



south carolina
DEPARTMENT *of* PUBLIC SAFETY
PROTECT. EDUCATE. SERVE.

OFFICE *of* HIGHWAY SAFETY AND JUSTICE PROGRAMS

Highway Safety Grant Program

ANNUAL GRANT APPLICATION

FFY 2024

Contents

Section 1: Updates to triennial HSP	3
Section 2: Project and subrecipient information	4
Highway Safety Program Management Projects	4
Law Enforcement Training Projects	11
Enforcement Projects	13
Court Monitoring	17
Prosecution Projects	19
Occupant Protection Training/Education Project.....	23
Teen Traffic Safety Project.....	25
Communications and Outreach	26
Section 405(b): Occupant Protection Grant	31
Section 405(c): State traffic safety information system improvements grants.....	37
Section 405(d): Impaired Driving Countermeasures Grants.....	38
Section 405(f): Motorcyclist Safety Grants	41
Section 405(g): Nonmotorized safety grants	44

Section 1: Updates to Triennial HSP

The state's triennial HSP was submitted less than one month prior to the deadline for the Annual Grant Application (AGA). Fewer than 60 days have elapsed since that submission, and the Regional Administrator's review of the triennial HSP is not yet complete. Thus, at this time, the state has no updates to its FFY 2024-FFY 2026 triennial HSP.

- i. At this time, there are no adjustments to the countermeasure strategies for programming funds. Funds will be programmed as outlined in the FFY 2024-FFY 2026 triennial HSP.
- ii. At this time, there are no changes to the state's Performance Plan.

Section 2: Project and subrecipient information

Highway Safety Program Management Projects

<u>Project Name and Description</u>	Planning and Administration The Planning and Administration project provides the administrative functions for the operation of the Section 402 program. These functions include all tasks necessary for the preparation of the triennial Highway Safety Plan; the Annual Grant Application; the preparation of the annual Evaluation Report of projects funded during the previous fiscal year; project development activities; ongoing problem identification; preparation of the annual Funding Guidelines and grant project solicitation; monitoring; planning and conducting training programs for subgrantees; public participation and engagement, providing technical assistance; disseminating technical materials; responding to grant revision requests and other correspondence; notification and awarding of grants; and the development and coordination of numerous public awareness activities with particular emphasis on impaired driving, occupant protection, speed reduction, and other similar efforts. Staff funded under this grant consists of one (1) Director, one (1) Grants Administration Manager, and one (1) Grant Program Manager, and one (1) Diversity, Inclusion, and Equity (DIE) Coordinator.
<u>Federal Funding Source(s)</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<u>Project agreement number</u>	PA-2024-HS-01-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$335,231
<u>Eligible Use of Funds</u>	PA
<u>Planning and Administration costs (if applicable)</u>	\$335,231
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

<u>Project Name and Description</u>	Public Information, Outreach and Training (PIOT) The PIOT grant project will utilize marketing campaigns, training for highway safety professionals, and disseminating information at public events in order to enhance the state’s highway safety efforts. The project will provide funding to retain the services of a Public Affairs Coordinator,
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	Program Coordinator II, and Administrative Manager to work in conjunction with Program Coordinators and assist a paid contractor in the development of statewide enforcement campaigns, such as <i>Buckle Up, South Carolina. Click it, don't risk it</i> and <i>Sober or Slammer! Drive Sober or Get Pulled Over</i> . 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. This grant project will also fund the coordination, planning and implementation of the following additional initiatives/activities: Child Passenger Safety Week, Motorcycle Campaign, Distracted Driving Campaign, Highway Safety Awards Ceremonies, school bus and rail safety educational campaigns, "Move Over" education campaign, <i>Operation Southern Slow Down</i> , Vulnerable Roadway Users Campaign, and other highway safety-related events.
<u>Federal Funding Source(s)</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<u>Project agreement number</u>	CP-2024-HS-04-24, UNATTD-2024-HS-04-24, PM-2024-HS-04-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$1,502,858
<u>Eligible Use of Funds</u>	CP, UNATTD, PM
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

<u>Project Name and Description</u>	Impaired Driving Countermeasures Program Management The Impaired Driving Countermeasures Program Management grant project will maintain the employment of an Impaired Driving Countermeasures Program Coordinator (IDCPC) and a portion of an Administrative Assistant position to administer impaired driving highway safety grants during the course of the grant year. The project will also fund a portion of the salaries of four [4] Senior Accountants, one [1] Program Coordinator II, one [1] Administrative Manager, and two [2] Statisticians, who will be involved in the administration of grants devoted to impaired driving countermeasures. The IDCPC will assist the Public Affairs (PA) Coordinator of the OHSJP in the development and implementation of a statewide public information and education campaign for the FFY 2024 grant period. The IDCPC will also be
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	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.
<u>Federal Funding Source(s)</u>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid
<u>Project agreement number</u>	M5HVE-2024-HS-25-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$283,534
<u>Eligible Use of Funds</u>	M5HVE
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

<u>Project Name and Description</u>	<p>Occupant Protection Program Management</p> <p>The goal of the Occupant Protection Program Management grant project is to increase safety belt and child safety seat usage during the project period through the continued development and implementation 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 the National Child Passenger Safety Week in September 2024 and with the assistance of the SCDPS Contractor and Public Affairs Coordinator, the <i>Buckle up, South Carolina. Click it, don't risk it.</i> public information, education and enforcement campaign during the Memorial Day holiday of 2024. The OP/PTSPC will administer all Section 402 and Section 405b-funded occupant protection programs and be responsible for reviewing and monitoring grant projects and providing technical assistance to project personnel. Additionally, 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 Coordinator will work towards the implementation of a comprehensive approach to increase the overall safety belt usage rate statewide and will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses.</p>
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	In FFY 2024, this project will also implement recommendations from its most recent Occupant Protection Program Assessment. With the assistance of the OHSJP Public Affairs Coordinator, other stakeholders, and the state’s federal partners, the OP/PTS PC will develop and distribute occupant protection and child passenger safety toolkits. The toolkits will include consistent messaging, social media posts/ideas, sample e-mails, articles, flyers, posters, hand-outs, tip cards, etc. and a list of best practices for creative execution. The toolkits will be utilized to further engage jurisdictions and partners throughout the state. Development of a school resource officer (SRO) standard operation manual for child passenger safety in elementary schools will begin in FFY 2024 with a goal of dissemination in FFY 2025.
<u>Federal Funding Source(s)</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402, BIL 405b High, SUPPLEMENTAL BIL 405b High
<u>Project agreement number</u>	OP-2024-HS-02-24, M1OP-2024-HS-02-24, B1CPS_US-2024-HS-02-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$351,023
<u>Eligible Use of Funds</u>	OP, M1OP, B1CPS_US
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

<u>Project Name and Description</u>	<p>Police Traffic Services (PTS) Program Management</p> <p>The purpose of the PTS Program Management grant project is to reduce the number of traffic crashes, injuries, and fatalities during the project period through the development and implementation of PTS projects with an emphasis on speed, DUI, and occupant protection enforcement. The project will fund an OP/PTS PC who will spend 50% of his/her time in the continued development and implementation of the Police Traffic Services grant program area, and 50% of his/her time in continued development and implementation of the statewide programs promoting the proper use of occupant protection devices and permanent fitting stations. The OP/PTS PC will formalize traffic enforcement coordination, communication, and evaluation measures statewide and expand the development of specialized traffic enforcement units. The OP/PTS PC will also be responsible for the ongoing administration of PTS projects funded through the OHSJP, including providing technical assistance as requested, making monthly phone calls to project personnel regarding project status, monitoring project activity with implementation schedules, on-site monitoring to ensure compliance with grant terms and</p>
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	conditions as well as performance of stated objectives, and responding to requests for budget and programmatic revisions.
<u>Federal Funding Source(s)</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<u>Project agreement number</u>	PT-2024-HS-05-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$254,738
<u>Eligible Use of Funds</u>	PT
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

<u>Project Name and Description</u>	<p>Law Enforcement Coordination</p> <p>The Law Enforcement Coordination grant project will continue to develop and maintain the Law Enforcement Network (LEN) system, 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. The grant project will maintain the employment of Law Enforcement Liaisons (LELs) to maintain communication and collaboration among law enforcement agencies in South Carolina. LELs build and maintain positive communication and working relationships among the OHSJP and the state and local law enforcement agencies in South Carolina. The LELs foster multijurisdictional traffic enforcement activities, disseminate information regarding such activities, and secure participation in statewide enforcement initiatives.</p> <p>The project will also provide support grants to LENs around the state. The Networks' purpose is to coordinate and promote law enforcement efforts statewide, disseminate information among agencies, and provide needed training for the more than 260 law enforcement agencies within the state. The LEN grant funds will assist the networks, which will include conducting trainings and funding meetings necessary to organize collaborative enforcement events. The LEL staff, under the direction of the OHSJP Director and program management, will be responsible for awarding these grants to the Networks, properly documenting the disbursement of the awarded funds, and assist in monitoring expenditures by the Networks.</p>
<u>Federal Funding</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402

<u>Source(s)</u>	
<u>Project agreement number</u>	PT-2024-HS-06-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$767,018
<u>Eligible Use of Funds</u>	PT
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

<u>Project Name and Description</u>	<p>Traffic Records Improvements</p> <p>The project will maintain the positions necessary to facilitate the requirements of the SC Traffic Records System (TRS). The project funds the Traffic Records Coordinating Committee (TRCC) Coordinator, who is responsible for managing the TRCC, the South Carolina Collision and Ticket Tracking System (SCCATTS), and the Crash Reporting Sampling System (CRSS). The position is also responsible for Data Quality Control 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 Operators, Fatality Analysis Reporting System (FARS) Analysts, the SAFETYNET Coordinator, Information Technology, and Statistical Services Technician.</p> <p>The project will continue the implementation of SCCATTS and assist the South Carolina Department of Motor Vehicles (SCDMV) in the integration of SCCATTS to the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES) and Case Management System (CMS) interfaces. The interfaces between these three systems allow for the maintenance of a centralized collision database and provide the state with the ability to track citations electronically, from issuance to disposition. Additionally, the main priorities of the project for this grant period are to enhance the three aforementioned systems and improve the quality of the data contained within.</p> <p>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</p>
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	<p>reports (citations, collisions, and public contacts) to SCDMV. Lastly, the project will provide for 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 in FFY 2024.</p> <p>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.</p>
<u>Federal Funding Source(s)</u>	BIL NHTSA 402 and BIL 405c Data Program, SUPPLEMENTAL BIL NHTSA 402 and BIL 405c Data Program
<u>Project agreement number</u>	TR-2024-HS-03-24, M3DA-2024-HS-03-24, B3SA-2024-HS-03-24, B3TRP-2024-HS-03-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$1,240,472
<u>Eligible Use of Funds</u>	TR, M3DA, B3SA, B3TRP
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • Highway Safety Program Management • Improves the accuracy, timeliness, accessibility, integration, completeness, and uniformity of the South Carolina Traffic Records System

Law Enforcement Training Projects

<u>Project Name and Description</u>	<p>Traffic Safety Officer Program</p> <p>The grant project will maintain the employment of one (1) Training Director and three (3) Training Coordinator I/Instructors, otherwise known as the Traffic Safety Officers/Instructors (TSIs). The TSIs will provide comprehensive, advanced traffic enforcement and investigative training to state and local law enforcement officers in order to improve officers' skills, which will ultimately enhance traffic law enforcement throughout the state. Primary responsibilities of the TSIs will include developing, monitoring, and assessing traffic-related training and activities throughout the state. The TSIs will perform their instructional, developmental, tracking, and program analysis duties and will play a role in the coordinated initiative launched to reestablish and support an information network for traffic units throughout the state. The following courses, at a minimum, would be taught under the program: DUI Detection and SFST, Speed Measurement Device Instruction, Traffic Collision Investigation Instruction, and Breath Test Instruction. The TSIs will also assist with the instructional responsibilities of the Basic Law Enforcement program, which includes detecting an impaired driver and conducting a complete and safe traffic stop, and may assist in the instruction of DRE training, as needed.</p>
<u>Federal Funding Source(s)</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<u>Project agreement number</u>	PT-2024-HS-07-24
<u>Subrecipient(s)</u>	The South Carolina Criminal Justice Academy
<u>Organization Type</u>	State Government, Law enforcement training agency
<u>Amount of federal funds</u>	\$454,523
<u>Eligible Use of Funds</u>	PT
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Traffic Safety Officer Training

<u>Project Name and Description</u>	<p>Impaired Driving Countermeasures Training for Law Enforcement</p> <p>The grant project will maintain the employment of a State Impaired Driving Coordinator (SIDC)/Impaired Driving Countermeasures Training Coordinator (IDCTC) to coordinate training for SC law enforcement in the area of impaired driver detection with an emphasis on the DRE, ARIDE, and SFST programs. The purpose of these programs is to provide the necessary tools for the detection, apprehension, and successful prosecution of drivers impaired by alcoholic beverages and/or drugs. If more officers become proficient in the administration of SFST and breath testing, as well as DRE and ARIDE evaluations, a larger number of impaired drivers will be taken off the roadways; the state will also see an increase in DUI arrests and a decrease in alcohol-related fatalities. During the grant period, the SIDC/IDCTC will coordinate the following courses: at least two (2) combined DRE schools and two (2) DRE Instructor schools; three (3) SFST Instructor training courses; and 10 ARIDE classes. Courses will be taught on-site at the Criminal Justice Academy and in the field to provide training opportunities for officers who may not be able to travel for classes held at the Academy. The SIDC/IDCTC will also work with SCCJA's Traffic Safety unit by assisting in the oversight of the instruction of Impaired Driving Countermeasures-related trainings, such as DataMaster DMT and Basic Law Enforcement DUI SFST. Additionally, the SIDC/IDCTC will monitor the trainings of law enforcement officers statewide and notify them of their required trainings to maintain pertinent traffic safety certifications.</p>
<u>Federal Funding Source(s)</u>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid
<u>Project agreement number</u>	M5TR-2024-HS-26-24
<u>Subrecipient(s)</u>	The South Carolina Criminal Justice Academy
<u>Organization Type</u>	State Government, Law enforcement training agency
<u>Amount of federal funds</u>	\$231,602
<u>Eligible Use of Funds</u>	M5TR
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Law enforcement training

Enforcement Projects

<u>Project Name and Description</u>	<p>Police Traffic Services (PTS) Enforcement Units (26)</p> <p>A total of twenty-six (26) 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. This includes county sheriffs’ offices and municipal law enforcement agency projects identified by the supporting data. Of the 26 PTS enforcement projects, fourteen (14) are straight-time activity hour-based and twelve (12) are overtime activity hour-based projects. These projects will fund activity hours of general traffic, speed enforcement, and specialized enforcement activities in municipalities located in priority counties, or in jurisdictions that have had a significant increase in speed-related collisions over the previous year. Activity hours for law enforcement agency (LEA) community collaboration efforts, which may include hosting quarterly community forums, attendance at community events within the jurisdiction of the LEA to host booths for interaction with community members and survey distribution, or attending and participating in neighborhood watch meetings. 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.</p> <p>During FFY 2024, 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 (<i>Sober or Slammer!</i>), occupant protection mobilizations (<i>Buckle Up, South Carolina</i>), focused roadway corridor speed enforcement (<i>Operation Southern Slow Down</i>), and combined enforcement activity, to include nighttime safety belt enforcement.</p>																	
<u>Federal Funding Source(s)</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402																	
<u>Project agreement number</u>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #b3e5fc;">Project Agreement Number</th> <th style="background-color: #b3e5fc;">Project Title</th> </tr> </thead> <tbody> <tr> <td>PT-2024-HS-21-24</td> <td>Continuation of Traffic Enforcement Unit</td> </tr> <tr> <td>PT-2024-HS-32-24</td> <td>Traffic Enforcement Unit - Overtime</td> </tr> <tr> <td>PT-2024-HS-14-24</td> <td>2024 Traffic Safety Unit</td> </tr> <tr> <td>PT-2024-HS-20-24</td> <td>2024 Traffic Safety Unit - Overtime</td> </tr> <tr> <td>PT-2024-HS-10-24</td> <td>Overtime Traffic Enforcement Project</td> </tr> <tr> <td>PT-2024-HS-33-24</td> <td>Speed Enforcement</td> </tr> <tr> <td>PT-2024-HS-08-24</td> <td>City of Spartanburg Enhancing Traffic Services</td> </tr> </tbody> </table>	Project Agreement Number	Project Title	PT-2024-HS-21-24	Continuation of Traffic Enforcement Unit	PT-2024-HS-32-24	Traffic Enforcement Unit - Overtime	PT-2024-HS-14-24	2024 Traffic Safety Unit	PT-2024-HS-20-24	2024 Traffic Safety Unit - Overtime	PT-2024-HS-10-24	Overtime Traffic Enforcement Project	PT-2024-HS-33-24	Speed Enforcement	PT-2024-HS-08-24	City of Spartanburg Enhancing Traffic Services	
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PT-2024-HS-08-24	City of Spartanburg Enhancing Traffic Services																	

PT-2024-HS-15-24	Mount Pleasant Traffic Enforcement
PT-2024-HS-22-24	Summerville Specialized Traffic Enforcement
PT-2024-HS-30-24	Kershaw County Traffic Enforcement Project - Overtime
PT-2024-HS-28-24	2024 Police Traffic Services
PT-2024-HS-09-24	Moncks Corner Traffic Enforcement Unit
PT-2024-HS-36-24	Traffic Safety Overtime Grant
PT-2024-HS-16-24	Lancaster Traffic Enforcement
PT-2024-HS-12-24	2024 Highway Safety Grant for Overtime
PT-2024-HS-35-24	City of Laurens PD Traffic Safety Unit
PT-2024-HS-13-24	Town of Port Royal Police Dept. Traffic Unit
PT-2024-HS-59-24	Town of Port Royal Police Traffic Unit (Overtime)
PT-2024-HS-55-24	Slow down, NMB
PT-2024-HS-58-24	City of Loris OT Traffic Enforcement Project
PT-2024-HS-57-24	Enhanced traffic safety
PT-2024-HS-19-24	GCSO Traffic Unit
PT-2024-HS-11-24	Overtime Hours For Traffic Safety
PT-2024-HS-52-24	Highway Safety 23-24
PT-2024-HS-18-24	MCSO Traffic Safety and Enforcement Program
PT-2024-HS-34-24	Chesterfield County OT Speed Enforcement Project

<u>Subrecipient(s)</u>	Agency	Project Title
	York County Sheriff's Office	Continuation of Traffic Enforcement Unit
	York County Sheriff's Office	Traffic Enforcement Unit - Overtime
	Berkeley County	2024 Traffic Safety Unit
	Berkeley County	2024 Traffic Safety Unit - Overtime
	Sumter County Sheriff's Office	Overtime Traffic Enforcement Project
	Lancaster County Sheriff's Office	Speed Enforcement
	City of Spartanburg Police Dept.	City of Spartanburg Enhancing Traffic Services
	Town of Mount Pleasant Police Dept.	Mount Pleasant Traffic Enforcement
	Town of Summerville	Summerville Specialized Traffic Enforcement
	Kershaw County Sheriff's Office	Kershaw County Traffic Enforcement Project
	City of Goose Creek Police Dept.	2024 Police Traffic Services
	Town of Moncks Corner Police	Moncks Corner Traffic Enforcement Unit
	Camden Police Dept.	Traffic Safety Overtime Grant
	Lancaster Police Dept.	Lancaster Traffic Enforcement
	Anderson Police Dept.	2024 Highway Safety Grant for Overtime
	City of Laurens Police Dept.	City of Laurens PD Traffic Safety Unit
	Port Royal Police Dept.	Town of Port Royal Police Dept. Traffic Unit
	Port Royal Police Dept.	Town of Port Royal Police Traffic Unit (Overtime)
	City of North Myrtle Beach Police Dept.	Slow down, NMB

	City of Loris	City of Loris OT Traffic Enforcement Project
	City of York	Enhanced traffic safety
	Georgetown County	GCSO Traffic Unit
	Travelers Rest Police Dept.	Overtime Hours For Traffic Safety
	Jasper County Sheriff's Office	Highway Safety 23-24
	Marlboro County Sheriff's Office	MCSO Traffic Safety and Enforcement Program
	Chesterfield County Sheriff's Office	Chesterfield County OT Speed Enforcement Project
Organization Type	Law enforcement agencies and County Government	
Amount of federal funds	\$2,550,699	
Eligible Use of Funds	PT	
Planning and Administration costs (if applicable)	N/A	
Is the project a promised project?	No	
Countermeasure Strategy	<ul style="list-style-type: none"> • Short-term, high-visibility law enforcement • High-visibility enforcement of seat belt law 	

Project Name and Description	Occupant Protection (OP) Enforcement Units (2)							
	<p>The state will contract with two (2) agencies to fund activity hours for overtime enforcement of the state’s seat belt laws, with a particular emphasis on nighttime seat belt enforcement. Two (2) OP 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 traffic safety problem. The OP projects selected for funding are located in counties identified as having a significant problem with nighttime unrestrained occupant fatalities, and/or speeding-related traffic collisions, serious injuries, and fatalities. Projects will fund activity hours for one county sheriff’s office and one municipal law enforcement agency.</p>							
Federal Funding Source(s)	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402							
Project agreement number	<table border="1"> <thead> <tr> <th>Project Agreement Number</th> <th>Project Title</th> </tr> </thead> <tbody> <tr> <td>OP-2024-HS-56-24</td> <td>Occupant Protection OT Enforcement Project</td> </tr> <tr> <td>OP-2024-HS-29-24</td> <td>Chesterfield County Occupant Protection OT Enforcement Project</td> </tr> </tbody> </table>	Project Agreement Number	Project Title	OP-2024-HS-56-24	Occupant Protection OT Enforcement Project	OP-2024-HS-29-24	Chesterfield County Occupant Protection OT Enforcement Project	
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OP-2024-HS-56-24	Occupant Protection OT Enforcement Project							
OP-2024-HS-29-24	Chesterfield County Occupant Protection OT Enforcement Project							
Subrecipient(s)	<table border="1"> <thead> <tr> <th>Agency</th> <th>Project Title</th> </tr> </thead> <tbody> <tr> <td>Lancaster Police Department</td> <td>Occupant Protection OT Enforcement Project</td> </tr> <tr> <td>Chesterfield County Sheriff’s Office</td> <td>Chesterfield County Occupant Protection OT Enforcement Project</td> </tr> </tbody> </table>	Agency	Project Title	Lancaster Police Department	Occupant Protection OT Enforcement Project	Chesterfield County Sheriff’s Office	Chesterfield County Occupant Protection OT Enforcement Project	
Agency	Project Title							
Lancaster Police Department	Occupant Protection OT Enforcement Project							
Chesterfield County Sheriff’s Office	Chesterfield County Occupant Protection OT Enforcement Project							

<u>Organization Type</u>	Law enforcement agencies
<u>Amount of federal funds</u>	\$91,554
<u>Eligible Use of Funds</u>	OP
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	High-visibility enforcement of seat belt law

<u>Project Name and Description</u>	DUI Enforcement Units (9)					
	<p>A total of nine (9) 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.</p> <p>The state will contract with law enforcement agencies to fund straight-time and overtime activity hours for impaired driving enforcement activity during FFY 2024. Straight-time and overtime hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which NHTSA FARS data demonstrates to be those during which the most DUI-related fatal collisions occur in the state. Projects will be implemented by county sheriff's offices and municipal law enforcement agencies, and activity will be focused on impaired driving enforcement and the enforcement of traffic behaviors that are associated with DUI violators. During FFY 2024, DUI enforcement project activity will include impaired driving high visibility enforcement operations (saturation patrols and checkpoints) and participation in all aspects of the <i>Sober or Slammer!</i> sustained DUI enforcement campaign during the Christmas/New Year's and Labor Day enforcement crackdowns.</p>					
<u>Federal Funding Source(s)</u>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid					
<u>Project agreement number</u>	<table border="1"> <thead> <tr> <th>Project Agreement Number</th> <th>Project Title</th> </tr> </thead> <tbody> <tr> <td>M5HVE-2024-HS-40-24</td> <td>Impaired Driving Countermeasures</td> </tr> </tbody> </table>	Project Agreement Number	Project Title	M5HVE-2024-HS-40-24	Impaired Driving Countermeasures	
Project Agreement Number	Project Title					
M5HVE-2024-HS-40-24	Impaired Driving Countermeasures					

	MSHVE-2024-HS-54-24	Alcohol-Impaired Driving Enforcement Program
	MSHVE-2024-HS-39-24	2024 DUI Enforcement
	MSHVE-2024-HS-47-24	Summerville Police Department Specialized DUI Enforcement
	MSHVE-2024-HS-50-24	2024 Impaired Driving Enforcement
	MSHVE-2024-HS-45-24	Overtime DUI Enforcement Project
	MSHVE-2024-HS-42-24	Impaired Driving Countermeasures
	MSHVE-2024-HS-51-24	Buckling Down on DUI Drivers
	MSHVE-2024-HS-53-24	DUI Enforcement
<u>Subrecipient(s)</u>	<u>Agency</u>	<u>Project Title</u>
	Lexington County Sheriff's Department	Impaired Driving Countermeasures
	York County Sheriff's Office	Alcohol-Impaired Driving Enforcement Program
	Berkeley County	2024 DUI Enforcement
	Town of Summerville	Summerville Police Department Specialized DUI Enforcement
	City of Goose Creek Police Department	2024 Impaired Driving Enforcement
	City of Goose Creek Police Department	Overtime DUI Enforcement Project
	City of Easley Police Department	Impaired Driving Countermeasures
	Chester County	Buckling Down on DUI Drivers
	North Augusta	DUI Enforcement
<u>Organization Type</u>	Law enforcement agencies and County Government	
<u>Amount of federal funds</u>	\$842,071	
<u>Eligible Use of Funds</u>	M5HVE	
<u>Planning and Administration costs (if applicable)</u>	N/A	
<u>Is the project a promised project?</u>	No	
<u>Countermeasure Strategy</u>	High-visibility DUI Enforcement	

Court Monitoring

<u>Project Name and Description</u>	<p>“MADD SC Court Monitoring Program”</p> <p>The grant project will continue the South Carolina Court Monitoring Program through the funding of two Court Monitoring Specialists and one Program Coordinator. The Court Monitoring Specialists will be responsible for monitoring cases, recruiting and orienting volunteers, overseeing the collection of pertinent court records, designing presentations of court</p>
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	<p>monitoring findings for external groups, and maintaining the DUI case outcome database. They will maintain a regular schedule for court monitoring with a goal of monitoring at least 1,800 cases by the end of the grant period. Data collected will include jurisdiction, offender demographics, date of arrest and court appearances, original charges, disposition of the case (plea, reduction in charges, guilty/not guilty verdict), and extent of the penalties issued. They will also develop reports based on court monitoring findings and work to identify influential groups with whom to share those findings.</p> <p>The Program Coordinator will attend to aspects of the project including but not limited to identifying DUI cases among the voluminous online court docket cases and attempting to determine the final determination of court cases through searching through public records. This position will also be responsible for data entry of case information into MADD’s court monitoring database, data cleaning and preparation for annual report, and personally monitoring court cases when possible.</p> <p>In addition to court monitoring, the grant activity performing personnel will use various methods to promote volunteering with the court monitoring program, including virtual or in-person meetings, posts on MADD’s social media and volunteer websites, and contacting targeted groups via phone and email. They will also host three or more multi-sector and multi-county online roundtables to discuss the findings and potential implications of the court monitoring data; present on grant project progress to traffic safety groups and task forces; and produce a court monitoring report that summarizes key findings and progress for the seven counties.</p>
<u>Federal Funding Source(s)</u>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid
<u>Project agreement number</u>	B5CS-2024-HS-23-24
<u>Subrecipient(s)</u>	Mothers Against Drunk Driving (MADD) South Carolina
<u>Organization Type</u>	Non-profit organization
<u>Amount of federal funds</u>	\$193,409
<u>Eligible Use of Funds</u>	B5CS
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Court Monitoring

Prosecution Projects

<u>Project Name and Description</u>	<p>“Traffic Safety Resource Prosecutor”</p> <p>The grant project will maintain the employment of a Traffic Safety Resource Prosecutor (TSRP) to address driving under the influence and highway safety prosecution issues. The purpose is to provide critical support to enhance the capability of the states’ prosecutors/law enforcement to effectively prosecute traffic safety violations.</p> <p>Throughout the grant period, the TSRP will assess training needs to develop and provide training programs for prosecutors, law enforcement officers, summary court judges and other traffic safety professionals with an emphasis on the effective prosecution of DUI cases. The TSRP will prepare at least two newsletters over the grant year for prosecutors, law enforcement, summary court judges, and other criminal justice professionals regarding “hot topic” issues of highway safety. The TSRP will serve as a resource to prosecutors and law enforcement officers on impaired driving enforcement and prosecution by facilitating communication and support among and between prosecutors and law enforcement officers.</p> <p>The TSRP will perform Indirect Prosecution by providing technical assistance and legal research support to prosecutors and law enforcement officers via telephone or email. The TSRP may accept traffic-related court cases that arise out of either General Sessions or Summary Court for comprehensive review and/or second chair work. The TSRP will make presentations and participate in national, state, and local meetings on traffic safety issues. The TSRP will also provide legal updates and information about training opportunities to South Carolina Law Enforcement Network (SCLLEN) members via email and/or attendance at SCLLEN meetings throughout the state, obtain input from SCLLENs about DUI enforcement issues and concerns, and receive requests for training topics. The TSRP will coordinate with the SC Judicial Outreach Liaison to provide training and support for summary court judges, serve as a regular and full participant on the SC Impaired Driving Prevention Council, and will coordinate with the SCDPS and the OHSJP. Finally, the TSRP will maintain a working relationship with NHTSA, the National Association of Prosecutor Coordinators (NAPC), National Traffic Law Center (NTLC), other TSRPs, and state and local prosecutors.</p>
<u>Federal Funding Source(s)</u>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid
<u>Project agreement number</u>	B5CS-2024-HS-27-24
<u>Subrecipient(s)</u>	South Carolina Commission on Prosecution Coordination
<u>Organization Type</u>	State Government Agency
<u>Amount of federal funds</u>	\$190,861

<u>Eligible Use of Funds</u>	B5CS - Court support of impaired driving prevention efforts
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Specialized DUI Prosecution

<u>Project Name and Description</u>	<p>Special DUI Prosecutor Projects (7)</p> <p>In FFY 2024, South Carolina will fund hours of DUI prosecution activity to impact DUI recidivism and the conviction rate of DUI offenders in priority counties and/or judicial circuits where there is a backlog of cases, as well as a problem of effectively prosecuting DUI jury trials. Activity hours for a DUI Prosecutor will be funded 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; a DUI Prosecutor in the Eleventh Circuit Solicitor’s Office, which serves Lexington, Edgefield, McCormick, and Saluda 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, the City of Goose Creek Police Department, and the Summerville Police Department. All Special DUI Prosecutors will be prohibited from defending DUI cases while serving as grant-assigned Special DUI Prosecutors.</p> <p>Prosecutors will be responsible for the day-to-day preparation of DUI-related cases: reviewing and analyzing case evidence; interviewing witnesses and crash victims; and obtaining criminal records and other investigative reports related to the prosecution of DUI cases. The ultimate goals of these projects will be to increase the number of DUI convictions and decrease the number of DUI cases that are dismissed, reduced, or pled down to a lesser charge, and to increase the number of final dispositions on DUI cases that are six months or older.</p>
<u>Federal Funding Source(s)</u>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid

<u>Project agreement number</u>	<u>Project Agreement Number</u>	<u>Project Title</u>
	B5CS-2024-HS-37-24	5th Circuit Solicitor DUI Prosecutor Grant 2023-2024
	B5CS-2024-HS-48-24	11th Circuit Solicitor's Office - DUI Prosecution
	B5CS-2024-HS-46-24	15th Judicial Circuit - DUI Prosecutor
	B5CS-2024-HS-44-24	DUI Prosecutor
	B5CS-2024-HS-43-24	2024 DUI Prosecutor
	B5CS-2024-HS-49-24	Special DUI Prosecutor
	B5CS-2024-HS-41-24	Summerville Specialized Impaired Driving Prosecutor
<u>Subrecipient(s)</u>	<u>Agency Name</u>	<u>Project Title</u>
	5th Circuit Solicitor's Office	5th Circuit Solicitor DUI Prosecutor Grant 2023-2024
	11th Judicial Circuit Solicitors Office	11th Circuit Solicitor's Office - DUI Prosecution
	Fifteenth Judicial Circuit Solicitor's Office	15th Judicial Circuit - DUI Prosecutor
	Sixth Circuit Solicitor's Office	DUI Prosecutor
	Berkeley County	2024 DUI Prosecutor
	City of Goose Creek Police Dept.	Special DUI Prosecutor
	Town of Summerville	Summerville Specialized Impaired Driving Prosecutor
<u>Organization Type</u>	Solicitor's Offices and Law Enforcement Agencies	
<u>Amount of federal funds</u>	\$778,366	
<u>Eligible Use of Funds</u>	B5CS	
<u>Planning and Administration costs (if applicable)</u>	N/A	
<u>Is the project a promised project?</u>	No	
<u>Countermeasure Strategy</u>	Specialized DUI Prosecution	

<u>Project Name and Description</u>	<p>“SCDPS Paralegal Project”</p> <p>The grant project will continue the funding of activity hours for the South Carolina Highway Patrol (SCHP) Paralegal to continue their work in SCHP Troop 6 (Beaufort, Berkeley, Charleston, Dorchester, Colleton, and Jasper Counties). These activity hours will be used for a paralegal to track and process the Rule 5/Brady requests from defense attorneys, as well as to maintain a schedule of when Office of Motor Vehicle Hearings (OMVH) appearances are required for SCHP officers. The goals of this</p>
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	<p>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 and supervisory Highway Patrol personnel to spend more time on enforcement efforts as opposed to preparing for or being in court.</p> <p>In FFY 2024, the SCHP Paralegal will continue to provide consistency to the Rule 5 process by maintaining a standard protocol and tracking system for the entirety of Troop 6, which has created a centralized system for responding to these requests. The SCHP Paralegal will also continue to maintain a calendar and tracking system of these OMVH appearance dates, centralizing the scheduling process. The paralegal will integrate OMVH proceedings into schedule planning on the Post level and ensure that officers appear when they are scheduled.</p>
<u>Federal Funding Source(s)</u>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid
<u>Project agreement number</u>	B5CS-2024-HS-41-24
<u>Subrecipient(s)</u>	SCDPS, South Carolina Highway Patrol
<u>Organization Type</u>	State law enforcement agency
<u>Amount of federal funds</u>	\$76,643
<u>Eligible Use of Funds</u>	B5CS
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Specialized DUI Prosecution

<u>Project Name and Description</u>	<p>“South Carolina Judicial Outreach Liaison”</p> <p>The grant project will maintain the employment of a State Judicial Outreach Liaison (SJOL) to provide critical support to improve the delivery of justice in impaired driving through education, communication, and collegial and ethical collaboration with judges, traffic safety entities, and stakeholders. The SJOL’s duties include the following: design and implement education and training material on impaired driving for judges, including, but not limited to: seminars, webinars, reference guides, and legal summaries with relevant statutes and case laws; facilitate and provide information to stakeholders on treatment, alternative adjudication, and sentencing on impaired driving offenses; serve as a liaison between the SCDPS/OHSJP and the state judiciary; regularly attend and participate in SCLN and Statewide Impaired Driving Task Force meetings; solicit opportunities to speak at state highway safety</p>
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	conferences and state judicial conferences; attend and present at meetings, conferences, workshops, media events and other gatherings, focusing on impaired driving; and identify issues of concern to judges and other court officials regarding impaired driving and bring them to the attention of appropriate criminal justice or highway safety officials.
<u>Federal Funding Source(s)</u>	BIL 405d Impaired Driving Mid, BIL NHTSA 402, SUPPLEMENTAL BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL NHTSA 402
<u>Project agreement number</u>	B5CS-2024-HS-38-24 TC-2024-HS-38-24
<u>Subrecipient(s)</u>	South Carolina Judicial Branch Court Administration
<u>Organization Type</u>	State Government Agency
<u>Amount of federal funds</u>	\$29,600
<u>Eligible Use of Funds</u>	B5CS and TC
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Specialized DUI Prosecution

Occupant Protection Training/Education Project

<u>Project Name and Description</u>	<p>“South Carolina Buckles”</p> <p>This project will provide education throughout the state regarding the proper use of vehicle restraint systems including seat belts, air bags, and child safety seats through attendance at non-traditional events and hosting various presentations and trainings.</p> <p>The project will also administer the Child Passenger Safety (CPS) Technician Training Program and initiate efforts to recruit, train, and retain CPS Technicians and to increase the number of CPS Fitting Stations statewide. The project will coordinate the distribution of child safety seats to at-risk and underserved populations and implement the CarFit educational program for older drivers. An estimated number of twelve (12) CPS classes will be held and 120 CPS technicians will be trained during the grant year. At least five (5) new fitting stations will be opened and 50 CPS events will be held.</p>
<u>Federal Funding Source(s)</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<u>Project agreement number</u>	OP-2024-HS-17-24, CR-2024-HS-17-24
<u>Subrecipient(s)</u>	South Carolina Department of Health and Environmental Control
<u>Organization Type</u>	State Government Agency
<u>Amount of federal</u>	\$205,609

<u>funds</u>	
<u>Eligible Use of Funds</u>	OP, CR
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • Child Restraint System Inspection Stations • Recruiting, Training, and Maintaining Child Passenger Safety (CPS) Technicians

Teen Traffic Safety Project

<u>Project Name and Description</u>	<p>“Using Countermeasures that Work to Reduce Teen Crashes: South Carolina SADD”</p> <p>This project will provide funding for the implementation of a statewide peer-to-peer, school-based teen traffic safety program through Students Against Destructive Decisions (SADD). This program is designed to help teens identify those behaviors that cause them the greatest risk on the road and empower them to take positive action. The subgrantee will recruit and maintain SADD chapters and advisors in schools across the state, promote evidence-based countermeasures for reducing behaviors such as speeding and driving while impaired and/or distracted and increasing safety belt usage, and support teen traffic safety events in local communities.</p>
<u>Federal Funding Source(s)</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<u>Project agreement number</u>	TSP-2024-HS-31-24
<u>Subrecipient(s)</u>	Students Against Destructive Decisions (SADD), Inc.
<u>Organization Type</u>	Non-profit youth health and safety organization
<u>Amount of federal funds</u>	\$182,120
<u>Eligible Use of Funds</u>	TSP
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	School-Based Youth Programs

Communications and Outreach

<u>Project Name and Description</u>	<p>“Occupant Protection Communication Campaign-<i>Buckle Up, South Carolina</i>”</p> <p>South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2024 holiday period, from May 20 through June 7, 2024, known as <i>Buckle Up, South Carolina (BUSC)</i>. <i>Click it, don’t risk it. BUSC</i> is modeled after the national <i>Click-It-or-Ticket</i> 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 funding expended during the <i>BUSC</i> 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 OHSJP will focus 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.</p> <p>A variety of media outreach techniques will be used, including radio, paid social media, digital media, and billboard advertising. Educational strategies will also be incorporated into event venues such as college football games, the Carolina Country Music Festival, the Carolina Cup, the Darlington Raceway and other community outreach events with the intent of reaching 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 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, including the Catawba Indian Nation. 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.</p>
<u>Federal Funding Source(s)</u>	BIL 405b High, SUPPLEMENTAL BIL 405b High
<u>Project agreement number</u>	B5PEM-2024-HS-02-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$570,000
<u>Eligible Use of</u>	B5PEM

<u>Funds</u>	
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Communications and Outreach Supporting Enforcement

<u>Project Name and Description</u>	<p>“Impaired Driving Communication Campaign-<i>Sober or Slammer!</i>”</p> <p>In FFY 2024, the Public Information, Outreach and Training (PIOT) section of the Office of Highway Safety and Justice Programs (OHSJP) will coordinate with the agency contractor to develop and implement media components of the OHSJP’s <i>Sober or Slammer!</i> campaign. The contractor will assist with efforts such as media buying, creative production, and evaluation of campaigns. Additionally, diversity outreach components will be incorporated within the campaign. The OHSJP will continue efforts to reach out to under`-served audiences and hard-to-reach populations in the upcoming year, including efforts to partner with the Catawba Indian Nation.</p> <p>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, and paid social and digital media advertising, and billboard advertising. The agency contractor will be used by the OHSJP to secure paid media 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. 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.</p>
<u>Federal Funding Source(s)</u>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid,
<u>Project agreement number</u>	B5PEM-2024-HS-25-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$1,500,000
<u>Eligible Use of Funds</u>	B5PEM

<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Communications and Outreach Supporting Enforcement

<u>Project Name and Description</u>	<p>“Motorcyclist Awareness Campaign”</p> <p>The state of South Carolina in FFY 2024 will again launch a statewide motorcycle safety awareness program. The campaign will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the roadways and the primary feature will involve “Share the Road” messaging to encourage motorists to share the road appropriately with motorcyclists. The campaign will utilize radio public service announcements, billboard advertising, paid and earned 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 2024. 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: Horry, Greenville, Charleston, Richland, Spartanburg, Lexington, Berkeley, York and Anderson Counties. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads.</p>
<u>Federal Funding Source(s)</u>	BIL 405f Motorcycle Safety Programs, SUPPLEMENTAL BIL 405f Motorcycle Safety Programs
<u>Project agreement number</u>	M11MA-2024-HS-04-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$80,000
<u>Eligible Use of Funds</u>	M11MA
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Communications and Outreach: Motorist Awareness of Motorcyclists

<u>Project Name and Description</u>	“Safety Gear Campaign” The state of South Carolina in FFY 2024 will run a motorcycle safety gear campaign as a topic in its Sustained Highway Safety Public Information & Education Campaign based on collision data related to motorcycle fatalities and those that were wearing “protective pads”. The motorcycle safety gear topic will feature the state’s “Ride Smart” messaging and will run in October on social media and YouTube.
<u>Federal Funding Source(s)</u>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<u>Project agreement number</u>	MC-2024-HS-04-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$40,000
<u>Eligible Use of Funds</u>	MC
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Communications and Outreach: Conspicuity and Protective Clothing

<u>Project Name and Description</u>	“Vulnerable Road Users Campaign” The OHSJP will launch a media campaign in FFY 2024 to focus on safety issues related to vulnerable roadway users, with an increased focus on pedestrians and bicyclists. The campaign, which will include advertising for paid social media, digital advertising, and outdoor media, will target focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups during the five-year period from 2017 to 2021. 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. The OHSJP will utilize general pedestrian/bicycle safety outreach to provide targeted safety messages to help the public better understand risky behaviors likely to increase collisions, such as limited conspicuity and failure to yield due to not knowing or choosing not to follow traffic safety laws, and ways to prevent serious injuries and fatalities. Other issues to be addressed may include: visibility, or conspicuity, in the traffic system; correct use of facilities and accommodations; law enforcement initiatives; proper street-crossing behavior; safe practices near school buses,
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	including loading and unloading practices; sharing the road safely among motorists and bicyclists; and the dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.
<u>Federal Funding Source(s)</u>	Fast Act 405h Nonmotorized Safety, BIL 405h Nonmotorized Safety, SUPPLEMENTAL BIL 405h Nonmotorized Safety
<u>Project agreement number</u>	FHPE-2024-HS-04-24 M12BPE-2024-HS-04-24
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$400,000
<u>Eligible Use of Funds</u>	FHPE, M12BPE
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	VRU Communications Campaign

Section 405(b): Occupant Protection Grant

405(b) qualification status: High seat belt use rate State

(1) Occupant protection plan

A description of the state's highway safety problems can be found in **Section 1** of the state's Triennial HSP (3HSP). The performance measures and targets specific to occupant protection and the countermeasure strategies the state will implement to address its occupant protection problems are detailed on **pages 105-111** of the 3HSP. The projects the state plans to implement in FFY 2024 to address South Carolina's occupant protection-related highway safety problems include the following: occupant protection program management (description found on AGA pages 6-7), recruiting, training, and maintaining child passenger safety technicians (description found on **AGA pages 23-24**); increasing the number of inspection stations (description found on **AGA pages 23-24**); an occupant protection communication and outreach campaign (description found on **AGA pages 26-27**); high-visibility seat belt law enforcement (description found on **AGA pages 15-16**); and high-visibility law enforcement (description found on **AGA pages 13-15**).

(2) Participation in Click-it-or-Ticket (CIOT) national mobilization

The state of South Carolina, working with local project personnel and law enforcement officials, will again implement a high-visibility statewide enforcement and education campaign during the Memorial Day 2024 holiday period, from May 20 through June 7, 2024, known as *Buckle Up, South Carolina (BUSC). Click it, don't risk it.* 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 state's campaign will include education on the state's primary enforcement safety belt law and will use paid and earned media such as radio, paid social media, digital media, and billboard advertising, focused on the enforcement of safety belt and child passenger safety seat laws. The mobilization will also include increased enforcement activity by state and local law enforcement agencies with a specific emphasis on nighttime safety belt enforcement to attempt to reduce unrestrained traffic fatalities and injuries, especially during nighttime hours. The SC Highway Patrol (SCHP), the SC State Transport Police (STP), and the Law Enforcement Network (LEN) system in South Carolina, which is comprised of local law enforcement agencies statewide, have all indicated that they will again participate in FFY 2024. This level of participation will again allow coverage of 100% of the state's population.

Diversity outreach elements aimed at reaching teens, African Americans, Hispanics, and rural residents across South Carolina, which are demographic groups with statistically lower safety belt use rates, will be utilized in order to increase safety belt and child restraint use among these populations. 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. The enforcement mobilization will be coordinated through the SC Highway Patrol and the SC Law Enforcement Network (SCLEN). Saturation patrols and direct enforcement strategies will be employed to focus on occupant protection violations.

CIOT participating agencies

Anderson Police Dept.
Berkeley County
Camden Police Dept.
Chesterfield County Sheriff's Office
City of Goose Creek Police Dept.
City of Laurens Police Dept.
City of Loris
City of North Myrtle Beach Police Dept.
City of Spartanburg Police Dept.
City of York
Georgetown County
Jasper County Sheriff's Office
Kershaw County Sheriff's Office
Lancaster County Sheriff's Office
Lancaster Police Dept.
Marlboro County Sheriff's Office
Port Royal Police Dept.
Sumter County Sheriff's Office
Town of Moncks Corner Police
Town of Mount Pleasant Police Dept.
Town of Summerville
Travelers Rest Police Dept.
York County Sheriff's Office

(3) Child restraint inspection stations

The “South Carolina Buckles” project (described on **pages 23-24** of this document) will be implemented to ensure an active network of CPS inspection stations/inspection events based on the state’s problem identification (information included in **Section 1** of the state’s **3HSP**).

(A) The total number of planned inspection stations in the state (as of 4/6/2023).

Fitting Stations Statewide staffed with a Nationally Certified Child Passenger Safety Technician				
As of 4/6/2023				
	Organization Name	County	Populations Served (Rural, Urban, At-Risk*)	Car seat distribution site?
1	Aiken Department of Public Safety	Aiken	Urban; At-Risk	No
2	Belvedere Fire Station	Aiken	Rural; At-Risk	Yes
3	Safe Kids Aiken County/Tri-Development Center	Aiken	Urban; At-Risk	Yes
4	Salley Police Department	Aiken	Rural; At-Risk	Yes
5	Anderson City Fire Department Station 1	Anderson	Urban	No
6	Anderson City Fire Department Station 2	Anderson	Urban	No
7	Anderson City Fire Department Station 3	Anderson	Urban	No
8	Anderson County DHEC Office	Anderson	Urban	No

9	Safe Kids Anderson County	Anderson	Urban	Yes
10	LCHCS/Barnwell Pediatrics	Barnwell	Rural	No
11	Beaufort County First Steps	Beaufort	Urban	Yes
12	Beaufort Fire Department Station 1	Beaufort	Urban	No
13	Beaufort Fire Department Station 2	Beaufort	Urban	No
14	Beaufort/Port Royal Fire Station	Beaufort	Urban	No
15	Bluffton Township Fire District	Beaufort	Urban	No
16	Port Royal Fire Station	Beaufort	Urban	No
17	Town of Hilton Head Fire and Rescue	Beaufort	Urban	Yes
18	Alicia Stephenson	Berkeley	Urban	No
19	Goose Creek Police Department	Berkeley	Urban	Yes
20	Goose Creek Rural Fire Department	Berkeley	Rural	No
21	MUSC Women's Health Nurse Family Partnership	Berkeley	Urban	No
22	Calhoun County EMS	Calhoun	Rural	Yes
23	Charleston County EMS	Charleston	Urban	No
24	Charleston Fire Department	Charleston	Urban	No
25	Isle of Palms Fire Department	Charleston	Urban	Yes
26	Isle of Palms Police Department	Charleston	Urban	No
27	Mt. Pleasant Fire Department	Charleston	Urban	No
28	MUSC Shawn Jenkins Children's Hospital	Charleston	Urban	No
29	North Charleston City Hall	Charleston	Urban	No
30	North Charleston Fire Department Station 1	Charleston	Urban	No
31	North Charleston Fire Department Station 10	Charleston	Urban	No
32	North Charleston Fire Department Station 11	Charleston	Urban	No
33	North Charleston Fire Department Station 12	Charleston	Urban	No
34	North Charleston Fire Department Station 2	Charleston	Urban	No
35	North Charleston Fire Department Station 8	Charleston	Urban	No
36	North Charleston Fire Department Station 9	Charleston	Urban	No
37	North Charleston Fire Department Station 6	Charleston	Urban	No
38	St. Andrews Fire Department	Charleston	Urban	Yes
39	St. John's Fire Department	Charleston	Urban	Yes
40	Lando Fire Department	Chester	Rural	No
41	Chesterfield Sheriff's Department	Chesterfield	Rural; At-Risk	No
42	Clarendon County Fire Rescue	Clarendon	Rural	No
43	Manning Fire Department	Clarendon	Rural	No
44	Hartsville Fire Department	Darlington	Urban	Yes
45	Baby CSI	Dorchester	Urban	Yes
46	Dorchester County Fire Rescue Headquarters	Dorchester	Urban	Yes
47	Dorchester County Fire Rescue Station 21	Dorchester	Urban	Yes
48	Lowcountry Pregnancy Center	Dorchester	Urban	No

49	Summerville Fire and Rescue Headquarters	Dorchester	Urban	Yes
50	Summerville Fire and Rescue Station 2	Dorchester	Urban	Yes
51	Summerville Fire and Rescue Station 3	Dorchester	Urban	Yes
52	Summerville Fire and Rescue Station 4	Dorchester	Urban	Yes
53	Summerville Fire and Rescue Station 5	Dorchester	Urban	Yes
54	Fairfield County Sheriff's Office	Fairfield	Rural; At-Risk	Yes
55	Safe Kids Pee Dee/Coastal/McLeod Regional Medical Center	Florence	Urban	Yes
56	Georgetown City Fire Department Station 2	Georgetown	Urban	Yes
57	Georgetown City Fire Headquarters	Georgetown	Urban	Yes
58	Georgetown County Fire	Georgetown	Urban	Yes
59	Berea Fire Department	Greenville	Urban	Yes
60	Boiling Springs Fire Department	Greenville	Urban	Yes
61	Boiling Springs Fire Department Station 12	Greenville	Urban	Yes
62	Boiling Springs Fire Department Station 14	Greenville	Urban	Yes
63	Boiling Springs Fire Department Station 15	Greenville	Urban	Yes
64	Greenville Memorial Hospital	Greenville	Urban	No
65	Greer Fire Department	Greenville	Urban	No
66	Mauldin Fire Department	Greenville	Urban	No
67	Palmetto Medical Training LLC	Greenville	Urban	No
68	Parker Fire Department	Greenville	Rural	No
69	Piedmont Park Fire Department	Greenville	Rural	Yes
70	Prisma Health Patewood Campus	Greenville	Urban	No
71	Shriners Hospital for Children Greenville	Greenville	Urban	No
72	Simpsonville Police Department	Greenville	Urban	No
73	Carolina Health Centers	Greenwood	Urban; At-Risk	Yes
74	Greenwood City Police Department	Greenwood	Urban; At-Risk	Yes
75	Safe Kids Lakelands	Greenwood	Urban; At-Risk	No
76	Hampton County Sheriff's Office	Hampton	Rural; At-Risk	No
77	Conway Police Department	Horry	Urban; At-Risk	Yes
78	Horry County Fire/Rescue	Horry	Urban; At-Risk	Yes
79	Myrtle Beach Fire Department Station 1	Horry	Urban; At-Risk	Yes
80	Myrtle Beach Fire Department Station 2	Horry	Urban; At-Risk	Yes
81	Myrtle Beach Fire Department Station 3	Horry	Urban; At-Risk	Yes
82	Myrtle Beach Fire Department Station 4	Horry	Urban; At-Risk	Yes
83	Myrtle Beach Fire Department Station 5	Horry	Urban; At-Risk	Yes
84	Myrtle Beach Fire Department Station 6	Horry	Urban; At-Risk	Yes
85	Myrtle Beach Police Department	Horry	Urban; At-Risk	No
86	North Myrtle Beach DPS	Horry	Urban; At-Risk	No
87	Jasper County First Steps	Jasper	Urban	Yes

88	Camden Fire Department	Kershaw	Urban; At-Risk	Yes
89	Camden Fire Department Station 2	Kershaw	Urban; At-Risk	Yes
90	Kershaw County Fire Rescue Station 13	Kershaw	Rural; At-Risk	Yes
91	Lugoff Fire Department	Kershaw	Rural; At-Risk	Yes
92	A Step Above CDC	Lancaster	Rural	No
93	Lancaster County EMS	Lancaster	Rural	No
94	Laurens County Sheriff's Office	Laurens	Rural	No
95	Laurens Police Department	Laurens	Urban	No
96	Prisma Health Laurens County Hospital	Laurens	Urban	Yes
97	Batesburg/Leesville Police Department	Lexington	Rural; At-Risk	Yes
98	Cayce Public Safety	Lexington	Urban; At-Risk	No
99	Irmo Fire District Northlake	Lexington	Urban; At-Risk	No
100	Lexington County Sheriff's Department	Lexington	Urban; At-Risk	Yes
101	Lexington Police Department	Lexington	Urban; At-Risk	Yes
102	West Columbia Police Department	Lexington	Urban; At-Risk	Yes
103	Oconee County Emergency Services- Emergency Operations Center	Oconee	Rural	No
104	Oconee County Emergency Services- Headquarters	Oconee	Rural	No
105	Prisma Health Pediatrics- Seneca	Oconee	Urban	No
106	Seneca Fire Department	Oconee	Rural	No
107	OBC Safe Kids/The Regional Medical Center	Orangeburg	Rural	No
108	SC Highway Patrol Troop 7 HQ	Orangeburg	Urban	No
109	Easley Fire Department #2	Pickens	Rural; At-Risk	Yes
110	Pickens City Fire Department	Pickens	Urban; At-Risk	No
111	Prisma Health Pediatrics- Clemson	Pickens	Rural; At-Risk	No
112	Capital Parent and Baby Specialty Services	Richland	Urban; At-Risk	No
113	City of Columbia Police Department	Richland	Urban; At-Risk	Yes
114	Forest Acres Police Department	Richland	Urban; At-Risk	No
115	Irmo Fire District	Richland	Urban; At-Risk	Yes
116	Irmo Police Department	Richland	Urban; At-Risk	No
117	Prisma Health Children's Hospital-Midlands	Richland	Urban; At-Risk	Yes
118	Richland County Sheriff's Department	Richland	Urban; At-Risk	Yes
119	SCDHEC	Richland	Urban; At-Risk	Yes
120	South Carolina State Fire Office	Richland	Rural; At-Risk	Yes
121	The Therapy Place	Richland	Urban; At-Risk	Yes
122	Saluda County DHEC	Saluda	Rural; At-Risk	Yes
123	Saluda County Sheriff's Department	Saluda	Rural; At-Risk	Yes
124	Boiling Springs Fire Department	Spartanburg	Urban	Yes
125	North Spartanburg Fire Department	Spartanburg	Rural	Yes
126	Pelham-Batesville Fire Department	Spartanburg	Urban	Yes
127	Reidville Fire Department	Spartanburg	Rural	No

128	Safe Kids of the Piedmont/Spartanburg Regional Medical Ctr.	Spartanburg	Urban	Yes
129	Westview Fairforest Fire Department Headquarters	Spartanburg	Urban	Yes
130	Westview Fairforest Fire Department Station 2	Spartanburg	Urban	Yes
131	Whitney Fire Department	Spartanburg	Rural	No
132	Safe Kids Sumter/Prisma Health Tuomey	Sumter	Urban; At-Risk	Yes
133	Sumter County EMS	Sumter	Urban; At-Risk	No
134	Sumter Fire Department	Sumter	Rural; At-Risk	Yes
135	Tandem Health	Sumter	Urban	Yes
136	Eli Collins Foundation for Premature Babies	Williamsburg	Rural; At-Risk	Yes
137	Britax Child Safety, Inc. PCS	York	Urban	No
138	Flint Hill Fire Department	York	Urban	No
139	International Center of York County	York	Urban	No
140	Piedmont EMS	York	Urban	No
141	York County Coroner's Office	York	Urban	No

*The state has identified unrestrained nighttime drivers as the referenced at-risk population based on its problem identification process. (See Table 28 in Section 1 of the state's 3HSP).

Total number of planned inspection stations and/or events:	<ul style="list-style-type: none"> • 141 fitting stations as of 4/6/23 • 5 new fitting stations will be established in FFY 2024 • 50 inspection events will be held in FFY 2024
---	--

(B) 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	108*
Populations served-rural	33*
Populations served-at risk	49*

* Based on the existing (as of 4/6/23) inspection stations. Does not include the 50 seat check events planned for the year or the number of new fitting stations to be established

**The state has identified unrestrained nighttime drivers as the referenced at-risk population based on its problem identification process. (See Table 28 in Section 1 of the state's 3HSP).

(4) Child Passenger Safety Technicians

The "South Carolina Buckles" project (described on pages 23-24 of this document) will be implemented to recruit, train, and maintain a sufficient number of child passenger safety technicians based on the state's problem identification (information included in Section 1 of the state's 3HSP).

Estimated total number of classes to be taught in FFY 2024	12
Estimated total number of technicians to be trained in FFY 2024	120

Section 405(c): State traffic safety information system improvements grants

(1) The State certifies that it has—

- i. **A functioning *traffic records coordinating committee (TRCC)* that meets at least three times each year;**

Meeting Dates
10/19/2022
02/08/2023
5/17/2023 (TRCC-Executive Group approval date of TRSP)

- ii. **Designated a traffic records coordinating committee coordinator;**

Wilson Matthews, State Traffic Records Manager, is the state’s traffic records coordinating committee coordinator

- iii. **Established a State traffic records strategic plan**

Provided as an attachment to the AGA entitled “**SC_FY24_405c_Approved TRSP**”

(2) **Quantitative improvement.**

- i. Quantitative improvement has been demonstrated for the data attribute of “timeliness” within the Adjudication core database. The timeliness 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 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 94.53%. The state’s target goal of 90% or higher for four continuous months by 2020 has been achieved, and the average percentage of time the dispositions met the 10 day Federal reporting mandate increased 1.11% during this reporting period compared to the previous reporting period (4/1/2021-3/31/2022).

Quantitative improvement was also demonstrated for the data attribute of “timeliness” within the Crash core database. This measure identifies the percentage of collision reports submitted to SCDMV electronically. Reports submitted electronically have greater accuracy, and they are received into the database in a timelier manner. The percentage of collision reports submitted electronically increased by 0.19% during this reporting period compared to the previous period.

- ii. Supporting documentation covering a contiguous 12-month performance period that demonstrates quantitative improvement is provided in two attachments to the AGA. The attachments are titled “**SC_FY24_405c_Progress Report_Field Deployment**” and “**SC_FY24_405c_Progress Report_SCUTTIES e-Citation Enhancements**”

Section 405(d): Impaired Driving Countermeasures Grants

Impaired driving qualification: Mid-Range State

Assurance: SC is applying for Section 405(d) funding as a mid-range state. The state certifies that it 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). The state will work with its impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1, 2024.

i. Authority to operate:

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 resulting from 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, the ignition interlock program, data and traffic records, public health, and communication. 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, which aims to utilize a variety of approaches to attack the DUI problem in the state, assists in the drafting of the IDCP. 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 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 2023 Impaired Driving Countermeasures Plan on June 14, 2022.

In FFY 2024, the OHSJP will continue to work to ensure that the SCIDPC and its membership remain viable and will utilize the previously submitted and approved strategic plan, approved by the SCIDPC on June 14, 2022. 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.

ii. Task Force Members (names, titles, and organization represented)

Name	Title	Agency/Organization
Jarrold Bruder (<i>Chair</i>)	Executive Director	SC Sheriff's Association
Brandy Duncan (<i>Vice-Chair</i>)	General Counsel	SC Department of Motor Vehicles (SCDMV)
Laura Aldinger	Executive Director	Behavioral Health Services Association of SC (BHSA)

Lt. Debbie Banks	Lieutenant, Forensic Sciences Division, Implied Consent Department	SC Law Enforcement Division (SLED)
Karl Bitzky	Property and Casualty Unit Manager	SC Department of Insurance (SCDOI)
Ashley Bodiford	Director of Prevention	LRADAC
Randy Brown	Special Agent, Forensic Sciences Division, Implied Consent Department	SLED
Joi Brunson	Grants Administration Manager	South Carolina Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)
Matthew Buchanan	General Counsel	SC Department of Probation, Parole and Pardon Services (SCDPPPS)
Steven Burritt	Regional Executive Director, South Carolina/North Carolina	Mothers Against Drunk Driving (MADD)
Lisa Catalanotto	Executive Director	South Carolina Commission on Prosecution Coordination (SCCPC)
T. Mark Childress	Director, Ignition Interlock Device Program	SCDPPPS
Christine Christopherson	Court Education Administration	South Carolina Judicial Branch (SCJB), Court Administration
Sabrina Culp	Impaired Driving Countermeasures Program Coordinator	SCDPS, OHSJP
Debbie Curtis	Deputy Director, Department of Crime Victim Compensation	South Carolina Attorney General's Officer (SCAG)
Col. Dean Dill	Commander, State Transport Police (STP)	SCDPS, STP
Sara Lee Drawdy	Traffic Safety Resource Prosecutor	SCCPC
S. Lee Dutton	Chief of Staff	SC Department of Alcohol and Other Drug Abuse Services (SC DAODAS)
Carolyn Fisher	Safety & Traffic Operations Engineer	USDOT Federal Highway Administration (FHWA), South Carolina Division
The Honorable W. Mattison Gamble	Chief Magistrate; State Judicial Outreach Liaison	Sumter County; South Carolina Judicial Branch (SCJB), Court Administration
Sabrina Gast	Coroner	York County, South Carolina
Shawnée Garrick Goodman	Highway Safety Grant Program Manager	SCDPS, OHSJP
Crystal Gordon	Prevention Consultant, Prevention and Intervention Services	SCDAODAS
Aimee Hourigan	Director of Substance Abuse Prevention and Education	University of South Carolina, Office of the Dean of Students
Laura S. Hudson	Executive Director	South Carolina Crime Victims' Council (SCCVC); South Carolina Victim Assistance Network (SCVAN)
Senator Brad Hutto	South Carolina Senator, District 40; Senate Minority Leader	South Carolina Senate; Ethics, Judiciary, Legislative Oversight, etc. Committees

Jack Johnson	State DRE Coordinator, Impaired Driving Countermeasures Training Coordinator	South Carolina Criminal Justice Academy
Mark Keel	Chief	South Carolina Law Enforcement Division (SLED)
W. Brent Kelly	Special Programs Manager	SCDPS, OHSJP
Douglas Lax	Compliance Associate	South Carolina Trucking Association
W. Terry Leverette	Summary Court Representative	South Carolina Judicial Branch (SCJB), Court Administration
Lt. Paul Macisco	Manager, Traffic Safety Unit	South Carolina Criminal Justice Academy (SCCJA)
Terre Marshall	Deputy Director of Health Services	South Carolina Department of Corrections (SCDC)
Nicole McGarity	Public Affairs Specialist	American Automobile Association (AAA) Carolinas
Capt. Jeremy Messinger	Captain, Basic Training Unit	SCCJA
Kenya Mingo	Director of Corporate Compliance & Communications	South Carolina Primary Health Care Association
Harold E. Moore	Law Enforcement Liaison	SCDPS, OHSJP
Michelle Nienhius	Division Manager, Prevention & Intervention Services	SCDAODAS
Lara Peck	Injury Prevention Coordinator, Trauma Administration	Prisma Health Richland Hospital
Melissa Reck	Traffic Safety Training & Development Coordinator	Southeastern Chapter of the National Safety Council (SCNSC)
Phil Riley	Director	SCDPS, OHSJP
Shirley Rivers	Director of Driver Services	SCDMV
Crystal Salley	Victim Services Manager	SCDPS, South Carolina Highway Patrol (SCHP)
Jasmine Simmons	Highway Safety Planning and Evaluation Coordinator	SCDPS, OHSJP
Lt. Dustin Smith	Toxicology Department Supervisor	SLED
Rachel Urconis	Public Affairs Coordinator	SCDPS, OHSJP
Col. Christopher N. Williamson	Commander	SCDPS, SCHP
Robert G. Woods, IV	Director	SCDPS

- iii. In FFY 2024, the state will work with its impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1, 2024.

Section 405(f): Motorcyclist Safety Grants

The state is demonstrating compliance with the “Motorcycle Awareness Program and “Helmet Law” criteria listed under 1300.25 for its FFY 2024 Section 405(f) funding.

(f) Motorcycle awareness program

(1) The head of the state’s designated authority over motorcyclist safety issues is Sean McCullough, State Coordinator for the SC Motorcycle Education Program with the SC Technical College System.

South Carolina’s motorcyclist awareness program was developed in coordination with the designated State authority over motorcyclist safety issues. Supporting documentation of this certification is attached to the Annual Grant Application as a document titled “SC_FY24_405F_MC Awareness Campaign Letter.”

(2) Performance measures

		FARS Annual		
C-8	Unhelmeted Motorcyclist Fatalities Reduce unhelmeted, motorcyclist fatalities to 102 from a current safety level of 103 by 1.0% by December 31, 2024.	FARS Annual		

The nine counties within the state with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle as identified through 2021 state data (the most recent calendar year for which final state crash data is available) are listed in the table below. Collisions involving a motorcycle and another motor vehicle in these counties accounted for 68% of all motorcycle vs. motor vehicle collisions (1,284) that occurred in the state during the year 2021.

MC-5: Collisions Involving a Motorcycle by County,			
2021 State Data			
County	Motorcycle vs Motor Vehicle	Motorcycle vs Motorcycle	Total Motorcycle Involved Collisions
Horry	166	15	290
Greenville	158	2	223
Charleston	135	0	189
Richland	96	2	130
Spartanburg	91	1	157
Lexington	65	2	101
Berkeley	62	1	91
York	54	2	94
Anderson	52	3	104

(3) Project to be funded under 23 U.S.C. 405(f)

<p><u>Project Name and Description</u></p>	<p>“Motorcyclist Awareness Campaign”</p> <p>The state of South Carolina in FFY 2024 will again launch a statewide motorcycle safety awareness program. The campaign will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the roadways and the primary feature will involve “Share the Road” messaging to encourage motorists to share the road appropriately with motorcyclists. The campaign will utilize radio public service announcements, billboard advertising, paid and earned 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 2024. 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 (Table MC-5): Horry, Greenville, Charleston, Richland, Spartanburg, Lexington, Berkeley, York and Anderson Counties. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads. The campaign is developed in coordination with the designated state authority over motorcyclist safety issues and approved by the state’s Motorcycle Safety Task Force (MSTF). The MSTF meets quarterly and forms 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.</p>																																																
	<table border="1"> <thead> <tr> <th colspan="4">MC-5: Collisions Involving a Motorcycle by County,</th> </tr> <tr> <th colspan="4">2021 State Data</th> </tr> <tr> <th>County</th> <th>Motorcycle vs Motor Vehicle</th> <th>Motorcycle vs Motorcycle</th> <th>Total Motorcycle Involved Collisions</th> </tr> </thead> <tbody> <tr> <td>Horry</td> <td>166</td> <td>15</td> <td>290</td> </tr> <tr> <td>Greenville</td> <td>158</td> <td>2</td> <td>223</td> </tr> <tr> <td>Charleston</td> <td>135</td> <td>0</td> <td>189</td> </tr> <tr> <td>Richland</td> <td>96</td> <td>2</td> <td>130</td> </tr> <tr> <td>Spartanburg</td> <td>91</td> <td>1</td> <td>157</td> </tr> <tr> <td>Lexington</td> <td>65</td> <td>2</td> <td>101</td> </tr> <tr> <td>Berkeley</td> <td>62</td> <td>1</td> <td>91</td> </tr> <tr> <td>York</td> <td>54</td> <td>2</td> <td>94</td> </tr> <tr> <td>Anderson</td> <td>52</td> <td>3</td> <td>104</td> </tr> </tbody> </table>	MC-5: Collisions Involving a Motorcycle by County,				2021 State Data				County	Motorcycle vs Motor Vehicle	Motorcycle vs Motorcycle	Total Motorcycle Involved Collisions	Horry	166	15	290	Greenville	158	2	223	Charleston	135	0	189	Richland	96	2	130	Spartanburg	91	1	157	Lexington	65	2	101	Berkeley	62	1	91	York	54	2	94	Anderson	52	3	104
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<p><u>Project agreement number</u></p>																																																	
<p><u>Subrecipient(s)</u></p>	<p>SCDPS, OHSJP</p>																																																
<p><u>Organization Type</u></p>	<p>State Government Agency, Highway Safety Office</p>																																																

<u>Amount of federal funds</u>	
<u>Eligible Use of Funds</u>	
<u>Planning and Administration costs (if applicable)</u>	
<u>Is the project a promised project?</u>	
<u>Countermeasure Strategy</u>	Communications and Outreach: Motorist Awareness of Motorcyclists

(g) Helmet law

The state’s law requiring the use of a helmet for each motorcycle rider under the age of 18 is provided as **SECTION 56-5-3660** in the South Carolina Code of Laws.

SECTION 56-5-3660. Helmets must be worn by operators and passengers under age twenty-one; helmet design; list of approved helmets.

It shall be unlawful for any person under the age of twenty-one to operate or ride upon a two-wheeled motorized vehicle unless he wears a protective helmet of a type approved by the Department of Public Safety. Such a helmet must be equipped with either a neck or chin strap and be reflectorized on both sides thereof. The department is hereby authorized to adopt and amend regulations covering the types of helmets and the specifications therefor and to establish and maintain a list of approved helmets which meet the specifications as established hereunder (<https://www.scstatehouse.gov/code/t56c005.php>)

Section 405(g): Nonmotorized safety grants

(1) The state’s annual combined nonmotorized road user fatalities in Calendar Year (CY) 2021 exceeds 15% of the state’s total annual crash fatalities based on the most recent final FARS data (see table below).

Road User Type	Number of fatalities in CY 2021
Pedestrian	190
Bicyclist	23
Moped	25
Total number of nonmotorized road user fatalities	238
Total number of traffic fatalities	1,198
Nonmotorized pct. of total fatalities	19.86%

(2) The project, provided under § 1300.26(e), that the State will implement during the fiscal year.

<u>Project Name and Description</u>	<p>“Vulnerable Road Users Campaign”</p> <p>The OHSJP will launch a media campaign in FFY 2024 to focus on safety issues related to vulnerable roadway users, with an increased focus on pedestrians and bicyclists. The campaign, which will include advertising for paid social media, digital advertising, and outdoor media, will target focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups during the five-year period from 2017 to 2021. 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.</p> <p>The OHSJP will utilize general pedestrian/bicycle safety outreach to provide targeted safety messages to help the public better understand risky behaviors likely to increase collisions, such as limited conspicuity and failure to yield due to not knowing or choosing not to follow traffic safety laws, and ways to prevent serious injuries and fatalities. Other issues to be addressed may include: visibility, or conspicuity, in the traffic system; correct use of facilities and accommodations; law enforcement initiatives; proper street-crossing behavior; safe practices near school buses, including loading and unloading practices; sharing the road safely among motorists and bicyclists; and the dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.</p>
<u>Federal Funding Source(s)</u>	
<u>Project agreement number</u>	
<u>Subrecipient(s)</u>	SCDPS, OHSJP

<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	
<u>Eligible Use of Funds</u>	
<u>Planning and Administration costs (if applicable)</u>	
<u>Is the project a promised project?</u>	
<u>Countermeasure Strategy</u>	VRU Communications Campaign



STATE OF SOUTH CAROLINA

Traffic Records Strategic Plan for 2022-2024

Updated 03/08/2023
Approved 05/17/2023

Table of Contents

INTRODUCTION	16
COMPONENTS OF A TRAFFIC RECORDS SYSTEM	18
OVERVIEW OF THE SOUTH CAROLINA TRAFFIC RECORDS SYSTEM.....	19
TRAFFIC RECORDS SYSTEM PERFORMANCE MEASURES	22
SOUTH CAROLINA COLLISION AND TICKET TRACKING SYSTEM UPDATE.....	24
SC TRAFFIC RECORDS COORDINATING COMMITTEE OVERVIEW.....	27
TRCC CHARTER.....	28
SC TRAFFIC RECORDS SYSTEMS GOALS AND OBJECTIVES	29
2022-2024 TRSP PLANNING SESSION	30
APPENDICES	31
APPENDIX A - 2022-2024 TRCC MEMBERSHIP	1
APPENDIX B - 2017/2022 TRAFFIC RECORDS ASSESSMENT	2
APPENDIX C – TRSP PROJECT DESCRIPTIONS.....	1
APPENDIX D - 2009-2022 SOUTH CAROLINA TRS COMPLETED PROJECTS.....	1
APPENDIX E: MODEL INVENTORY OF ROADWAY ELEMENTS	11
APPENDIX F: ACRONYMS.....	1

2022-2024 Traffic Records Strategic Plan-South Carolina Executive Summary

The South Carolina Traffic Records Coordinating Committee (TRCC) Working Group has prepared the 2022-2024 *Traffic Records Strategic Plan* (TRSP) for the Traffic Records Executive Group's review and approval. The TRCC-Working Group presented the updated plan to the Executive Group on May 17, 2023, during the Executive Meeting in Blythewood, SC.

The primary focus of last year's 2020-2022 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 2022-2024 TRSP that focused on enhancements of the SCUTTIES and Phoenix systems, which collect and process citation data collected from Law Enforcement through either SCCATTS, SmartCOP, 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 January 2020, law enforcement agencies could submit citation data to SCDMV by several avenues. 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, 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 2021, SCCATTS submissions accounted for approximately 28% of all electronic citation data received by SCDMV.

A third avenue is the SmartCOP application, which the SC Highway Patrol, the SC State Transport Police and the SC Bureau of Protective Services use to submit their citations. At the end of 2021, SmartCOP submissions accounted for approximately 40% 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. At the end of 2021, the SCUTTIES web portal submissions accounted for approximately 10% of all electronic citation data received by SCDMV.

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 2022, the rate rose to 94.02% compliance.

Proposed 2022-2024 TRSP

The focus for the 2022-2024 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 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 2022-2024 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 October 19, 2022, February 8, 2023, March 8, 2023, and May 17, 2023 (Executive Group Meeting). The March 8, 2023 meeting was a planning session for the updated 2022-2024 TRSP. During this planning session, the Working Group updated the 2022-2024 TRSP with project updates and incorporated the recommendations from the 2022 Traffic Records Assessment. 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 2022-2024 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 2022. NHTSA has required 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 18, 2022 and ran through April 15, 2022. 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. The TRCC-Working Group received general recommendations from the assessment on April 19, 2022. 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. The recommendations from the TRA have been incorporated into the present updated 2022-2024 TRSP.

2022-2024 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>TRCC Prioritized Programs/Projects: (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>TRS Goal # 1: Improve collection and management of core Traffic Records Data Systems.</p> <p>TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p>Data Quality Goal: Improve the overall data quality of traffic records data collected.</p>	<p>TRS Components</p> <ul style="list-style-type: none"> <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>Performance Measures:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Data Integration 	

System Title	Type	Lead Agency	405 c
Injury Surveillance Systems (ISS)	Injury	SCDHEC	None
<p>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.</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>ISS Prioritized Projects: (Full descriptions of projects are listed in Appendix C) 1. EMS Patient Tracking System..... State/Other Federal Funds</p>			
<p>TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p>Project Goal: To improve the data collection, management and quality of injury coding systems for enhance data analysis and data sharing methods.</p>	<p>TRS Components:</p> <ul style="list-style-type: none"> <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>Performance Measures:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Data Integration 	

System Title	Type	Lead Agency	405 c
Phoenix System	Driver/ Vehicle	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>Phoenix System Prioritized Projects: (Full descriptions of projects are listed in Appendix C)</p> <ol style="list-style-type: none"> 1. Automate Failure to Pay UTT Process; Working with SCDMV's Phoenix system and SCJB's CMS develop an application or program to automate the processing of UTT's that are not paid by violator according to statute.....405 c \$20,000 State \$15,000 2. Phoenix e-Citation Enhancements.....405 c \$90,000 3. Phoenix e-Citation data quality improvements..... 405 c \$20,000 			
<p>TRS Goal # 1: Improve collection and management of core Traffic Records Data Systems.</p> <p>Program Goal: Enhance the collection systems for Driver/Vehicle records and improve data quality.</p>	<p>TRS Components</p> <ul style="list-style-type: none"> <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 checked="" type="checkbox"/> Vehicle 	<p>Performance Measures:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Data Integration 	

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, SCJB 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>SCUTTIES Prioritized Projects: (Full descriptions of projects are listed in Appendix C)</p> <ol style="list-style-type: none"> 1. Citation Reports Development: Develop an online reporting tool for reporting needs for users of the SCUTTIES application..... 405 c \$15,000 2. SCUTTIES e-Citation Data Quality Improvements..... 405 c \$45,000 3. Court Ishmael Orders electronic process..... State/Other Fed 			
<p>TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p>Program Goal: 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>Program Goal: Improve the overall data quality of citation/adjudication data collected.</p>	<p>TRS Components</p> <ul style="list-style-type: none"> <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>Performance Measures:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Data Integration 	

System Title	Type	Lead Agency	405 c
Roadway and Crash Management Program	Roadway	SCDOT	\$0
<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. ACE: Area Coordinated Enforcement). 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 type="checkbox"/> Yes State Funds <input checked="" type="checkbox"/> Yes Other Federal Funds <input checked="" type="checkbox"/> Yes</p>			
<p>Roadway/Crash Mgmt. Prioritized Projects: (Full descriptions of projects are listed in Appendix C)</p> <ol style="list-style-type: none"> 1. Maintenance of Local Agency Data Collected.....405c \$0 2. Pedestrian/Bicycle Facilities.....405c \$0 3. Roadway & Crash Management Program Enhancement/Update ...Multiple Sources \$2,150,000 			
<p>TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p>Project Goals: 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>TRS Components:</p> <ul style="list-style-type: none"> <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>Performance Measures:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Data Integration 	

System Title	Type	Lead Agency	405 c												
<p align="center">South Carolina Collision and Ticket Tracking System (SCCATTS)</p>	<p align="center">Crash/Citation</p>	<p align="center">SCDPS</p>	<p align="center">\$130,000</p>												
<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 28% 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 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>SCCATTS Prioritized Projects: (Full descriptions of projects are listed in Appendix C)</p> <table border="0"> <tr> <td>1. SCCATTS Software Application Replacement</td> <td>405c</td> <td>\$10,000</td> </tr> <tr> <td>2. Field Deployment to Law Enforcement Agencies.....</td> <td>405c</td> <td>\$25,000</td> </tr> <tr> <td>3. SCCATTS Enhancements/ Reporting Equipment.....</td> <td>405c</td> <td>\$75,000</td> </tr> <tr> <td>4. Collision Report Form Revision.....</td> <td>405c</td> <td>\$20,000</td> </tr> </table>				1. SCCATTS Software Application Replacement	405c	\$10,000	2. Field Deployment to Law Enforcement Agencies.....	405c	\$25,000	3. SCCATTS Enhancements/ Reporting Equipment.....	405c	\$75,000	4. Collision Report Form Revision.....	405c	\$20,000
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3. SCCATTS Enhancements/ Reporting Equipment.....	405c	\$75,000													
4. Collision Report Form Revision.....	405c	\$20,000													
<p>TRS Goal # 1: Improve collection and management of core Traffic Records Data Systems.</p> <p>Program Goal: Increase total numbers of traffic records reports received electronically and improve data quality.</p>	<p>TRS Components:</p> <ul style="list-style-type: none"> <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>Performance Measures:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Data Integration 												

System Title	Type	Lead Agency	405 c
SmartCOP	Crash/Citation	SCDPS	\$0
<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), 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>SMARTCOP Project: (Full descriptions of projects are listed in Appendix C) 1. SmartCOP data quality and enhancements.....405c \$0</p>			
<p>TRS Goal # 1: Improve collection and management of core Traffic Records Data Systems.</p> <p>Program Goal: Increase total numbers of traffic records reports received electronically and improve data quality.</p>	<p>TRS Components:</p> <ul style="list-style-type: none"> <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>Performance Measures:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Data Integration 	

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>CMS Prioritized Projects: (Full descriptions of projects are listed in Appendix C)</p> <p>1. CMS-SCUTTIES Enhancements.....405 c \$150,000</p>			
<p>TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p>Program Goal: Maintain and enhance the collection, tracking, and sharing of citation/adjudication data process through the state's traffic courts.</p>	<p>TRS Components:</p> <ul style="list-style-type: none"> <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>Performance Measures:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Data Integration 	

Introduction

South Carolina's 2022-2024 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 Infrastructure Investment and Jobs Act (IIJA), 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 IIJA. 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, SCJB, 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, 2021, SCDPS is submitting about 53% of the crash data and SCCATTS is submitting about 44%. The remaining 3% 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), Inventory Manager (IM) (which is a software product that is replacing 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 directed 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, SCDOT has access to 100% of the required data elements. A number of projects in this year’s TRSP address improvements to the quality of MIRE FDE. Specifically, the Collision Report Form Revision will have the greatest impact.

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

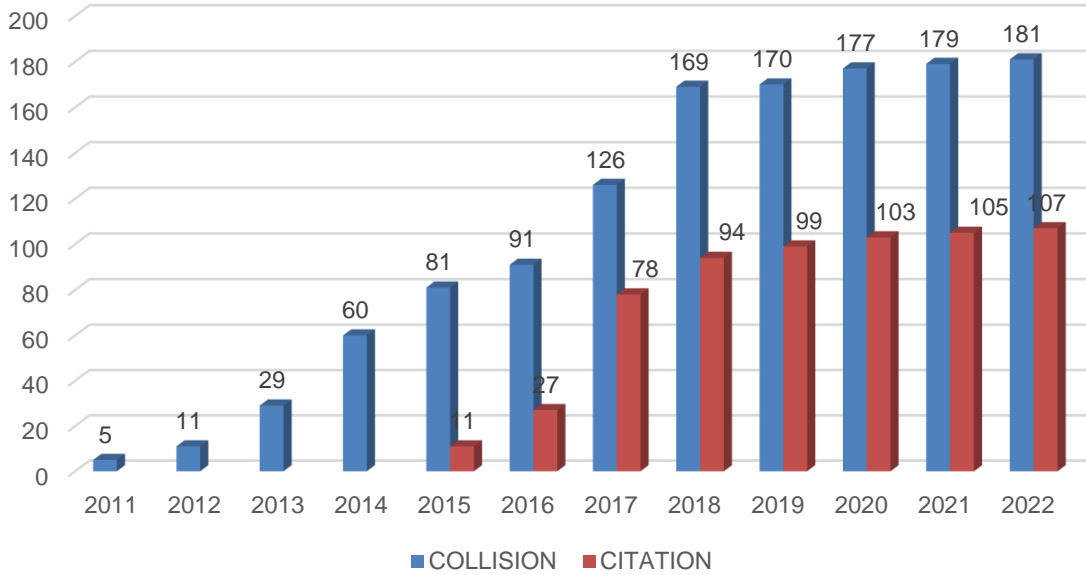
The South Carolina Collision and Ticket Tracking System (SCCATTS) is a collaborative effort among the South Carolina Department of Public Safety (SCDPS), the South Carolina Department of Motor Vehicles (SCDMV), the South Carolina Department of Transportation (SCDOT), the South Carolina Judicial Branch (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 138 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, 2021, SCDPS is submitting about 53% of the crash data through SmartCOP and SCCATTS is submitting about 44%. The remaining 3% 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).

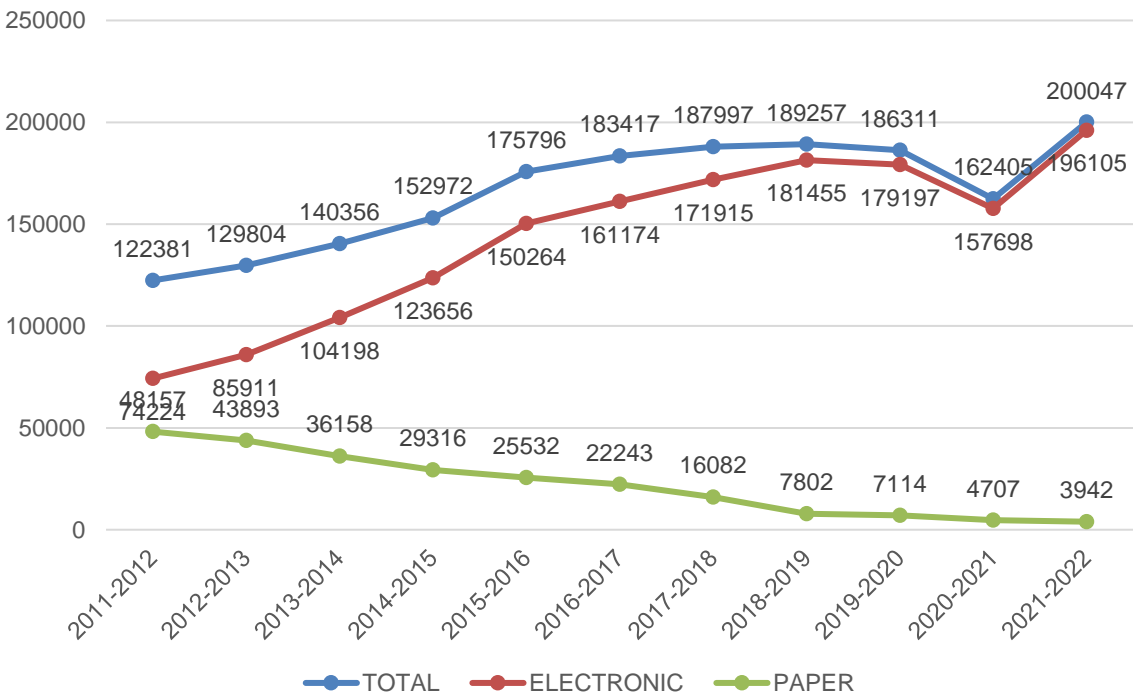
The OHSJP uses the data collected from the collision report to provide up-to-date preliminary numbers for highway fatalities across the state. This data is also utilized to create the SC Traffic Collision Fact Book, as required by statute, and by law enforcement for traffic safety initiatives. Annually, 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.

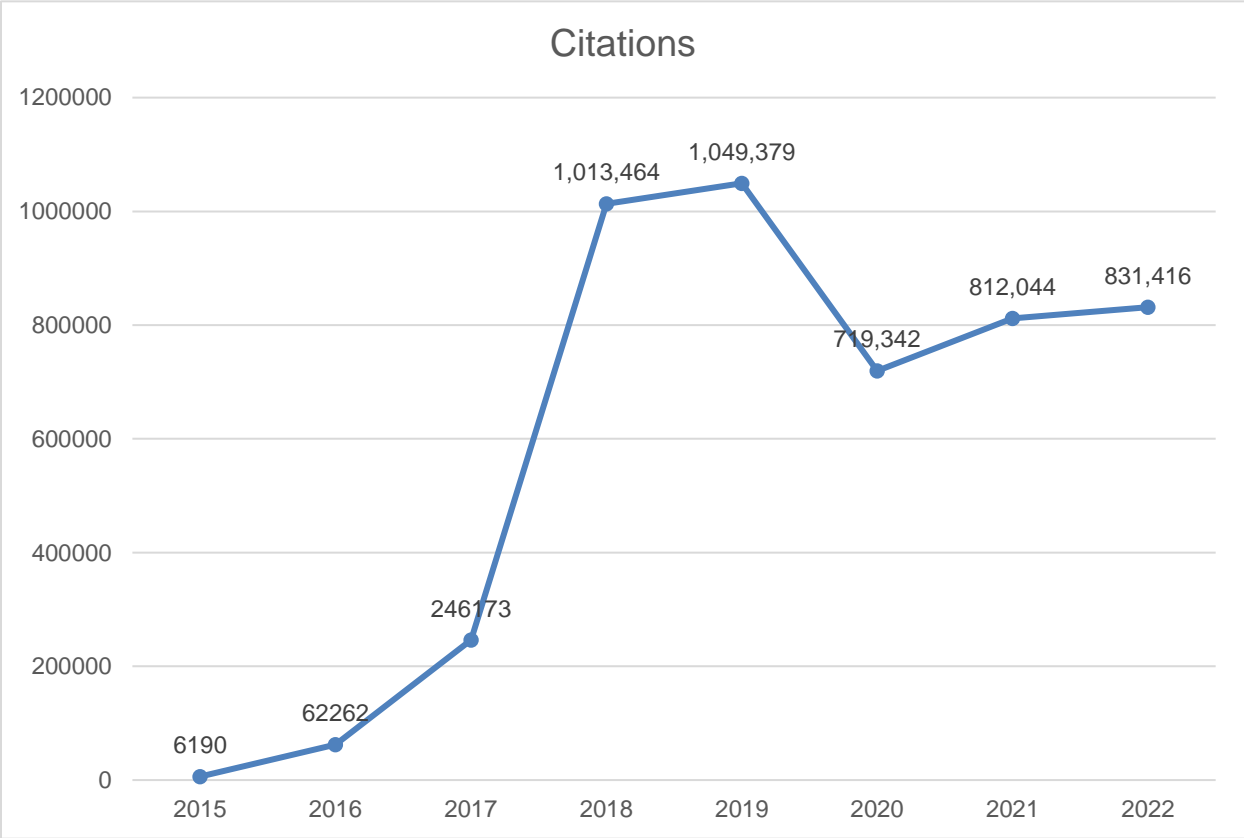
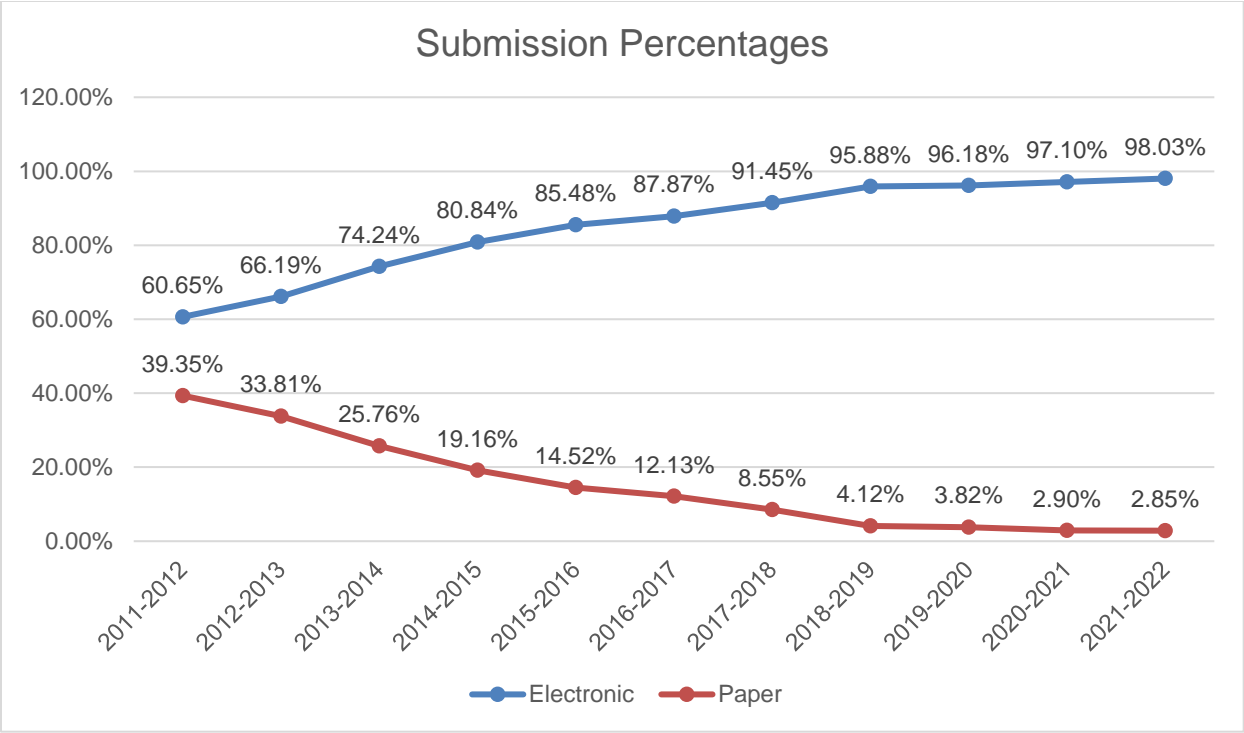
SCCATTS deployed the electronic citation application in ReportBeam® in June 2015. All citation data collected through the application is now transmitted to SCDMV and SCJB through interfaces with the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES). As of December 2022, 80 of the 115 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, 2022, SCDPS (SMARTCOP) is submitting approximately 900 citations per day and SCCATTS is submitting approximately 600 citations per day.

Agencies Trained



Paper v Electronic Reports





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* (SCLEN) 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 2022.

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.

2022-2024 TRSP Planning Session

The TRCC-Working Group conducted a TRSP planning meeting at the SCDMV Headquarter building in Blythewood on March 8, 2023. During this meeting the Working Group was updated on completed projects and status of the ongoing projects. The program areas for the state are:

2022-2024 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	SCDPS	Field Deployment	\$15,000
7	SCDMV	Citation Reports	\$15,000
8	SCJD	CMS-SCUTTIES Enhancements	\$150,000
9	SCDPS	Software Application Upgrade	\$10,000
10	SCDPS	SCCATTS Enhancements/Maintenance/Reporting Equipment	\$75,000
11	SCDOT	Pedestrian/Bicycle Facilities	\$0
12	SCDOT	Local Agency Data Collection	\$0
13	SCDOT	Program Enhancements	\$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



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
Ms. Yelana Kalashnikova, Road Data Services
Mr. Andrew Stokes, Traffic Engineering Safety

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, Director Driver Services
Ms. Rosalind Jenkins, Financial Responsibility
Ms. Deborah Mangels, CIO-Director

TRCC Coordinator
Wilson Matthews

SC Department of Public Safety
Core Systems Crash, Citation
Officer Brian Borough, SCCATTS
Larry Long, Statistician
Regina Crolley, OIT-Director

Appendix B – 2022 Traffic Records Assessment

2022 TRA Recommendations & Response

NHTSA and its partners from January 18, 2022 through March 18, 2022 conducted the latest South Carolina Traffic Records Assessment (TRA). The TRCC received the final report and briefing of the findings through a tele-conference on April 19th. Since the states' planning session for the 2022-2024 TRSP was conducted in March 2022, 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. These recommendations will be included in the 2023 TRSP. 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 2022 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 2022-2024 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.

4. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The state is working with a new vendor to develop a new crash report for data collection. Part of this project will be developing a process for the law enforcement agencies to be able to track and create reports on the errors and changes to their crash reports.

Vehicle Recommendations

1. 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.

2. 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 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 SCJB “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 projects included in the current TRSP address enhancing these new interfaces 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 2022-2024 TRSP Appendix C]

2. 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 applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: SCDOT is working with a new product that will standardize many of the roadway elements collected throughout the state.

2. 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.

3. 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 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.

2. Improve the interfaces with 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 SCJB “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 2022-2024 TRSP Appendix C]

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.

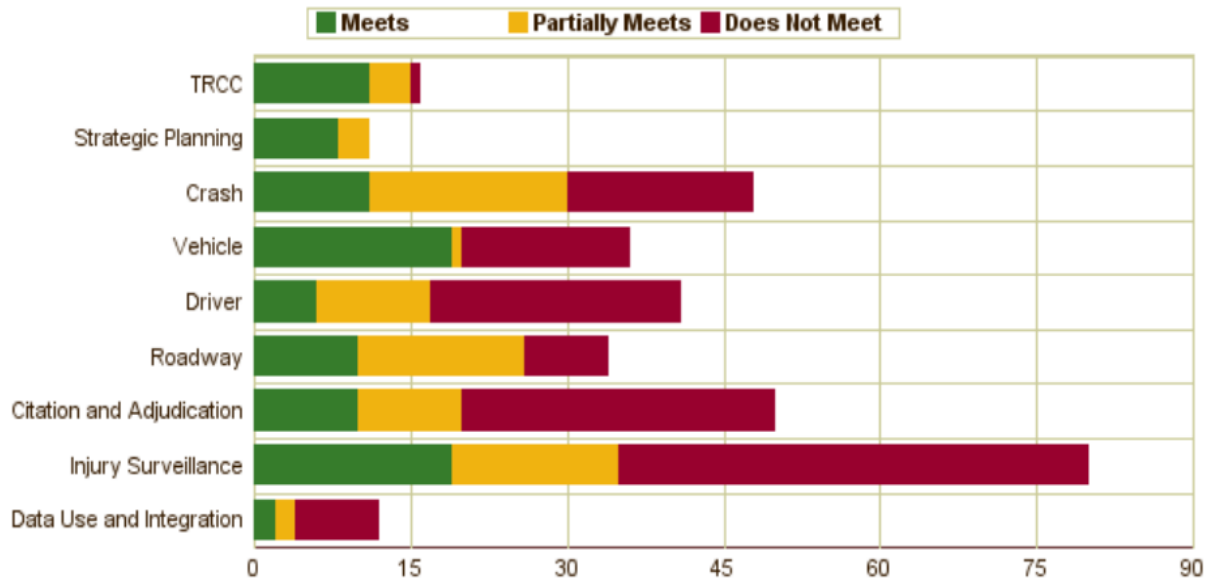
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

2022 TRA Executive Summary

Out of 328 assessment questions, South Carolina met the Advisory ideal for 96 questions (29%), partially met the Advisory ideal for 82 questions (25%), and did not meet the Advisory ideal for 150 questions (46%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, South Carolina met the criteria outlined in the Traffic Records Program Assessment Advisory 69% of the time for Traffic Records Coordinating Committee Management, 73% of the time for Strategic Planning, 23% of the time for Crash, 53% of the time for Vehicle, 15% of the time for Driver, 29% of the time for Roadway, 20% of the time for Citation and Adjudication, 24% of the time for EMS / Injury Surveillance, and 17% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module



Recommendations

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.)

Crash Recommendations

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for 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.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

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.

Driver Recommendation

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.

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 applicable guidelines 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.

Citation / Adjudication Recommendations

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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.

Data Use and Integration Recommendations

None

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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 2022-2024 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 405c funds and other funding sources.

The core program areas for the state's TRS are listed alphabetically below:

2022-2024 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	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:

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 Priority Rank 1	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	\$20,000

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 45.98% 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: July 2024

Partner Agencies: SCDMV
Project Lead: Rosalind Jenkins

Total Budget: TBD

Funding Sources:
 405c (Traffic Records): \$20,000
 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 2024. 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. The project is moving forward and the goal is to have the new form released in mid-2024.

Project Title	TRS Program Priority Rank 2	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: Karen Dailey
Goal Completion Date: 2024

Partner Agencies: SCJB

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 2024.

Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	\$20,000

Description of Problem:
 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.

Solution:
 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.

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: Karen Dailey Goal Completion Date: 2024	Partner Agencies:	
Total Budget: \$20,000	Funding Sources: 405c (Traffic Records): \$20,000 State funds: \$0 Other Federal Funds: \$0	

Performance Measure(s):
Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal:
 Maintain and improve the consistent quality of the citation, disposition, and collision data for the duration of the project.

Project Status: Project under development.

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements/Data Quality	SCUTTIES	SCDMV	\$45,000

Description of Problem:

Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.

Solution:

Maintain employment of a .NET contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.

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: Karen Dailey
Goal Completion Date: 2024

Partner Agencies:

Total Budget: \$45,000

Funding Sources:
 405c (Traffic Records): \$45,000
 State funds: \$0
 Other Federal Funds: \$0

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal:

Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status:

An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2024.

Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix	SCDMV	\$20,000

Description of Problem:

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.

Solution:

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 SCJB 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 contactor 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

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: Susan Bedenbaugh Goal Completion Date: 2025	Partner Agencies: SCJB	
Total Budget: \$35,000	Funding Sources: 405c (Traffic Records): \$20,000 State funds: \$15,000 Other Federal Funds: \$0	

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Reduce the number of days to receive information on noncompliance from SCJB.

Project Status: The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2025.

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	\$0

Description of Problem: 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.

Solution: 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 SMS to track existing and planned ped/bike facilities.

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: Yelena Kalashnikova Goal Completion Date: Sept. 2024	Partner Agencies: Metropolitan Planning Organizations (MPO)/Local transportation organizations
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Total Budget: \$173,000	Funding Sources: 405c (Traffic Records): \$0 State funds: \$0 Other Federal Funds: \$173,000
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Performance Measure(s):
 Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: 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.

Project Status: “Project under development” SCDOT is in the process of building a module to house bike/ped facility location data, as well as awarding a contract to collect statewide bike/ped facility data and incorporating it with our route record keeping system.

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	\$25,000

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:
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Total Budget: TBD	Funding Sources: 405c (Traffic Records): \$25,000 State funds: \$0 Other Federal Funds: \$0
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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 171 agencies across the state. SC now receives 45% 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 8	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	\$15,000

Description of Problem:

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.

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.

Solution:

Until such a time as these reports are requested by interested third parties we will expend our efforts toward building the data warehouse.

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: Darl Neiswonger

Goal Completion Date: 2024

Partner Agencies: State & Local Law Enforcement Agencies, SCDPS, SCJB.

Total Budget: \$15,000

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: Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.

Project Status: Project under development

Project Title	TRS Program Priority Rank 9	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 three 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. 2025

Partner Agencies: SCDMV
Project Lead: TBD

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 Priority Rank 10	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	\$0

Description of Problem: 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

Solution: SCDOT recently identified ESRI Roads and Highways as a replacement application for its current GIS software. Previous TRCC assisted projects provided an opportunity to collect road inventory data on our states’ locally owned roads. A new tool will need to be built to import this data into ESRI. This tool will also allow SCDOT to update local agency data as needed. 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.

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: Yelena Kalashnikova
Goal Completion Date: 2026

Partner Agencies:

Total Budget: \$50,000

Funding Sources:
405c (Traffic Records): \$0
State funds: \$0
Other Federal Funds: \$50,000

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Maintain up to date local agency data collection in all 46 counties.

Project Status: Currently in the second phase, add non-state maintained roads as the need arises. Once migration is complete to the new roadway platform, SCDOT will revamp our tools dedicated to ingesting local agency route data. 3 or 4 years out.

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
EMS Patient Tracking System	ISS	SCDHEC	\$0

Description of Problem: 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.

Solution: 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.

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: SCDHEC
Project Lead: TBD
Goal Completion Date: Sept. 2024

Partner Agencies:

Total Budget: TBD

Funding Sources:
405c (Traffic Records): \$0
State funds: \$0
Other Federal Funds: \$0

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: To reduce the number of improper injury status codes on traffic collisions by 10% before October 2024.

Project Status: Under development. Original RFP has been updated with new criteria.

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
Court Ishmael Orders: Electronic Process	SCUTTIES	SCDMV	\$0

Description of Problem:

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 SCJB.

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.

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: Susan Bedenbaugh

Goal Completion Date: 2025

Partner Agencies: SCJB

Total Budget: \$90,000

Funding Sources:

405c (Traffic Records): \$0

State funds: \$90,000

Other Federal Funds: \$0

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Automate the Ishmael process from courts to SCDMV by 2025.

Project Status: Project under development.

Project Title	TRS Program Not Ranked	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, 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: Drew Stokes
Goal Completion Date: 2024

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: Phase 1 of system development went live into production March 2022. Next phase of system development is expected to be completed September 2023. We are working on a change order for enhancements that will push it back to January 2024

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
SCCATTS Software Replacement	SCCATTS	SCDPS	\$10,000

Description of Problem: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam® product. A third party for South Carolina local law enforcement traffic records processes currently hosts this product, purchased through federal grant funds. 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: July 2024

Partner Agencies:

Total Budget: TBD

Funding Sources:
 405c (Traffic Records): \$10,000
 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: SCDPS signed a contract with LexisNexis Risk Solutions for their Coplogic software solution. Development is in progress with a target go-live date of July 2024.

Project Title	TRS Program Not Ranked	Lead Agency	405 c Request
SCCATTS Enhancements/Maintenance/Reporting Equipment	SCCATTS	SCDPS	\$75,000

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): \$75,000 Other Funds: \$50,000	

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 171 agencies across the state. SC now receives 45% of all collision reports electronically through SCCATTS. Another 53% electronically comes through Highway Patrol’s SmartCOP application. 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
Data Quality Control and Enhancements	SmartCOP	SCDPS	\$0

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

Lead Agency: SCDPS
Project Lead: Regina Crolley
Goal Completion Date: 2024

Partner Agencies: SCJB

Total Budget: TBD

Funding Sources:
 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 - 2009-2022 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 <i>2012 TRS Assessment</i> . 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	SCJB	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 <i>2012 TRS Assessment</i> .				

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	\$100,000	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/SCJB	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				
<p>This was a joint project between SCDMV, SCJB, and SCDPS to ensure that law enforcement could submit citation data to SCDMV and SCJB 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 SCJB'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>				

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				
<p>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.</p>				

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				
<p>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.</p>				

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.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
SCUTTIES-Citation Database	SCDMV/SCJB	2021	\$990,000	405c
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 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				
SCJB's CMS is now able to accept data from SCUTTIES and post disposition information back.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Intersections w/Traffic Signals	SCDOT	2021	\$100,000	No
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 data is being captured by a different program that will be integrated with the crash report data to get information that is more accurate.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
Traffic Records Dashboard	TRCC	2021	\$0	No
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 Traffic Records Dashboard project has been suspended due to resource issues and logistical concerns.				

Project/Program/Task Title	Agency	Year	Allocated Budget	Funding Source
R/U Roadway Surface Type	SCDOT	2021	\$10,000	No
Core TRS <input 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 SCDOT online application has been completed and deployed.				

Project/Program/Task Title	Agency	Year	Allocated Budget	405c Funding
Online Collision Report Sales	SCDMV	2021	\$25,000	Yes
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 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				
SCDMV has developed and implemented an online crash report sales tool.				

Project/Program/Task Title	Agency	Year	Allocated Budget	405c Funding
PDF Citation	SCJB	2021	\$0	Yes
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				
SCJB is combining this with another project currently in the plan.				

Appendix E: Model Inventory of Roadway Elements

Table 1. MIRE FDE for All Public Roads with AADT \geq 400 Vehicles per Day.

FDE (MIRE Number)^	Definition
Roadway Segment	
Segment Identifier (12)	Unique segment identifier.
Route Number (8) ⁰	Signed numeric value for the roadway segment.
Route/Street Name (9) ⁰	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.	
Intersection		
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.	

FDE (MIRE Number)^	Definition
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.
Interchange/Ramp	
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)*	AAADT 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
AADT	Average Annual Daily Traffic
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
IIJA	Infrastructure Investment and Jobs Act
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
SCLEN	South Carolina Law Enforcement Network
SCUTTIES	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

Section 405 FY 2023 Interim Progress Report – SOUTH CAROLINA

State: South Carolina Report Date: 03/31/2023 Submitted by: Wilson Matthews

Regional Reviewer:

System to be Impacted	Crash	
Performance Area(s) to be Impacted	Timeliness	
Performance Measure used to track Improvement(s)	<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>	
Relevant Project(s) in the State's Strategic Plan	<p>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</p> <p><i>2022-2024 Traffic Records Strategic Plan (TRSP): Project Title "Field Deployment to Law Enforcement Agencies" Appendix C.</i></p>	
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <ul style="list-style-type: none"> • From April 1, 2021 to March 31, 2022, there were 162,514 collision reports submitted electronically. These electronic reports accounted for 98.66% of all collision reports submitted. • From April 1, 2022 to March 31, 2023, there were 196,105 collision reports submitted electronically. These electronic reports accounted for 98.85% of all collision reports submitted an increase of 0.19% compared to the previous reporting period. 	
Specification of how the Measure is calculated / estimated	<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 <i>2022-2024 TRSP</i>. The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations, and public contacts/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>	
Date and Baseline Value for the Measure	<p><u>Baseline Period</u></p> <p>April 1, 2021 – March 31, 2022</p>	<p><u>Number and Percentage of reports submitted electronically.</u></p> <p>162,514 98.66%</p>

Date and Current Value for the Measure	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center; width: 50%;"><u>Performance Period</u></td> <td style="text-align: center; width: 50%;"><u>Percentage and number of reports submitted electronically</u></td> </tr> <tr> <td style="text-align: center;">April 1, 2022 – March 31, 2023</td> <td style="text-align: center;">196,105 98.85%</td> </tr> </table>	<u>Performance Period</u>	<u>Percentage and number of reports submitted electronically</u>	April 1, 2022 – March 31, 2023	196,105 98.85%
<u>Performance Period</u>	<u>Percentage and number of reports submitted electronically</u>				
April 1, 2022 – March 31, 2023	196,105 98.85%				
Regional Reviewer's Conclusion	Check one <input checked="" type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented <input type="checkbox"/> Not sure				
If "has not" or "not sure": What remedial guidance have you given the State?					

Section 405 FY 2023 Interim Progress Report – SOUTH CAROLINA

State: South Carolina Report Date: 03/31/2023 Submitted by: Wilson MatthewsRegional Reviewer: **NHTSA Region 4 Team**

System to be Impacted	Adjudication
Performance Area(s) to be Impacted	Timeliness
Performance Measure used to track Improvement(s)	<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 94.53% of the time. The target goal for the reporting requirement is 90% of the time.</p>
Relevant Project(s) in the State’s Strategic Plan	<p>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</p> <p><i>2022-2024 Traffic Records Strategic Plan (TRSP): Project Title “SCUTTIES e-Citation Enhancements” Appendix C.</i></p>
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <ul style="list-style-type: none"> ▪ From April 1, 2021 to March 31, 2022, the SCDMV sent 2,931 dispositions to CDL holders’ home state DMV. Of those dispositions, 2,738 were sent within the FMCSA’s 10-day reporting requirement. Dispositions sent during this time period met the reporting requirement 93.42% of the time. ▪ From April 1, 2022 to March 31, 2023, the SCDMV sent 3,674 dispositions to CDL holders’ home state DMV. Of those dispositions, 3,473 were sent within the FMCSA’s 10-day reporting requirement. Dispositions sent during this time period met the reporting requirement 94.53% of the time. This is a 1.11% increase compared to the previous reporting period.
Specification of how the Measure is calculated / estimated	<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- 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 the citation interface on January 1, 2018. The original project was retired, and the CDL timeliness portion was embedded in the <i>2020-2022 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</p>

	violator’s home state DMV, in order to meet the 10-day reporting requirement. As of March 31, 2023, for the FY23, the state is meets the FMCSA standard an average of 94.53% of the time.	
Date and Baseline Value for the Measure	<u>Baseline Period</u> April 1, 2021 – March 31, 2022	<u>Percentage of time the ten day Federal mandate was met.</u> 93.42%
Date and Current Value for the Measure	<u>Performance Period</u> April 1, 2022 – March 31, 2023	<u>Percentage of time the ten day Federal mandate was met.</u> 94.53%
Regional Reviewer’s Conclusion	Check one <input checked="" type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented <input type="checkbox"/> Not sure	
If “has not” or “not sure”: What remedial guidance have you given the State?		



south carolina
DEPARTMENT of PUBLIC SAFETY
PROTECT. EDUCATE. SERVE.

Office of the Director

10311 WILSON BLVD.
BLYTHEWOOD, SC 29016

July 25, 2023

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, Sean McCullough, State Coordinator for the SC Motorcycle Education Program, 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 Director, at 803-896-9970.

Sincerely,

Robert G. Woods, IV
Director

RW/pr

Robert G. Woods, IV, SCDPS Director

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[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: 2024

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, 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, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [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) 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;
 - Unique entity identifier (generated by [SAM.gov](https://sam.gov));
- 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 [and its subrecipients] 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);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *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* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
 - *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
 - *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
 - *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

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

GENERAL ASSURANCES

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

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

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

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

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-awards 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

(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.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

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. The NHTSA website (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 annual grant application 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. 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 on behalf 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 on behalf 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.)
4. 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\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. 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;
 - 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 triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. 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))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

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.

[Click here to validate form fields and permit signature](#)

Robert G. Woods, IV

7/25/2023

Signature Governor's Representative for Highway Safety

Date

Robert G. Woods, IV

Printed name of Governor's Representative for Highway Safety

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, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), 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: 2024

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 Highway Safety Plan. 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 State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at page 31
(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 annual grant application at pages 31-32
(location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at page 23; pages 32-36
(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 annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at page 23; pages 32-36
(location), 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.

o *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) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ 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.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
- o The name and title of the State's designated occupant protection coordinator is _____.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 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 State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements 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.
- [*Fill in the blank below.*] Written description of the performance measure(s), 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 annual grant application at _____ (location).
page 37

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- 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 STATES 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:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application 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 _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

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:
- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application 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 annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

- The State's alcohol-ignition interlock law, requiring 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 not less than 180 days, 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 alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

- _____

- The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, 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 installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) 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 installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;
-
- Identify all alcohol-ignition interlock use exceptions.
-

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 annual grant application at _____ (location).
-

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- 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.*, the State's most

recent crash report with distracted driving data element(s) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on texting while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from texting ban.

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on handheld phone use;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from handheld phone use 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, and requiring a fine, 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;

- Fine for an offense;

- Exemptions from youth cell phone use ban

Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, 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 viewing devices while driving;

- Definition of covered wireless communication devices;

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 Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____

- 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 annual grant application at _____ (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, SC Technical College System.
- 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 annual grant application at page 41 (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 annual grant application at page 42-43 (location), the projects 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.



Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 6/16/80 (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*



Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at page 43 (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at page 44 (location).



Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects 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 Crashes Involving Impaired Motorcyclists**
- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
 - Description of the State's methods for collecting and analyzing data is provided in the annual grant application 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.
Legal citation(s):
_____.

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 annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).
page 44

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops 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):* _____

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops 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):*

- Applying as a documentation State—
 - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

- Applying as a qualifying State—
 - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
 - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[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.]

- 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 are provided in the annual grant application at _____ (location).
- The projects that the State will undertake 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 are provided in the annual grant application at _____ (location).

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.

Click here to validate form fields and permit signature



Signature Governor's Representative for Highway Safety



Date



Printed name of Governor's Representative for Highway Safety