\_\_\_\_ Exemptions from intermediate stage.

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**■ PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)**

[Check the box above *only* applying for this grant AND *only* if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

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**PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)**

*[Check the box above **only** if applying for this grant.]*

*[Check one box **only** below and fill in **all** blanks under the checked box **only**.]*

- In the HSP at \_\_\_\_\_ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
- In the HSP at \_\_\_\_\_ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)
-

**In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –**

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

06/23/2021

\_\_\_\_\_  
Date



\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety