



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

**OFFICE *of* HIGHWAY SAFETY AND JUSTICE PROGRAMS**

**Highway Safety Grant Program**

**ANNUAL GRANT APPLICATION**

**FFY 2025**

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## Section 1: Updates to Triennial HSP

The state's FFY 2024-FFY 2026 triennial HSP is being updated to include additional strategies for programming funds and amendments to the state's common performance targets.

- i. South Carolina will adjust the countermeasure strategies for programming funds based on the FFY 2023 annual report and the state's FFY 2024 Public Participation and Engagement efforts. In the state's assessment of progress towards achieving its performance targets, it was indicated that achievement of performance targets C-5, C-7, C-9, C-10 and C-12 was unlikely. PP&E efforts revealed significant pedestrian safety concerns, particularly in West Columbia, SC. PP&E efforts with young drivers indicated that speeding, unrestrained driving, and distracted driving are common behaviors among teen and that more information on the dangers of unsafe driving behaviors is needed. Therefore, in FFY 2025, the state will implement additional young driver and pedestrian safety countermeasure strategies. Funds will be allocated for developing programming for distraction among Vulnerable Road Users, pedestrian safety education and conducting a pedestrian safety assessment, all of which will should help the state achieve its C-10 and C-12 targets. Additional funding will also be allocated for youth programming throughout the state to help meet C-9. Due to the addition of young driver and pedestrian safety countermeasures, estimated 3-year funding allocation amounts have been amended for the following countermeasure strategies: These updates are included in **Addendum A** of the FFY 2025 AGA.
- ii. The Performance Plan has been amended as part of the state's collaboration with the South Carolina Department of Transportation (SCDOT). The revised performance targets: C-1, C-2, and C-3, will be identical to those in the HSIP annual report. They are included in **Addendum B** of the FFY 2025 AGA.

Section 2: Project and subrecipient information

Highway Safety Program Management Projects

<p><b><u>Project Name and Description</u></b></p>	<p><b>Planning and Administration</b></p> <p>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.</p>
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402</p>
<p><b><u>Project agreement number</u></b></p>	<p>PA-2025-HS-01-25</p>
<p><b><u>Subrecipient(s)</u></b></p>	<p>SCDPS, OHSJP</p>
<p><b><u>Organization Type</u></b></p>	<p>State Government Agency, Highway Safety Office</p>
<p><b><u>Amount of federal funds</u></b></p>	<p>\$335,231</p>
<p><b><u>Eligible Use of Funds</u></b></p>	<p>PA</p>
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>\$335,231</p>
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>
<p><b><u>Countermeasure Strategy</u></b></p>	<p>Highway Safety Program Management</p>

Public Information, Outreach and Training (PIOT)	
<b><u>Project Name and Description</u></b>	<p>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, 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.</p> <p>In FFY 2025, the state will continue the implementation of a Social Media campaign around unattended passenger awareness under this grant project. The campaign may also include Billboard and OOH advertising for FFY 2025 alerting motorists and bystanders of the dangers of unattended passengers in vehicles. Additionally, the public will receive education on unattended passenger awareness during community outreach events. Also, in FFY 2025, the state will expand its existing efforts to provide information on best practices for civilians and peace offers during traffic stops and other interactions.</p> <p>This grant project will also fund the coordination, planning and implementation of the following additional initiatives/activities: a Pedestrian and Bicyclist Safety Assessment, Child Passenger Safety Week, Motorcycle Campaign, Distracted Driving Campaign, Highway Safety Awards Ceremonies, school bus and rail safety education campaigns, “<i>Move Over</i>” education campaign, <i>Operation Southern Slow Down</i>, Vulnerable Roadway Users Campaign, and other highway safety-related events.</p>
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402, BIL 405i
<b><u>Project agreement number</u></b>	CP-2025-HS-04-25, UNATTD-2025-HS-04-25, PM-2025-HS-04-25, M13BTR-2025-HS-04-25
<b><u>Subrecipient(s)</u></b>	SCDPS, OHSJP
<b><u>Organization Type</u></b>	State Government Agency, Highway Safety Office
<b><u>Amount of federal funds</u></b>	\$1,488,339
<b><u>Eligible Use of Funds</u></b>	CP, UNATTD, PM, M13BTR
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Highway Safety Program Management

<p><b><u>Project Name and Description</u></b></p>	<p><b>Impaired Driving Countermeasures Program Management</b></p> <p>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 2025 grant period. The IDCPC will also be responsible for the ongoing administration of impaired driving projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring.</p>
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid</p>
<p><b><u>Project agreement number</u></b></p>	<p>M5HVE-2025-HS-25-25</p>
<p><b><u>Subrecipient(s)</u></b></p>	<p>SCDPS, OHSJP</p>
<p><b><u>Organization Type</u></b></p>	<p>State Government Agency, Highway Safety Office</p>
<p><b><u>Amount of federal funds</u></b></p>	<p>\$283,534</p>
<p><b><u>Eligible Use of Funds</u></b></p>	<p>M5HVE</p>
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>N/A</p>
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>
<p><b><u>Countermeasure Strategy</u></b></p>	<p>Highway Safety Program Management</p>

<p><b><u>Project Name and Description</u></b></p>	<p><b>Occupant Protection Program Management</b></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 2025 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 2025. 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 subrecipients to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes, particularly among low-income and underserved populations. Specifically, efforts will be made to recruit and train nationally certified child passenger safety technicians among individuals or organizations serving low-income and underserved populations. Education will also be provided to parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle. The OP/PTSPC will also work towards enhancing access to child restraints through facilitating the purchase and distribution of child restraints to low-income and underserved populations. Broadly, 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> <p>In FFY 2025, 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/PTSPC 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.</p>
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402, BIL 405b High, SUPPLEMENTAL BIL 405b High</p>
<p><b><u>Project agreement number</u></b></p>	<p>OP-2025-HS-02-25, M1OP-2025-HS-02-25, B1CPS_US-2025-HS-02-25, CR-2025_HS-02-25, M1CPS-2025-HS-02-25, M1CSS-2025-HS-02-25</p>
<p><b><u>Subrecipient(s)</u></b></p>	<p>SCDPS, OHSJP</p>
<p><b><u>Organization Type</u></b></p>	<p>State Government Agency, Highway Safety Office</p>
<p><b><u>Amount of federal funds</u></b></p>	<p>\$351,023</p>
<p><b><u>Eligible Use of Funds</u></b></p>	<p>OP, M1OP, B1CPS_US, M1CPS, M1CSS</p>
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>N/A</p>
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>
<p><b><u>Countermeasure Strategy</u></b></p>	<p>Highway Safety Program Management</p>

<b><u>Project Name and Description</u></b>	<b>Police Traffic Services (PTS) Program Management</b>  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 conditions as well as performance of stated objectives, and responding to requests for budget and programmatic revisions.
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<b><u>Project agreement number</u></b>	PT-2025-HS-05-25
<b><u>Subrecipient(s)</u></b>	SCDPS, OHSJP
<b><u>Organization Type</u></b>	State Government Agency, Highway Safety Office
<b><u>Amount of federal funds</u></b>	\$254,738
<b><u>Eligible Use of Funds</u></b>	PT
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Highway Safety Program Management



<p><b><u>Project Name and Description</u></b></p>	<p><b>Law Enforcement Coordination</b></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 assisting in the monitoring of expenditures by the Networks.</p>
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402</p>
<p><b><u>Project agreement number</u></b></p>	<p>PT-2025-HS-06-25</p>
<p><b><u>Subrecipient(s)</u></b></p>	<p>SCDPS, OHSJP</p>
<p><b><u>Organization Type</u></b></p>	<p>State Government Agency, Highway Safety Office</p>
<p><b><u>Amount of federal funds</u></b></p>	<p>\$881,103</p>
<p><b><u>Eligible Use of Funds</u></b></p>	<p>PT</p>
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>N/A</p>
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>
<p><b><u>Countermeasure Strategy</u></b></p>	<p>Highway Safety Program Management</p>

<p><b><u>Project Name and Description</u></b></p>	<p><b>Traffic Records Improvements</b></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. 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 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 2025.</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>
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>FAST Act 405c, BIL NHTSA 402 and BIL 405c Data Program, SUPPLEMENTAL BIL NHTSA 402 and BIL 405c Data Program</p>
<p><b><u>Project agreement number</u></b></p>	<p>TR-2025-HS-03-25, M3DA-2025-HS-03-25, B3SA-2025-HS-03-25, B3TRP-2025-HS-03-25</p>
<p><b><u>Subrecipient(s)</u></b></p>	<p>SCDPS, OHSJP</p>
<p><b><u>Organization Type</u></b></p>	<p>State Government Agency, Highway Safety Office</p>
<p><b><u>Amount of federal funds</u></b></p>	<p>\$1,240,472</p>
<p><b><u>Eligible Use of Funds</u></b></p>	<p>TR, M3DA, B3SA, B3TRP</p>
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>N/A</p>
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>
<p><b><u>Countermeasure Strategy</u></b></p>	<ul style="list-style-type: none"> <li>• Highway Safety Program Management</li> <li>• Improves the accuracy, timeliness, accessibility, integration, completeness, and uniformity of the South Carolina Traffic Records System</li> </ul>

## Law Enforcement Training Projects

<b><u>Project Name and Description</u></b>	<p><b>Traffic Safety Officer Program</b></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>
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<b><u>Project agreement number</u></b>	PT-2025-HS-07-25
<b><u>Subrecipient(s)</u></b>	The South Carolina Criminal Justice Academy
<b><u>Organization Type</u></b>	State Government, Law enforcement training agency
<b><u>Amount of federal funds</u></b>	\$507,880
<b><u>Eligible Use of Funds</u></b>	PT
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Traffic Safety Officer Training

<b><u>Project Name and Description</u></b>	<b>Impaired Driving Countermeasures Training for Law Enforcement</b>  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.
<b><u>Federal Funding Source(s)</u></b>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid
<b><u>Project agreement number</u></b>	M5TR-2025-HS-26-25
<b><u>Subrecipient(s)</u></b>	The South Carolina Criminal Justice Academy
<b><u>Organization Type</u></b>	State Government, Law enforcement training agency
<b><u>Amount of federal funds</u></b>	\$221,140
<b><u>Eligible Use of Funds</u></b>	M5TR
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Law enforcement training

## Enforcement Projects

<b><u>Project Name and Description</u></b>	<p><b>Police Traffic Services (PTS) Enforcement Units (28)</b></p> <p>A total of twenty-eight (28) PTS enforcement units will be developed and implemented in those areas identified during the Problem Identification process as areas in which a major traffic safety problem exists. 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 2025, 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>		
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402		
<b><u>Subrecipient(s)/Project agreement number</u></b>	<b>Project Agreement Number</b>	<b>Project Title</b>	
	PT-2025-HS-21-25	Continuation of Traffic Enforcement Unit	
	PT-2025-HS-14-25	2025 Traffic Safety Project	
	PT-2025-HS-10-25	PTS Traffic Enforcement Project (Overtime/Straight Time combined)	
	PT-2025-HS-32-25	Oconee County Sheriff's Office Traffic Safety/Speed Enforcement Unit	
	PT-2025-HS-33-25	Speed Enforcement	
	PT-2025-HS-08-25	Police Traffic Services: Enforcement	
	PT-2025-HS-20-25	FY2025 Police Traffic Services/Speed Enforcement/Enhancement of the Traffic Division	
	PT-2025-HS-15-25	Mount Pleasant Police Department Traffic Services	
	PT-2025-HS-22-25	Summerville Police Department Specialized Traffic Enforcement	
	PT-2025-HS-28-25	Traffic Enforcement	
	PT-2025-HS-09-25	Moncks Corner Traffic Enforcement Unit	
	PT-2025-HS-16-25	2024-25 Traffic Safety	
	PT-2025-HS-60-25	2025 Highway Safety Grant for Overtime Personnel	
	PT-2025-HS-36-25	City of North Augusta Traffic Enforcement Unit	
	PT-2025-HS-55-25	Slow down, NMB	
	PT-2025-HS-57-25	Overtime Traffic Enforcement	
	PT-2025-HS-11-25	Overtime Hours Traffic Grant	
	PT-2025-HS-58-25	City of Loris Overtime Traffic Enforcement Project	
	PT-2025-HS-13-25	Town of Port Royal Police Department Traffic Unit	
	PT-2025-HS-35-25	Lake City Safe Streets	
	PT-2025-HS-59-25	Batesburg-Leesville Police Department Traffic Enforcement Unit	
	PT-2025-HS-12-25	Duncan Police Department Highway Safety Grant	

	PT-2025-HS-19-25	Georgetown County Sheriff's Office Traffic Unit
	PT-2025-HS-30-25	Kershaw County Traffic Enforcement Project & Target Zero Challenge Project
	PT-2025-HS-18-25	MCSO Traffic Safety and Enforcement Program
	PT-2025-HS-34-25	Chesterfield County Overtime Speed Enforcement Project
	PT-2025-HS-29-25	Hampton County PTS Enforcement Project
	PT-2025-HS-52-25	Highway Safety Initiative 2024-2025
<b>Subrecipient(s)</b>	<b>Agency</b>	<b>Project Title</b>
	York County Sheriff's Office	Continuation of Traffic Enforcement Unit
	Berkeley County	2025 Traffic Safety Project
	Sumter County Sheriff's Office	PTS Traffic Enforcement Project (Overtime/Straight Time combined)
	Oconee County	Oconee County Sheriff's Office Traffic Safety/Speed Enforcement Unit
	Lancaster County Sheriff's Office	Speed Enforcement
	City of Spartanburg Police Department	Police Traffic Services: Enforcement
	City of Columbia	FY2025 Police Traffic Services/Speed Enforcement/Enhancement of the Traffic Division
	Town of Mount Pleasant Police Department	Mount Pleasant Police Department Traffic Services
	Town of Summerville	Summerville Police Department Specialized Traffic Enforcement
	City of Goose Creek Police Department	Traffic Enforcement
	Town of Moncks Corner Police	Moncks Corner Traffic Enforcement Unit
	Lancaster Police Dept.	2024-25 Traffic Safety
	City of Anderson Police Department	2025 Highway Safety Grant for Overtime Personnel
	North Augusta Department of Public Safety	City of North Augusta Traffic Enforcement Unit
	City of North Myrtle Beach Police Department	Slow down, NMB
	City of York	Overtime Traffic Enforcement
	Travelers Rest Police Department	Overtime Hours Traffic Grant
	City of Loris	City of Loris Overtime Traffic Enforcement Project
	Town of Port Royal Police Department	Town of Port Royal Police Department Traffic Unit
	City of Lake City	Lake City Safe Streets
Batesburg-Leesville Police Department	Batesburg-Leesville Police Department Traffic Enforcement Unit	
Duncan Police Department	Duncan Police Department Highway Safety Grant	
Georgetown County	Georgetown County Sheriff's Office Traffic Unit	
Kershaw County Sheriff's Office	Kershaw County Traffic Enforcement Project & Target Zero Challenge Project	
Marlboro County Sheriff's Office	MCSO Traffic Safety and Enforcement Program	
Chesterfield County Sheriff's Office	Chesterfield County Overtime Speed Enforcement Project	
Hampton County Sheriff's Office	Hampton County PTS Enforcement Project	
Jasper County Sheriff's Office	Highway Safety Initiative 2024-2025	
<b>Organization Type</b>	Law enforcement agencies and County Government	
<b>Amount of federal funds</b>	\$2,940,545	
<b>Eligible Use of Funds</b>	PT	
<b>Planning and Administration costs (if applicable)</b>	N/A	
<b>Is the project a promised project?</b>	No	
<b>Countermeasure Strategy</b>	<ul style="list-style-type: none"> <li>• Short-term, high-visibility law enforcement</li> <li>• High-visibility enforcement of seat belt law</li> </ul>	

<b><u>Project Name and Description</u></b>	<b>Target Zero Challenge Enforcement Projects (8)</b> The state will contract with eight (8) agencies to fund activity hours for proactive traffic enforcement efforts (checkpoints, saturation/directed patrols) during the Challenge period, to include specialized enforcement activities during the four major mobilization periods: <i>Christmas/New Year's Sober or Slammer! (SOS!), Buckle Up, South Carolina (BUSC), Operation Southern Slow Down, and Labor Day SOS!</i>																			
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402																			
<b><u>Project agreement number</u></b>	<table border="1"> <thead> <tr> <th data-bbox="456 493 678 550">Project Agreement Number</th> <th data-bbox="678 493 1549 550">Project Title</th> </tr> </thead> <tbody> <tr> <td data-bbox="456 550 678 588">PT-2025-HS-61-25</td> <td data-bbox="678 550 1549 588">Horry County Law Enforcement Target Zero Challenge Grant</td> </tr> <tr> <td data-bbox="456 588 678 625">PT-2025-HS-62-25</td> <td data-bbox="678 588 1549 625">2025 SCLN Mini Grant</td> </tr> <tr> <td data-bbox="456 625 678 663">PT-2025-HS-63-25</td> <td data-bbox="678 625 1549 663">Myrtle Beach Police Department Law Enforcement Target Zero Challenge Grant</td> </tr> <tr> <td data-bbox="456 663 678 701">PT-2025-HS-64-25</td> <td data-bbox="678 663 1549 701">Florence Regional Airport Public Safety Target Zero Challenge Grant</td> </tr> <tr> <td data-bbox="456 701 678 739">PT-2025-HS-65-25</td> <td data-bbox="678 701 1549 739">New Ellenton Police Department Target Zero Challenge Grant</td> </tr> <tr> <td data-bbox="456 739 678 777">PT-2025-HS-66-25</td> <td data-bbox="678 739 1549 777">Town of West Union Highway Safety Grant and Project Zero Challenge Grant</td> </tr> <tr> <td data-bbox="456 777 678 814">PT-2025-HS-67-25</td> <td data-bbox="678 777 1549 814">Hampton County Sheriff's Office Law Enforcement Target Zero Challenge Grant</td> </tr> <tr> <td data-bbox="456 814 678 852">PT-2025-HS-68-25</td> <td data-bbox="678 814 1549 852">Williamsburg County Sheriff's Target Zero Challenge Grant</td> </tr> </tbody> </table>	Project Agreement Number	Project Title	PT-2025-HS-61-25	Horry County Law Enforcement Target Zero Challenge Grant	PT-2025-HS-62-25	2025 SCLN Mini Grant	PT-2025-HS-63-25	Myrtle Beach Police Department Law Enforcement Target Zero Challenge Grant	PT-2025-HS-64-25	Florence Regional Airport Public Safety Target Zero Challenge Grant	PT-2025-HS-65-25	New Ellenton Police Department Target Zero Challenge Grant	PT-2025-HS-66-25	Town of West Union Highway Safety Grant and Project Zero Challenge Grant	PT-2025-HS-67-25	Hampton County Sheriff's Office Law Enforcement Target Zero Challenge Grant	PT-2025-HS-68-25	Williamsburg County Sheriff's Target Zero Challenge Grant	
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<b><u>Organization Type</u></b>	Law enforcement agencies																			
<b><u>Amount of federal funds</u></b>	\$80,000																			
<b><u>Eligible Use of Funds</u></b>	PTS																			
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A																			
<b><u>Is the project a promised project?</u></b>	No																			
<b><u>Countermeasure Strategy</u></b>	<ul style="list-style-type: none"> <li>• Short-term, high-visibility law enforcement</li> <li>• High-visibility enforcement of seat belt law</li> <li>• High-visibility DUI enforcement</li> </ul>																			



<p><b><u>Project Name and Description</u></b></p>	<p><b>DUI Enforcement Units (7)</b></p> <p>A total of seven (7) DUI enforcement units will be developed and implemented in areas identified during the Problem Identification process as those in which there exists a major impaired driving problem as identified by the number of Alcohol and/or Drug-related traffic collisions, serious injuries, and fatalities. The state will contract with law enforcement agencies to fund activity hours for impaired driving enforcement activity during FFY 2025. 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 focused on impaired driving enforcement and the enforcement of traffic behaviors that are associated with DUI violators. During FFY 2025, 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>																	
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid</p>																	
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City of Easley Police Department	Impaired Driving Countermeasures																	
North Augusta Department of Public Safety	DUI Enforcement																	
<p><b><u>Organization Type</u></b></p>	<p>Law Enforcement Agencies</p>																	
<p><b><u>Amount of federal funds</u></b></p>	<p>\$855,292</p>																	
<p><b><u>Eligible Use of Funds</u></b></p>	<p>M5HVE</p>																	
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>N/A</p>																	
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>																	
<p><b><u>Countermeasure Strategy</u></b></p>	<p>High-visibility DUI Enforcement</p>																	



## Court Monitoring

<p><b><u>Project Name and Description</u></b></p>	<p><b>MADD SC Court Monitoring</b></p> <p>The grant project will continue the South Carolina Court Monitoring Program by providing funding for three Court Monitoring Specialists. 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 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 2,300 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>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.</p>
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid</p>
<p><b><u>Project agreement number</u></b></p>	<p>M5CS-2025-HS-23-25, B5CS-2025-HS-23-25</p>
<p><b><u>Subrecipient(s)</u></b></p>	<p>Mothers Against Drunk Driving (MADD) South Carolina</p>
<p><b><u>Organization Type</u></b></p>	<p>Non-profit organization</p>
<p><b><u>Amount of federal funds</u></b></p>	<p>\$237,446</p>
<p><b><u>Eligible Use of Funds</u></b></p>	<p>B5CS/M5CS</p>
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>N/A</p>
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>
<p><b><u>Countermeasure Strategy</u></b></p>	<p>Court Monitoring</p>

## Prosecution Projects

<p><b><u>Project Name and Description</u></b></p>	<p><b>Traffic Safety Resource Prosecutor</b></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 of the project 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 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 and 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, provide legal updates and information about training opportunities to South Carolina Law Enforcement Network (SCLN) members, obtain input from SCLNs 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.</p>
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid</p>
<p><b><u>Project agreement number</u></b></p>	<p>B5CS-2025-HS-27-25, M5CS-2025-HS-27-25</p>
<p><b><u>Subrecipient(s)</u></b></p>	<p>South Carolina Commission on Prosecution Coordination</p>
<p><b><u>Organization Type</u></b></p>	<p>State Government Agency</p>
<p><b><u>Amount of federal funds</u></b></p>	<p>\$197,815</p>
<p><b><u>Eligible Use of Funds</u></b></p>	<p>B5CS/M5CS - Court support of impaired driving prevention efforts</p>
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>N/A</p>
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>
<p><b><u>Countermeasure Strategy</u></b></p>	<p>Specialized DUI Prosecution</p>

<p><b><u>Project Name and Description</u></b></p>	<p><b>Special DUI Prosecutor Projects (7)</b></p> <p>In FFY 2025, 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 DUI prosecution will be funded in the Berkeley County Sheriff’s Office, the City of Goose Creek Police Department, and the Summerville Police Department. Prosecutors will also be funded in the Sixth Circuit Solicitor’s Office, which serves Chester, Fairfield, and Lancaster counties; the Fifth Circuit Solicitor’s Office, which serves Richland and Kershaw counties; the Eleventh Circuit Solicitor’s Office, which serves Lexington, Edgefield, McCormick, and Saluda counties; and 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 and 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>																	
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid</p>																	
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Town of Summerville	Summerville Specialized Impaired Driving Prosecutor																	
<p><b><u>Organization Type</u></b></p>	<p>Solicitor’s Offices and Law Enforcement Agencies</p>																	
<p><b><u>Amount of federal funds</u></b></p>	<p>\$801,422</p>																	
<p><b><u>Eligible Use of Funds</u></b></p>	<p>B5CS/M5CS</p>																	
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>N/A</p>																	
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>																	
<p><b><u>Countermeasure Strategy</u></b></p>	<p>Specialized DUI Prosecution</p>																	

SCDPS Paralegal Project	
<b><u>Project Name and Description</u></b>	<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 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 2025, 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 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>
<b><u>Federal Funding Source(s)</u></b>	BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid
<b><u>Project agreement number</u></b>	M/B5CS-2025-HS-24-25
<b><u>Subrecipient(s)</u></b>	SCDPS, South Carolina Highway Patrol
<b><u>Organization Type</u></b>	State law enforcement agency
<b><u>Amount of federal funds</u></b>	\$76,643
<b><u>Eligible Use of Funds</u></b>	B5CS/M5CS
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Specialized DUI Prosecution

<b><u>Project Name and Description</u></b>	<b>“South Carolina Judicial Outreach Liaison”</b>  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 such as 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 SCLen and Statewide Impaired Driving Task Force meetings; solicit opportunities to speak at state highway safety 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.
<b><u>Federal Funding Source(s)</u></b>	BIL 405d Impaired Driving Mid, BIL NHTSA 402, SUPPLEMENTAL BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL NHTSA 402
<b><u>Project agreement number</u></b>	M/B5CS-2024-HS-38-24; TC-2024-HS-38-24
<b><u>Subrecipient(s)</u></b>	South Carolina Judicial Branch Court Administration
<b><u>Organization Type</u></b>	State Government Agency
<b><u>Amount of federal funds</u></b>	\$29,601
<b><u>Eligible Use of Funds</u></b>	B5CS/M5CS and TC
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Specialized DUI Prosecution

## Occupant Protection Training/Education

SC Occupant Protection	
<b><u>Project Name and Description</u></b>	<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 40 CPS events will be held.</p>
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402, BIL/Supplemental BIL 405b OP High
<b><u>Project agreement number</u></b>	OP-2025-HS-17-25, CR-2025-HS-17-25, M1CSS-2025-HS-17-25, M1CPS-2025-HS-17-25, B1CPS_US-2025-HS-17-25
<b><u>Subrecipient(s)</u></b>	South Carolina Department of Public Health
<b><u>Organization Type</u></b>	State Government Agency
<b><u>Amount of federal funds</u></b>	\$217,086
<b><u>Eligible Use of Funds</u></b>	OP, CR, B1CPS_US, M1CSS, M1CPS
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	<ul style="list-style-type: none"> <li>• Child Restraint System Inspection Stations</li> <li>• Recruiting, Training, and Maintaining Child Passenger Safety (CPS) Technicians</li> </ul>

Community Car Seat Safety Project	
<b><u>Project Name and Description</u></b>	<p>This project will provide funding for the implementation of a Community Car Seat Safety Project for underserved populations. Funds will be used for personnel, training, educational materials and child safety seats. The goals of the project are to increase the number of children utilizing properly installed car seat/booster seats, to increase the number of caregivers provided with resources and education on car seat safety, and to increase the number of car seat safety checks offered in South Carolina, particularly among underserved populations.</p> <p>An estimated number of two (2) CPS technicians will be trained during the grant year and a minimum of two (2) seat check events will occur. Appropriate child restraint systems be purchased and distributed to low-income and underserved populations as well. These efforts will provide caregivers with the knowledge to make safe decisions and spread awareness on the dangers of improper restraint use.</p>
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402, BIL/Supplemental BIL 405b OP High

<b><u>Project agreement number</u></b>	B1CPS-2052-HS-56-25, OP-2025-HS-56-25, M1CPS-2025-HS-56-25, CR-2025-HS-56-25, M1CSS-2025-HS-56-25
<b><u>Subrecipient(s)</u></b>	The Nurturing Center
<b><u>Organization Type</u></b>	Non-profit health care organization
<b><u>Amount of federal funds</u></b>	\$29,166
<b><u>Eligible Use of Funds</u></b>	B1CPS, OP, M1CPS, CR, M1CSS
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	<ul style="list-style-type: none"> <li>• Child Restraint System Inspection Stations</li> <li>• Recruiting, Training, and Maintaining Child Passenger Safety (CPS) Technicians</li> </ul>

<b>Child and Adult Passenger Safety Education</b>	
<b><u>Project Name and Description</u></b>	<p>This project’s overarching goal is to provide education throughout the city limits on the proper use of vehicle restraint systems including seat belts, air bags, and child safety seats by increasing the number of Child Passenger Safety (CPS) Technicians and CPS Instructors within the Goose Creek Police Department. Certified Technicians will participate in community seat check events and CPS safety education events throughout the year, and conduct traffic safety education presentations. Funds will cover activity hours for officers assigned to conduct project activity, training, and child safety seats. Child safety seats will be purchased and distributed to underserved and low-income populations as needed.</p> <p>Throughout the grant period, at least 16 CPS technicians will be trained and six (6) seat check events will occur.</p>
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402, BIL/Supplemental BIL 405b OP High
<b><u>Project agreement number</u></b>	B1CPS-2052-HS-72-25, OP-2025-HS-72-25, M1CPS-2025-HS-72-25, CR-2025-HS-72-25, M1CSS-2025-HS-72-25
<b><u>Subrecipient(s)</u></b>	City of Goose Creek Police Department
<b><u>Organization Type</u></b>	Law Enforcement Agency
<b><u>Amount of federal funds</u></b>	\$66,802
<b><u>Eligible Use of Funds</u></b>	B1CPS, OP, M1CPS, CR, M1CSS
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	<ul style="list-style-type: none"> <li>• Child Restraint System Inspection Stations</li> <li>• Recruiting, Training, and Maintaining Child Passenger Safety (CPS) Technicians</li> </ul>

## Teen Traffic Safety

Teen Traffic Safety	
<b><u>Project Name and Description</u></b>	<p><b>SC SADD: Mobilizing Peer Prevention Education to Reduce Teen Crashes</b></p> <p>This project will provide funding to continue the implementation of the statewide peer-to-peer, school-based teen traffic safety program: 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>
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<b><u>Project agreement number</u></b>	TSP-2024-HS-31-24
<b><u>Subrecipient(s)</u></b>	Students Against Destructive Decisions (SADD), Inc.
<b><u>Organization Type</u></b>	Non-profit youth health and safety organization
<b><u>Amount of federal funds</u></b>	\$179,791
<b><u>Eligible Use of Funds</u></b>	TSP
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	School-Based Youth Programs

Teen Traffic Safety	
<b><u>Project Name and Description</u></b>	<p><b>ThinkFast Interactive Teen Driver Safety Program</b></p> <p>This project will provide funding for the subrecipient to reach current and future SC teen drivers through the development and implementation of a custom ThinkFast Interactive (TFI) program. TFI is an interactive, comprehensive educational driving safety awareness program. It is intended to convey safety information based on state and national guidelines. The program utilizes peer engagement and rewards to encourage students to “be cool” with safety measures, thus shifting their real-world intentions to align with safety benchmarks. The applicant proposes to deliver a total of 15 TFI programs in eligible SC schools. A pre/post program survey will be created for use to measure highway safety knowledge and to determine whether changes in awareness of teen traffic safety occurred from pre-to-post among program participants.</p>
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<b><u>Project agreement number</u></b>	TSP-2024-HS-45-24
<b><u>Subrecipient(s)</u></b>	TjohnEProductions, Inc.
<b><u>Organization Type</u></b>	Interactive awareness program production company
<b><u>Amount of federal funds</u></b>	\$52,501
<b><u>Eligible Use of Funds</u></b>	TSP



<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	<ul style="list-style-type: none"> <li>• School-Based Youth Programs</li> <li>• Hazard Perception Training</li> </ul>

<b><u>Project Name and Description</u></b>	<p><b>South Carolina Highway Safety Education</b></p> <p>This project will provide highway safety educational programming at public schools, colleges, community organizations, and/or community events in Spartanburg County. Throughout the grant period, at least 180 programs/presentations and eight community events will occur. Programming will promote evidence-based countermeasures for reducing behaviors such as speeding and driving while impaired and/or distracted, and increasing safety belt usage among young drivers.</p>
<b><u>Federal Funding Source(s)</u></b>	BIL/Supplemental BIL NHTSA 402
<b><u>Project agreement number</u></b>	CP-2025-HS-51-25
<b><u>Subrecipient(s)</u></b>	Spartanburg County Coroner's Office
<b><u>Organization Type</u></b>	Local unit of government
<b><u>Amount of federal funds</u></b>	\$85,674
<b><u>Eligible Use of Funds</u></b>	CP
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	<ul style="list-style-type: none"> <li>• School-Based Youth Programs</li> <li>• Hazard Perception Training</li> </ul>

## Vulnerable Roadway Users (VRU)

<b><u>Project Name and Description</u></b>	<b>Project SAFE (Streets Are For Everyone)</b>  This project will provide funding to implement the Project SAFE program. Project SAFE is a two-pronged approach to reducing pedestrian collisions in Lexington and Richland Counties. It involves a media campaign delivered in both English and Spanish and direct non-motorized safety education for immigrant refugees and 4th-8th grade youth. The Project SAFE project's efforts will include working with stakeholders (law enforcement, community members, local coalitions, etc.) to adapt and implement the <i>Watch for Me</i> pedestrian program in Lexington and Richland Counties. A non-motorized safety program will also be implemented as a pilot for participants of the subrecipient's youth programs. The non-motorized safety program will be adopted for use in South Carolina with input from the aforementioned stakeholders. Once the adopted curriculum is finalized, curriculum training will be conducted, and the curriculum will be delivered to program participants. All program activities will be monitored and evaluated throughout the grant period.
<b><u>Federal Funding Source(s)</u></b>	BIL/Supplemental BIL NHTSA 402, BIL/Supplemental 405h and/or 405g
<b><u>Project agreement number</u></b>	PS-2025-HS-69-25, FHPE-2025-HS-69-25, BGPE-2025-HS-69-25
<b><u>Subrecipient(s)</u></b>	The Brookland Center for Community Economic Change
<b><u>Organization Type</u></b>	Non-profit community service center
<b><u>Amount of federal funds</u></b>	\$369,396
<b><u>Eligible Use of Funds</u></b>	PS, FHPE, BGPE
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	<ul style="list-style-type: none"> <li>• Pedestrian Safety Zones</li> <li>• Elementary—Age Child Pedestrian Training</li> <li>• Pedestrian Gap Acceptance Training</li> </ul>

<b><u>Project Name and Description</u></b>	<b>Eyes Up, Carolina</b>  This project will provide funding for the implementation of a pedestrian safety education program at the University of South Carolina's Columbia Campus. The University of South Carolina Police Department (USCPD) will partner with various campus organizations/programs to provide printed pedestrian safety materials for distribution and to set up/sponsor booths at campus events (such as athletic contests) for outreach and engagement with the student body. Pedestrian Safety Education presentations and resource tables will be conducted and hosted by USCPD officers during new student orientation and as requested by various student groups/programs. In addition, events will be held on campus to push pedestrian safety messaging and to engage with students on the importance of complying with pedestrian laws and walking defensively. These events may include activations at sporting contests, events at the Student Union, and other campus events as applicable.
<b><u>Federal Funding Source(s)</u></b>	BIL/Supplemental 405h and/or 405g
<b><u>Project agreement number</u></b>	FHPE-2025-HS-70-25, BGPE-2025-HS-70-25
<b><u>Subrecipient(s)</u></b>	University of South Carolina Division of Law Enforcement and Safety

<b><u>Organization Type</u></b>	Law enforcement agency
<b><u>Amount of federal funds</u></b>	\$20,000
<b><u>Eligible Use of Funds</u></b>	FHPE, BGPE
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	<ul style="list-style-type: none"> <li>• University Educational Campaigns</li> <li>• Pedestrian Gap Acceptance Training</li> </ul>

<b><u>Project Name and Description</u></b>	<p><b>Driver Education Program for Pedestrian Safety through Billboards</b></p> <p>This project will provide funding for the implementation of a pedestrian safety education project intended to change driving behaviors that put pedestrians at risk. The project will also provide education to drivers and pedestrians on new pedestrian-benefiting activities. This will be accomplished through the development of educational messaging to be placed on 10 billboards in five target counties and social media messaging for new pedestrian-focused facility types. Billboards will be placed in areas in which data indicates there has been a high incidence of pedestrian-involved collisions. Location audits will be conducted prior to the release of the billboards and again after billboard placement to assess driver behavior pre-educational intervention and post-intervention.</p>
<b><u>Federal Funding Source(s)</u></b>	BIL/Supplemental 405h and/or 405g
<b><u>Project agreement number</u></b>	FHPE-2025-HS-71-25, BGPE-2025-HS-71-25
<b><u>Subrecipient(s)</u></b>	Palmetto Cycling Coalition
<b><u>Organization Type</u></b>	Non-profit community organization
<b><u>Amount of federal funds</u></b>	\$103,212
<b><u>Eligible Use of Funds</u></b>	FHPE, BGPE
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	<ul style="list-style-type: none"> <li>• Pedestrian Gap Acceptance Training</li> <li>• Driver Training</li> </ul>

## Communications and Outreach

<b><u>Project Name and Description</u></b>	<p><b>Occupant Protection Communication Campaign-Buckle Up, South Carolina</b></p> <p>South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2025 holiday period, from May 19 through June 6, 2025, 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, billboard advertising, and aerial billboard advertising. Aerial billboard advertising will be strategically deployed during a variety of events in Myrtle Beach. Educational strategies will also be incorporated into event venues such as Clemson, University of South Carolina, Coastal Carolina, and the Citadel athletics, as well as the Carolina Country Music Festival, the Carolina Cup, and other community outreach events. The intent of these strategies is to reach all citizens and visitors of the state, in particular those minority populations (African-American and Hispanic) and others (rural white males) which have traditionally shown a lower rate of safety belt and child passenger safety restraint usage than white, urban and female counterparts. In addition, the SCDPS jointly partners with Darlington Raceway and NASCAR driver Ross Chastain to feature the message "Click it, don't risk it". The "Click it, don't risk it" logo and messaging will be applied to Chastain's racecar, as well as signage around the Darlington racetrack and digital media. 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>
<b><u>Federal Funding Source(s)</u></b>	BIL 405b High, SUPPLEMENTAL BIL 405b High
<b><u>Project agreement number</u></b>	M1HVE-2025-HS-02-25
<b><u>Subrecipient(s)</u></b>	SCDPS, OHSJP
<b><u>Organization Type</u></b>	State Government Agency, Highway Safety Office
<b><u>Amount of federal funds</u></b>	\$570,000
<b><u>Eligible Use of Funds</u></b>	M1HVE
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Communications and Outreach Supporting Enforcement

<p><b><u>Project Name and Description</u></b></p>	<p><b>Impaired Driving Communication Campaign-<i>Sober or Slammer!</i></b></p> <p>In FFY 2025, 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, paid social and digital media advertising, billboard advertising, and aerial billboard advertising, which will be deployed strategically during a variety of events in Myrtle Beach. 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> <p>Educational strategies will also be incorporated into event venues such as Clemson, University of South Carolina, Coastal Carolina, and the Citadel athletics, as well as the Carolina Country Music Festival, the Carolina Cup, and other community outreach events with the intent of reaching all citizens and visitors of the state. In addition, the SCDPS jointly partners with Darlington Raceway and NASCAR driver Ross Chastain to feature a series of anti-impaired driving messaging, which will be applied to signage around the Darlington racetrack and digital media. DUI messaging will also be shared by Clemson’s football coach, Dabo Swinney, and the University of South Carolina’s football coach, Shane Beamer, in both video and radio PSA’s to be shared through each network. All major mobilization emphases will include messages to reach the diverse population of the state.</p>
<p><b><u>Federal Funding Source(s)</u></b></p>	<p>BIL 405d Impaired Driving Mid, SUPPLEMENTAL BIL 405d Impaired Driving Mid</p>
<p><b><u>Project agreement number</u></b></p>	<p>M/B5PEM-2025-HS-25-25</p>
<p><b><u>Subrecipient(s)</u></b></p>	<p>SCDPS, OHSJP</p>
<p><b><u>Organization Type</u></b></p>	<p>State Government Agency, Highway Safety Office</p>
<p><b><u>Amount of federal funds</u></b></p>	<p>\$1,500,000</p>
<p><b><u>Eligible Use of Funds</u></b></p>	<p>M5PEM, B5PEM</p>
<p><b><u>Planning and Administration costs (if applicable)</u></b></p>	<p>N/A</p>
<p><b><u>Is the project a promised project?</u></b></p>	<p>No</p>
<p><b><u>Countermeasure Strategy</u></b></p>	<p>Communications and Outreach Supporting Enforcement</p>

<b><u>Project Name and Description</u></b>	<b>“Motorcyclist Awareness Campaign”</b>  The state of South Carolina in FFY 2025 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 2025. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2022 and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads.
<b><u>Federal Funding Source(s)</u></b>	BIL 405f Motorcycle Safety Programs, SUPPLEMENTAL BIL 405f Motorcycle Safety Programs
<b><u>Project agreement number</u></b>	M11MA-2025-HS-04-25
<b><u>Subrecipient(s)</u></b>	SCDPS, OHSJP
<b><u>Organization Type</u></b>	State Government Agency, Highway Safety Office
<b><u>Amount of federal funds</u></b>	\$80,000
<b><u>Eligible Use of Funds</u></b>	M11MA
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Communications and Outreach: Motorist Awareness of Motorcyclists

<b><u>Project Name and Description</u></b>	<b>Safety Gear Campaign</b>  The state of South Carolina in FFY 2025 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, YouTube, and billboard advertising. Messaging will also run-in coordination with major bike festivals in surrounding states since motorcyclists would be required to travel on SC highways to attend.
<b><u>Federal Funding Source(s)</u></b>	BIL NHTSA 402, SUPPLEMENTAL BIL NHTSA 402
<b><u>Project agreement number</u></b>	MC-2025-HS-04-25
<b><u>Subrecipient(s)</u></b>	SCDPS, OHSJP
<b><u>Organization Type</u></b>	State Government Agency, Highway Safety Office
<b><u>Amount of federal funds</u></b>	\$40,000

<b><u>Eligible Use of Funds</u></b>	MC
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Communications and Outreach: Conspicuity and Protective Clothing

<b><u>Project Name and Description</u></b>	<p><b>Vulnerable Roadway Users Campaign</b></p> <p>The OHSJP will launch a media campaign in FFY 2025 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 2018 to 2022. 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 state laws applicable to pedestrian and bicycle safety and how to safely apply those laws on the roadways. 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>
<b><u>Federal Funding Source(s)</u></b>	Fast Act 405h/g Nonmotorized Safety, BIL 405h/g Nonmotorized Safety, SUPPLEMENTAL BIL 405h Nonmotorized Safety, BIL NHTSA 402 Pedestrian Safety
<b><u>Project agreement number</u></b>	FHPE/BGPE-2025-HS-04-25 PS-2025-HS-04-25
<b><u>Subrecipient(s)</u></b>	SCDPS, OHSJP
<b><u>Organization Type</u></b>	State Government Agency, Highway Safety Office
<b><u>Amount of federal funds</u></b>	\$440,000
<b><u>Eligible Use of Funds</u></b>	BGPE, FHPE, PS
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	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 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 2025 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 (project descriptions found on **AGA pages 24-26**); increasing the number of inspection stations (project descriptions found on **AGA pages 24-26**); an occupant protection communication and outreach campaign (description found on **AGA pages 32-33**); and high-visibility law enforcement (description found on **AGA pages 13-16**).

### **(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 2025 holiday period, from May 19, 2025 through June 6, 2025, 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, billboard advertising, and aerial billboards 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 2025. This level of participation will again allow coverage of 100% of the state's population.

Diversity outreach elements aimed at reaching 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 LEN. Saturation patrols and direct enforcement strategies will be employed to focus on occupant protection violations.



**CIOT participating agencies:**

Batesburg-Leesville Police Department
Berkeley County
Chesterfield County Sheriff's Office
City of Anderson Police Department
City of Columbia Police Department
City of Lake City Police Department
City of Loris Police Department
City of North Myrtle Beach Police Department
City of Spartanburg Police Department
City of York Police Department
Duncan Police Department
Florence Regional Airport Police
Georgetown County Sheriff's Office
Goose Creek Police Department
Hampton County Sheriff's Office
Horry County Police Department
Jasper County Sheriff's Office
Kershaw County Sheriff's Office

Lancaster County Sheriff's Office
Lancaster Police Department
Marlboro County Sheriff's Office
Myrtle Beach Police Department
New Ellenton Police Department
North August Department of Public Safety
Oconee County Sheriff's Office
Sumter County Sheriff's Office
Town of Moncks Corner Police Department
Town of Mount Pleasant Police Department
Town of Port Royal Police Department
Town of Summerville Police Department
Town of West Union Police Department
Travelers Rest Police Department
Williamsburg County Sheriff's Office and Detention Center
York County Sheriff's Office

**(3) Child restraint inspection stations**

The "SC Occupant Protection" project (described on pages 22-23 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 the state's 3HSP).

**(A) The total number of planned inspection stations in the state (as of 7/2/2024).**

Fitting Stations Statewide staffed with a Nationally Certified Child Passenger Safety Technician				
As of 7/2/2024				
	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	Anderson Pregnancy Center	Anderson	Urban	No
10	Safe Kids Anderson County	Anderson	Urban	Yes
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	Bluffton Township Fire District-Administrative Annex	Beaufort	Urban	No
17	Bluffton Township Fire District- Station 38	Beaufort	Urban	No
18	Port Royal Fire Station	Beaufort	Urban	No
19	Town of Hilton Head Fire and Rescue	Beaufort	Urban	Yes
20	Berkeley County Coroner's Office	Berkeley	Urban	No
21	Goose Creek Police Department	Berkeley	Urban	Yes
22	Goose Creek Rural Fire Department	Berkeley	Rural	No
23	MUSC Women's Health Nurse Family Partnership	Berkeley	Urban	No
24	Joint Base Charleston Fire Department	Berkeley/ Charleston	Urban	No
25	Calhoun County EMS	Calhoun	Rural	Yes
26	Charleston County EMS	Charleston	Urban	No
27	Charleston Fire Department	Charleston	Urban	No
28	Florence-Crittenton Programs of South Carolina	Charleston	Urban	No
29	MUSC Shawn Jenkins Children's Hospital Mt. Pleasant Fire Department	Charleston	Urban	No
30	North Charleston City Hall	Charleston	Urban	No
31	North Charleston Fire Department Station 1	Charleston	Urban	No
32	North Charleston Fire Department Station 10	Charleston	Urban	No
33	North Charleston Fire Department Station 11	Charleston	Urban	No
34	North Charleston Fire Department Station 12	Charleston	Urban	No
35	North Charleston Fire Department Station 2	Charleston	Urban	No
36	North Charleston Fire Department Station 8	Charleston	Urban	No
37	North Charleston Fire Department Station 9	Charleston	Urban	No
38	North Charleston Fire Department Station 6	Charleston	Urban	No
39	St. Andrews Fire Department	Charleston	Urban	Yes
40	St. John's Fire Department	Charleston	Urban	Yes
41	Lando Fire Department	Chester	Rural	No
42	Chesterfield Sheriff's Department	Chesterfield	Rural; At-Risk	No
43	Clarendon County Fire Rescue	Clarendon	Rural	No
44	Manning Fire Department	Clarendon	Rural	No
45	Colleton County Sheriff's Department	Colleton	Rural	No
46	Colleton County First Steps	Colleton	Rural	No
47	Hartsville Fire Department	Darlington	Urban	Yes
48	Baby CSI	Dorchester	Urban	Yes
49	Dorchester County Fire Rescue Headquarters	Dorchester	Urban	Yes
50	Dorchester County Fire Rescue Station 21	Dorchester	Urban	Yes
51	Lowcountry Pregnancy Center	Dorchester	Urban	No
52	Summerville Fire and Rescue Headquarters	Dorchester	Urban	Yes
53	Summerville Fire and Rescue Station 2	Dorchester	Urban	Yes
54	Summerville Fire and Rescue Station 3	Dorchester	Urban	Yes
55	Summerville Fire and Rescue Station 4	Dorchester	Urban	Yes
56	Summerville Fire and Rescue Station 5	Dorchester	Urban	Yes
57	Fairfield County Sheriff's Office	Fairfield	Rural; At-Risk	Yes
58	Safe Kids Pee Dee/Coastal/McLeod Regional Medical Center	Florence	Urban	Yes
59	Howe Springs Fire Rescue	Florence	Urban	No

60	Georgetown City Fire Department Station 2	Georgetown	Urban	Yes
61	Georgetown City Fire Headquarters	Georgetown	Urban	Yes
62	Georgetown County Fire	Georgetown	Urban	Yes
63	Berea Fire Department	Greenville	Urban	Yes
64	Boiling Springs Fire Department	Greenville	Urban	Yes
65	Boiling Springs Fire Department Station 12	Greenville	Urban	Yes
66	Boiling Springs Fire Department Station 14	Greenville	Urban	Yes
67	Boiling Springs Fire Department Station 15	Greenville	Urban	Yes
68	Greer Fire Department	Greenville	Urban	No
69	Mauldin Fire Department	Greenville	Urban	No
70	Mauldin Police Department	Greenville	Urban	No
71	Palmetto Medical Training LLC	Greenville	Rural	No
72	Parker Fire Department	Greenville	Rural	No
73	Piedmont Park Fire Department	Greenville	Rural	Yes
74	Prisma Health Patewood Campus	Greenville	Urban	No
75	Parkside Pediatrics	Greenville/ Spartanburg	Urban	No
76	Phoenix Center	Greenville	Urban	No
77	Simpsonville Police Department	Greenville	Urban	No
78	Carolina Health Centers	Greenwood	Urban; At-Risk	Yes
79	Greenwood City Police Department	Greenwood	Urban; At-Risk	Yes
80	Safe Kids Lakelands	Greenwood	Urban; At-Risk	No
81	Hampton County Emergency Services	Hampton	Urban; At Risk	No
82	Hampton County	Hampton	Urban; At Risk	No
82	Conway Police Department	Horry	Urban; At-Risk	Yes
84	Grand Strand Medical Center	Horry	Urban; At-Risk	Yes
85	Horry County Fire/Rescue	Horry	Urban; At-Risk	Yes
86	Myrtle Beach Fire Department Station 1	Horry	Urban; At-Risk	Yes
87	Myrtle Beach Fire Department Station 2	Horry	Urban; At-Risk	Yes
88	Myrtle Beach Fire Department Station 3	Horry	Urban; At-Risk	Yes
89	Myrtle Beach Fire Department Station 4	Horry	Urban; At-Risk	Yes
90	Myrtle Beach Fire Department Station 5	Horry	Urban; At-Risk	Yes
91	Myrtle Beach Fire Department Station 6	Horry	Urban; At-Risk	Yes
92	Myrtle Beach Police Department	Horry	Urban; At-Risk	No
93	North Myrtle Beach DPS	Horry	Urban; At-Risk	No
94	Horry County First Steps	Horry	Urban; At-Risk	No
95	Jasper County First Steps	Jasper	Urban	Yes
96	Jasper County Fire Rescue	Jasper	Urban	No
97	Jasper County Sheriff's Office	Jasper	Urban	No
98	Camden Fire Department	Kershaw	Urban; At-Risk	Yes
99	Camden Fire Department Station 2	Kershaw	Urban; At-Risk	Yes
100	Kershaw County Fire Rescue Station 13	Kershaw	Rural; At-Risk	Yes
101	Lugoff Fire Department	Kershaw	Rural; At-Risk	Yes
102	2 <sup>nd</sup> Chance Fellowship	Kershaw	Rural; At-Risk	Yes
103	Jones Insurance Agency	Kershaw	Rural; At-Risk	Yes
104	A Step Above CDC	Lancaster	Rural	No
105	Lancaster County EMS	Lancaster	Rural	No

106	Laurens Police Department	Laurens	Urban	No
107	Lee County EMS	Lee	Rural	No
108	Batesburg/Leesville Police Department	Lexington	Rural; At-Risk	Yes
109	Cayce Public Safety	Lexington	Urban; At-Risk	No
110	Irmo Fire District Northlake	Lexington	Urban; At-Risk	No
111	Lexington County Sheriff's Department	Lexington	Urban; At-Risk	Yes
112	Lexington Police Department	Lexington	Urban; At-Risk	Yes
113	West Columbia Police Department	Lexington	Urban; At-Risk	Yes
114	Lexington Count Health Services District (Dept. of Public Safety)	Lexington	Urban; At-Risk	No
115	Swansea Police Department	Lexington	Urban; At-Risk	No
116	Oconee County Emergency Services- Emergency Operations Center	Oconee	Rural	No
117	Oconee County Emergency Services- Headquarters	Oconee	Rural	No
118	Prisma Health Pediatrics- Seneca	Oconee	Urban	No
119	Oconee Memorial Hospital	Oconee	Rural	No
120	Orangeburg DPS Fire Department	Orangeburg	Rural	No
121	SC Highway Patrol Troop 7 HQ	Orangeburg	Urban	No
122	Easley Fire Department #1	Pickens	Rural; At-Risk	Yes
123	Pickens City Fire Department	Pickens	Urban; At-Risk	No
124	Prisma Health Pediatrics- Clemson	Pickens	Rural; At-Risk	No
125	Central Fire Station	Pickens	Rural; At-Risk	No
126	City of Clemson Police Department	Pickens	Rural; At-Risk	No
127	Crosswell Fire Department	Pickens	Rural; At-Risk	No
128	Easley Police Department	Pickens	Rural; At-Risk	No
129	Pickens County Coroner's Office	Pickens	Rural; At-Risk	No
130	Capital Parent and Baby Specialty Services	Richland	Urban; At-Risk	No
131	City of Columbia Police Department	Richland	Urban; At-Risk	Yes
132	Forest Acres Police Department	Richland	Urban; At-Risk	No
133	Irmo Fire District	Richland	Urban; At-Risk	Yes
134	Irmo Police Department	Richland	Urban; At-Risk	No
135	Lexington Medical Center (Dept. of Public Safety)	Richland	Urban; At-Risk	No
136	Prisma Health Children's Hospital-Midlands	Richland	Urban; At-Risk	Yes
137	Richland County Sheriff's Department	Richland	Urban; At-Risk	Yes
138	SCDHEC	Richland	Urban; At-Risk	Yes
139	South Carolina State Fire Office	Richland	Rural; At-Risk	Yes
140	The Therapy Place	Richland	Urban; At-Risk	Yes
141	South Congaree Police Department	Richland	Urban; At-Risk	No
142	Birth Matters	Spartanburg	Urban	No
143	Boiling Springs Fire Department	Spartanburg	Urban	Yes
144	North Spartanburg Fire Department	Spartanburg	Rural	Yes
145	Pelham-Batesville Fire Department	Spartanburg	Urban	Yes
146	Carolina Pregnancy Center	Spartanburg	Rural	No
147	Safe Kids of the Piedmont/ Spartanburg Regional Medical Ctr.	Spartanburg	Urban	Yes
148	Westview Fairforest Fire Department Headquarters	Spartanburg	Urban	Yes
149	Westview Fairforest Fire Department Station 2	Spartanburg	Urban	Yes

150	ReGenesis Healthcare	Spartanburg	Urban	No
151	Safe Kids Sumter/Prisma Health Tuomey	Sumter	Urban; At-Risk	Yes
152	Shaw Air Force Base Fire and Emergency Center	Sumter	Urban; At-Risk	No
153	Sumter Fire Department	Sumter	Rural; At-Risk	Yes
154	Tandem Health	Sumter	Urban	Yes
155	Eli Collins Foundation for Premature Babies	Williamsburg	Rural; At-Risk	Yes
156	Williamsburg County Coroner's Office	Williamsburg	Rural; At-Risk	No
157	Britax Child Safety, Inc. PCS	York	Urban	No
158	Flint Hill Fire Department	York	Urban	No
159	International Center of York County	York	Urban	No
160	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).

<b>Total number of planned inspection stations and/or events:</b>	<ul style="list-style-type: none"> <li>• 160 fitting stations as of 7/2/2024</li> <li>• 6 new fitting stations will be established in FFY 2025</li> <li>• 48 inspection events will be held in FFY2025</li> </ul>
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**(B) The number\* of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk\*\*.**

<b>Populations served-urban</b>	122*
<b>Populations served-rural</b>	38 *
<b>Populations served-at risk</b>	62 *

\*Based on the existing (as of 7/2/2024) 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 SC Occupant Protection, Community Car Seat Safety, and Child and Adult Passenger Safety Education Projects (described on pages 24-26 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).

<b>Estimated total number of classes to be taught in FFY 2025</b>	12
<b>Estimated total number of technicians to be trained in FFY 2025</b>	138

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
09/27/2023
02/21/2024
03/21/2024
04/24/2024 (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\_FY25\_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 94.68%. 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 4.66 % during this reporting period compared to the previous reporting period (4/1/2022-3/31/2023).
- ii. Supporting documentation covering a contiguous 12-month performance period that demonstrates quantitative improvement is provided in attachment “**SC\_FY25\_405c\_Progress Report\_SCUTTIES e-Citation Enhancements**” of the AGA.

## 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 and a state with alcohol-ignition interlock laws. 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).

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 2025 Impaired Driving Countermeasures Plan on June 18, 2024.

In FFY 2025, the OHSJP will continue to work to ensure that the SCIDPC and its membership remain viable. The SCIDPC and the OHSJP will also continue to diligently work together to ensure that impaired driving countermeasures remain a top priority for the state of South Carolina.

ii. Task Force Members (names, titles, organizations, and stakeholder groups represented)

<b>Name</b>	<b>Title</b>	<b>Agency/Organization</b>	<b>Stakeholder Group</b>
<b>Brandy Duncan (Chair)</b>	General Counsel	SC Department of Motor Vehicles (SCDMV)	Criminal justice system
<b>Steven Burritt (Vice-Chair)</b>	Regional Executive Director, SC/NC	Mothers Against Drunk Driving (MADD)	Prevention
<b>Aimee Hourigan</b>	Director of Substance Abuse Prevention and Education	University of SC, Office of the Dean of Students	Public health
<b>Ashley Bodiford</b>	Director of Prevention	Lexington/Richland Alcohol and Drug Abuse Council (LRADAC)	Public Health
<b>Brad Hutto</b>	SC Senator, District 40; Senate Minority Leader	SC Senate	Legislature
<b>Christine Christopherson</b>	Court Education Administration	SC Judicial Branch (SCJB), Court Administration	Adjudication
<b>Christopher N. Williamson</b>	Commander	SC Department of Public Safety (SCDPS)	State law enforcement
<b>Crystal Gordon</b>	Prevention Consultant, Prevention and Intervention Services	SC Department of Alcohol and Other Drug Abuse Services (SCDAODAS)	Public Health
<b>Crystal Salley</b>	Victim Services Manager	SC Department of Public Safety (SCDPS), SC Highway Patrol (SCHP)	Communications and community engagement
<b>Dwayne Brunson</b>	Commander	SC Department of Public Safety (SCDPS), State Transport Police (STP)	State law enforcement
<b>Debbie Banks</b>	Lieutenant, Forensic Sciences Division, Implied Consent Department	SC Law Enforcement Division (SLED)	Criminal Justice/ State law enforcement
<b>Debbie Curtis</b>	Deputy Director, Department of Crime Victim Compensation	SC Attorney General's Office (SCAG)	Communications and community engagement
<b>Douglas Lax</b>	Compliance Associate	SC Trucking Association (SCTA)	Communications and community engagement
<b>Dustin Smith</b>	Toxicology Department Supervisor	SC Law Enforcement Division (SLED)	Criminal Justice/ State law enforcement
<b>Harold E. Moore</b>	Law Enforcement Liaison	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
<b>Jack Johnson</b>	State DRE Coordinator, Impaired Driving Countermeasures Training Coordinator	SC Criminal Justice Academy (SCCJA)	Drug-impaired driving countermeasures
<b>Jim Graham</b>	SC Advanced Training Unit, Captain	SC Criminal Justice Academy (SCCJA)	State law enforcement
<b>Joi Brunson</b>	Grants Administration Manager	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
<b>Karl Bitzky</b>	Property and Casualty Unit Manager	SC Department of Insurance (SCDOI)	Communications and community engagement



<b>Kenya Mingo</b>	Director of Corporate Compliance & Communications	SC Primary Health Care Association (SCPHCA)	Public Health
<b>Lara Peck</b>	Injury Prevention Coordinator, Trauma Administration	Prisma Health Richland Hospital	Public Health
<b>Laura Aldinger</b>	Executive Director	Behavioral Health Services Association of SC (BHSA)	Public Health
<b>Laura S. Hudson</b>	Executive Director	SC Crime Victims' Council (SCCVC); SC Victim Assistance Network (SCVAN)	Communications and community engagement
<b>Lisa Catalanotto</b>	Executive Director	SC Commission on Prosecution Coordination (SCCPC)	Prosecution
<b>Mark Keel</b>	Chief	SC Law Enforcement Division (SLED)	State law enforcement
<b>Matthew Buchanan</b>	General Counsel	SC Department of Probation, Parole and Pardon Services (SCDPPPS)	Criminal justice system
<b>Mattison Gamble</b>	Chief Magistrate; State Judicial Outreach Liaison	Sumter County; National Highway Traffic Safety Administration (NHTSA)/American Bar Association (ABA)	Adjudication
<b>Melissa Reck</b>	Traffic Safety Training & Development Coordinator	Southeastern Chapter of the National Safety Council (SCNSC)	Public Health
<b>Michelle Nienhius</b>	Division Manager, Prevention & Intervention Services	SC Department of Alcohol and Other Drug Abuse Services (SCDAODAS)	Public Health
<b>Nicole McGarity</b>	Public Affairs Specialist	American Automobile Association (AAA), Carolinas	Communications and community engagement
<b>Paul Macisco</b>	Lieutenant, Traffic Safety Unit	SC Criminal Justice Academy (SCCJA)	State law enforcement
<b>Phil Riley</b>	Director	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
<b>Rachel Urconis</b>	Public Affairs Manager	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
<b>Randy Brown</b>	Special Agent, Forensic Sciences Division, Implied Consent Department	SC Law Enforcement Division (SLED)	State law enforcement
<b>Robert G. Woods, IV</b>	Director	SC Department of Public Safety (SCDPS)	State Highway Safety Office; Governor's Representative (GR)
<b>S. Lee Dutton</b>	Chief of Staff	SC Department of Alcohol and Other Drug Abuse Services (SC DAODAS)	Public Health
<b>Sabrina Culp</b>	Planning and Evaluation Program Coordinator	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
<b>Sabrina Gast</b>	Coroner	York County, SC	Public Health
<b>Sally Foster</b>	Executive Director	South Carolina Sheriff's Association	Local law enforcement

<b>Sara Lee Drawdy</b>	Traffic Safety Resource Prosecutor	SC Commission on Prosecution Coordination (SCCPC)	Prosecution
<b>Shawnée Garrick Goodman</b>	Highway Safety Grant Program Manager	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
<b>Shirley Rivers</b>	Director of Driver Services	SC Department of Motor Vehicles (SCDMV)	Criminal justice system
<b>T. Mark Childress</b>	Director, Ignition Interlock Device Program	SC Department of Probation, Parole and Pardon Services (SCDPPPS)	Criminal justice system
<b>Terre Marshall</b>	Deputy Director of Health Services	SC Department of Corrections (SCDC)	Criminal justice system
<b>W. Brent Kelly</b>	Special Programs Manager	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
<b>W. Terry Leverette</b>	Summary Court Representative	SC Judicial Branch (SCJB), Court Administration	Adjudication

- iii. The state’s FFY 2025 Impaired Driving Strategic Plan, developed in tandem with the impaired driving task force, was approved on June 18, 2024. A copy of the plan is provided an attachment to the AGA entitled **“SC\_FY25\_405d\_Approved IDCP”**

**Section 405(f): Motorcyclist Safety Grants**

The state is demonstrating compliance with the “Motorcycle rider training course” and “Motorcycle Awareness Program” criteria listed under 1300.25 for its FFY 2025 Section 405(f) funding.

(f) Motorcycle rider training course

- (1) The head of the state’s designated authority over motorcyclist safety issues is Mark Wing, Motorcycle State Coordinator with the SC Technical College System. The state’s designated authority has approved and the state has adopted the Motorcycle Safety Foundation Basic Rider Course.
- (2) During FFY 2025, the state will offer at least one motorcycle rider training course in counties that collectively account for the majority (58%) of the state’s registered motorcycles. Supporting documentation is attached to the Annual Grant Application as a document titled “**SC\_FY25\_405f\_Attachment MC.**”

(g) Motorcycle awareness program

- (1) The head of the state’s designated authority over motorcyclist safety issues is Mark Wing, Motorcycle State Coordinator 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\_FY25\_405f\_MC Awareness Campaign Letter.**”

(2) Performance measures

Performance Measure Name		Target Period	Target End Year	Target Value
<b>C-7</b>	Motorcyclist Fatalities	FARS Annual	2025	141
	Reduce motorcyclist fatalities to 141 from a current safety level of 151 by 6.6% by December 31, 2025.			
<b>C-8</b>	Unhelmeted Motorcyclist Fatalities	FARS Annual	2025	101
	Reduce unhelmeted, motorcyclist fatalities to 101 from a current safety level of 103 by 2.0% by December 31, 2025.			

The nine counties within the state with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle as identified through 2022 state data (the most recent calendar year for which final state crash data is available) are listed in **Table MC-5**. Collisions involving a motorcycle and another motor vehicle in these counties accounted for 69% of all motorcycle vs. motor vehicle collisions (1,216) that occurred in the state during the year 2022.

MC-5: Collisions Involving a Motorcycle by County, 2022 State Data			
County	Motorcycle vs Motor Vehicle	Motorcycle vs Motorcycle	Total Motorcycle Involved Collisions
<b>Horry</b>	168	10	260
<b>Charleston</b>	129	2	176
<b>Greenville</b>	129	3	211

Richland	85	0	127
Spartanburg	84	0	135
Lexington	74	1	111
Berkeley	62	2	94
Anderson	57	2	112
York	52	1	82

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

<b>"Motorcyclist Awareness Campaign"</b>	
<b><u>Project Name and Description</u></b>	The state of South Carolina in FFY 2025 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 2025. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2022 and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads.
<b><u>Federal Funding Source(s)</u></b>	BIL 405f Motorcycle Safety Programs, SUPPLEMENTAL BIL 405f Motorcycle Safety Programs
<b><u>Project agreement number</u></b>	M11MA-2025-HS-04-25
<b><u>Subrecipient(s)</u></b>	SCDPS, OHSJP
<b><u>Organization Type</u></b>	State Government Agency, Highway Safety Office
<b><u>Amount of federal funds</u></b>	\$80,000
<b><u>Eligible Use of Funds</u></b>	M11MA
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A
<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	Communications and Outreach: Motorist Awareness of Motorcyclists

Section 405(g): Nonmotorized safety grants

(1) The state’s annual combined nonmotorized road user fatalities in Calendar Year (CY) 2022 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 2022
Pedestrian	173
Bicyclist	25
Moped	23
<b>Total number of nonmotorized road user fatalities</b>	<b>221</b>
<b>Total number of traffic fatalities</b>	<b>1,093</b>
<b>Nonmotorized pct. of total fatalities</b>	<b>20.22%</b>

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

Project Name and Description	
<b><u>Project Name and Description</u></b>	<p><b>Vulnerable Roadway Users Campaign</b></p> <p>The OHSJP will launch a media campaign in FFY 2025 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 2018 to 2022. 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 state laws applicable to pedestrian and bicycle safety and how to safely apply those laws on the roadways. 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>
<b><u>Federal Funding Source(s)</u></b>	Fast Act 405h/g Nonmotorized Safety, BIL 405h/g Nonmotorized Safety, SUPPLEMENTAL BIL 405h Nonmotorized Safety, BIL NHTSA 402 Pedestrian Safety
<b><u>Project agreement number</u></b>	FHPE/BGPE-2025-HS-04-25 PS-2025-HS-04-25
<b><u>Subrecipient(s)</u></b>	SCDPS, OHSJP
<b><u>Organization Type</u></b>	State Government Agency, Highway Safety Office
<b><u>Amount of federal funds</u></b>	\$440,000
<b><u>Eligible Use of Funds</u></b>	BGPE, FHPE, PS
<b><u>Planning and Administration costs (if applicable)</u></b>	N/A

<b><u>Is the project a promised project?</u></b>	No
<b><u>Countermeasure Strategy</u></b>	VRU Communications Campaign

## Section 405(i): Driver and Officer Safety Education Grants

For FFY 2025, South Carolina will apply for Section 405(i) funds as a qualifying state.

1. South Carolina has taken meaningful steps towards the full implementation of a peace officer training program.

In July 2020, the state developed a public service announcement titled “What to Expect During a Traffic Stop”. The video can be found [here](#). In the video, SC Highway Patrol Troopers discuss traffic stops and educates drivers on the reasons for which traffic stops are conducted and what they should expect during stop. Understanding that being pulled over is a stressful situation for drivers and officers, the video provides tips that will help the process go smoothly for both officers and drivers. If awarded, South Carolina would expand its driver and officer safety programming significantly.

2. A timetable for implementation of such a law or program within 5 years of first applying as a qualifying State under this [paragraph \(e\)](#).

Within the first year, South Carolina will expand this program by making information related to traffic stops more accessible to the public through paid media efforts. For example, the state will utilize paid social media for this messaging and create a commercial(s) to be aired strategically to reach identified target audiences. During year one, funds would also be used for the production of educational materials. These materials would be distributed through the South Carolina Law Enforcement Networks (SCLLEN) and enforcement grant recipients for use by officers while in the field conducting traffic stops. Educational materials would also be distributed during the state’s community outreach and PP&E efforts.

In subsequent years, further expansion of the program will occur. A peace officer training course will be developed and provided as an additional course offering at the state’s Criminal Justice Academy. In addition, the state will partner with the SC chapter of the National Safety Council (NSC) to expand its existing programming, which is provided to individuals statewide. The expansion would include instruction and testing relating to law enforcement practices during traffic stops, and the newly developed curriculum and course materials would include the following:

- The role of law enforcement and the duties and responsibilities of peace officers;
- The legal rights of individuals concerning interactions with peace officers;
- Best practices for civilians and peace officers during those interactions;
- The consequences for failure of an individual or officer to comply with the law or program; and
- How and where to file a complaint against, or a compliment relating to, a peace officer.

## Program Area: Teen Traffic Safety

Strategy	Hazard Perception Training
<b>Problem</b>	See SC's FFY 2024-2026 3HSP
<b>Countermeasure(s) and justification</b>	<p>According to NHTSA's <i>CTW, Tenth Edition</i>, research shows hazard perception errors are common in the crashes of young drivers. Hazard perception refers to a driver's ability to anticipate situations that may lead to a collision. It is conceptualized as a driver's situational awareness of collision-contributing/collision-relevant aspects of the traffic environment.</p> <p>To enhance young drivers' hazard perception, South Carolina will implement hands-on simulation programs intended to teach hazard perception skills and to educate on the consequences of risky driving behaviors and the importance of traffic safety. These programs will aim to improve visual scanning, hazard anticipation, and hazard avoidance skills and increase highway safety knowledge.</p> <p>Hazard perception training programs for drivers under 21 have demonstrated improvements in hazard perception skills, though sample sizes have been small. Data also indicates that novice drivers who complete such programs are more likely to anticipate hazards and were quicker and more effective at responding to hazards. Additionally, NHTSA-funded research indicates that hazard perception training programs were associated with lower crash risk for male drivers, though results for female drivers did not demonstrate an effect of training on crash risk. Additional research is needed, with larger and more diverse samples, to identify reasons for potential gender differences in crash risk and to determine whether the skills learned during hazard perception training transfer to real world situations and decrease subsequent crashes. Given the aforementioned information, South Carolina's use of this strategy is likely to provide additional contributions to the existing research and would be pivotal in efforts to reduce young driver-involved collisions, injuries, and fatalities.</p> <p><u>Reference:</u></p> <p>Horswill, M. S., Hill, A., Bemis-Morrison, N., &amp; Watson, M. O. (2021). Learner drivers (and their parent-supervisors) benefit from an online hazard perception course incorporating evidence-based training strategies and extensive crash footage. <i>Accident Analysis &amp; Prevention</i>, 161, 106340.</p> <p>Horswill, M. S., Hill, A., &amp; Jackson, T. (2020). Scores on a new hazard prediction test are associated with both driver experience and crash involvement, <i>Transportation Research Part F: Traffic Psychology and Behaviour</i>, Volume 71, 98-109.</p>
<b>Target(s)</b>	<p><b>C-9:</b></p> <ul style="list-style-type: none"> <li>• To reduce drivers age 20 and younger involved in fatal crashes by 6.4 percent from 125 (2017-2021 rolling average) to 117 for 2025.</li> <li>• To reduce drivers age 20 and younger involved in fatal crashes by 7.2 percent from 125 (2017-2021 rolling average) to 116 for 2024.</li> </ul>
<b>Estimated 3-year funding allocation</b>	
<b>Strategy to project considerations</b>	<p>The OHSJP will partner with SADD Inc., TjohnE Productions, LLC, and the Spartanburg County Coroner's Office through grant projects which incorporate peer-to-peer education and comprehensive, interactive programming intended to empower young people to successfully confront the risks and pressures they face daily, particularly as they relate to traffic safety.</p> <ul style="list-style-type: none"> <li>• OHSJP and partners will conduct Problem ID to determine strategic locations for new SADD chapters and the implementation of driving safety awareness/education programming throughout the state.</li> </ul> <p>As outlined in Highway Safety Program Guideline No. 4:</p> <ul style="list-style-type: none"> <li>• The OHSJP and its partners will implement a comprehensive communication plan/campaign that:</li> </ul>



	<ul style="list-style-type: none"><li>• Identifies the youth audiences at particular risk and develops appropriate messages;</li><li>• Provides culturally competent materials;</li><li>• Informs novice drivers about underage drinking and zero tolerance laws; and</li><li>• Informs the public of the role of parental monitoring/involvement</li></ul> <p>The OHSJP will also partner with event venues, such as college football games, music festivals, and other large events with the intent of reaching the target population of young drivers.</p>
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## Program Area: Non-motorized (Bicyclist/Pedestrian)

<b><u>Strategy</u></b>	<b>Pedestrian Safety Zones</b>
<b><u>Problem</u></b>	See SC’s FFY 2024-2026 3HSP
<b><u>Countermeasures and Justification</u></b>	Chapter 9. Pedestrian Safety, Section 9.20: Pedestrian Safety Zones, <i>Countermeasures That Work</i> 4-star citation
<b><u>Targets</u></b>	<p><b>C-10:</b></p> <ul style="list-style-type: none"> <li>To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025.</li> <li>To reduce pedestrian fatalities by 1.7 percent from 172 (2017-2021 rolling average) to 169 for 2026.</li> </ul>
<b><u>Estimated 3-year funding allocation</u></b>	
<b><u>Strategy to project considerations</u></b>	<p>OHSJP performed Problem ID to determine the priority counties for pedestrian fatalities and traffic injuries.</p> <p>As outlined in Highway Safety Program Guideline No. 14:</p> <ul style="list-style-type: none"> <li>The OHSJP will support and provide support for the coordinated activity of multidisciplinary agencies, including State Pedestrian/Bicycle Coordinators; Law Enforcement and Public Safety; Education; Public Health and Medicine; Driver Education and Licensing; Transportation—Engineering, Planning, Local Transit; Media and Communications; Community Safety Organizations; and Nonprofit Organizations to address pedestrian safety in the state.</li> <li>The OHSJP will provide support for law enforcement. Law enforcement plays a large role in pedestrian safety through providing communication and education support, and enforcing pedestrian laws and those that affect the safety of pedestrians.</li> <li>The OHSJP will also encourage community involvement in pedestrian safety education by involving individuals and organizations outside the traditional highway safety community, and outreach efforts will include a focus on reaching vulnerable road users, such as older pedestrians and young children.</li> <li>The OHSJP may also partner with SCDOT by participating in road audits and continue collaboration efforts, which will assist in ensuring the inclusion of a highway and traffic engineering component that is coordinated with enforcement and educational efforts.</li> </ul>

<b>Strategy</b>	<b>Elementary-Age Child Pedestrian Training</b>
<b>Problem</b>	See SC's FFY 2024-2026 3HSP
<b>Countermeasures and Justification</b>	Chapter 9. Pedestrian Safety, Section 9.23: Elementary-Age Child Pedestrian Training, <i>Countermeasures That Work</i> 3-star citation
<b>Targets</b>	<p><b>C-10:</b></p> <ul style="list-style-type: none"> <li>To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025.</li> <li>To reduce pedestrian fatalities by 1.7 percent from 172 (2017-2021 rolling average) to 169 for 2026.</li> </ul>
<b>Estimated 3-year funding allocation</b>	
<b>Strategy to project considerations</b>	<p>OHSJP performed Problem ID to determine the priority counties for pedestrian fatalities and traffic injuries.</p> <p>As outlined in Highway Safety Program Guideline No. 14:</p> <ul style="list-style-type: none"> <li>The OHSJP will support and provide support for the coordinated activity of multidisciplinary agencies, including State Pedestrian/Bicycle Coordinators; Law Enforcement and Public Safety; Education; Public Health and Medicine; Driver Education and Licensing; Transportation—Engineering, Planning, Local Transit; Media and Communications; Community Safety Organizations; and Nonprofit Organizations to address pedestrian safety in the state.</li> <li>The OHSJP will also encourage community involvement in pedestrian and bicycle safety education by involving individuals and organizations outside the traditional highway safety community, and outreach efforts will include a focus on reaching vulnerable road users, such as older pedestrians and young children.</li> <li>Additionally, the OHSJP will encourage the promotion of safe pedestrian and bicyclist practices (including practices near school buses) through classroom and extracurricular activities in strategic locations throughout the state.</li> </ul>

<b>Strategy</b>	<b>University Educational Campaigns</b>
<b>Problem</b>	See SC's FFY 2024-2026 3HSP
<b>Countermeasures and Justification</b>	<p>This strategy involves conducting educational campaigns for new students and staff that may be unfamiliar with walking and driving in the campus environment. The state will adapt this countermeasure by targeting students with a focus on reducing distracted pedestrian behavior through partnerships with campus public safety offices, student health and wellness programs, and student groups. Distracted pedestrian behavior is a significant issue. Young adults, particularly those on college campuses, seem to be prone to the distractions caused by handheld device usage; one observational study found that over 35% of observed pedestrians on college campuses crossed the street while distracted by hand held devices. Wearing headphones was the most prevalent distracted pedestrian behavior, followed closely by texting and talking on the phone. Wearing headphones drastically alters aural cues vital to pedestrian safety, such as the ability to perceive distance and speed of the automobiles. Talking on the phone and texting are considered to be cognitive distractions, and texting also introduces visual distraction and changes in motor behaviors like walking pace and gait. Students on urban college campuses have an increased pedestrian injury risk due to the fact that they are frequent pedestrians, may have false perceptions related to the safety of walking on campus, are prone to handheld device usage and the distractions the devices pose, and college-aged young adults often engage in riskier pedestrian activities, such as walking at night, compared to pedestrians in other age groups (Wells et al., 2018). These factors all contribute to an elevated risk for pedestrians on urban college campuses. Thus, behavioral interventions, particularly those aimed at reducing distracted walking behavior, should be developed and implemented in order to reduce pedestrian risk in busy pedestrian areas like urban college campuses.</p> <p>Though evaluation data on the efficacy of this countermeasure strategy is insufficient, it is promising in that university campuses offer opportune settings in which to reach the target</p>

	<p>population of pedestrians. Additionally, the development of a pedestrian safety campaign for implementation on college campuses could be informed by the input and feedback of the target audience, which should increase buy in and relevance (Pollack, 2015). The ultimate goal will be the development and implementation of a pedestrian safety campaign for college students statewide intended to reduce distracted walking and encourage the adoption of safer behaviors, such as enhancing conspicuity.</p> <p><u>Reference</u>  Pollack, K.(2015). Developing an Evidence-Informed Pedestrian Safety Communication Campaign. Journal of Transport and Health, 2(2): S53. <a href="https://doi.org/10.1016/j.jth.2015.04.580">https://doi.org/10.1016/j.jth.2015.04.580</a>.</p> <p>Wells, H. L., McClure, L. A., Porter, B. E., &amp; Schwebel, D. C. (2018). Distracted Pedestrian Behavior on two Urban College Campuses. Journal of Community Health, 43(1), 96–102. <a href="https://www.jstor.org/stable/48716587">https://www.jstor.org/stable/48716587</a></p>
<b><u>Targets</u></b>	<p><b>C-10:</b></p> <ul style="list-style-type: none"> <li>• To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025.</li> <li>• To reduce pedestrian fatalities by 1.7 percent from 172 (2017-2021 rolling average) to 169 for 2026.</li> </ul>
<b><u>Estimated 3-year funding allocation</u></b>	
<b><u>Strategy to project considerations</u></b>	<p>OHSJP performed Problem ID to determine the priority counties for pedestrian fatalities and traffic injuries.</p> <p>As outlined in Highway Safety Program Guideline No. 14:</p> <ul style="list-style-type: none"> <li>• The OHSJP will provide support for law enforcement in their efforts to provide communication and education support, enforce pedestrian laws and those that affect the safety of pedestrians, and implement creative strategies to promote safe pedestrian and motorist behaviors.</li> </ul>

<b>Strategy</b>	<b>Pedestrian Gap Acceptance Training</b>
<b><u>Problem</u></b>	See SC’s FFY 2024-2026 3HSP
<b><u>Countermeasures and Justification</u></b>	<p>The purpose of this strategy is to provide education for pedestrians to help them learn to make better road crossing decisions, which may reduce the incidence of crossing-related injuries and fatalities. This strategy may include training and/or lessons geared towards improving pedestrians’ judgement of speed or the distance of oncoming traffic. There is some evidence to suggest this strategy may lead to positive outcomes; however, the data is insufficient to conclusively label this as an effective countermeasure. Despite the limited data on the efficacy of pedestrian gap training, most pedestrian-involved collisions happened while the pedestrian was crossing the road (Zhuang, et al., 2020). Therefore, ensuring pedestrians’ safety while crossing is important. This would be best accomplished through a combination of education initiatives and engineering improvements, such as allowing sufficient time for the pedestrian crossing in signal timing, and median refuges. While the engineering strategies are outside the scope of the SHSO, education in the form of pedestrian gap training is a strategy the SHSO can employ. Research indicates that a collision with a car often results from human errors during information processing. A safe crossing event requires pedestrians to make correct decisions about when to cross the road; however, it is difficult for pedestrians to make safe crossing decisions (Choi et al., 2019). This decision-making process is best explained through the “gap acceptance” paradigm, which holds that a pedestrian’s ability to accurately judge whether they have enough time to cross the road in front of an approaching vehicle is a predictor of the likelihood of a collision. Gap acceptance training is intended to provide pedestrians with this important skill by helping them become better judges of the estimation of the arrival time of the vehicles and their own crossing time. Given that a substantial number of pedestrian-involved collisions happened while the pedestrian was crossing, efforts to enhance pedestrian safety while crossing are important.</p> <p><u>Reference</u>  Choi, J., Tay, R., Kim, S., and Jeong, S. (2019). Behaviors of older pedestrians at crosswalks in South Korea. <i>Accident Analysis &amp; Prevention</i>. 127 (June 2019): pg 231-235. <a href="https://doi.org/10.1016/j.aap.2019.03.005">https://doi.org/10.1016/j.aap.2019.03.005</a>.  Zhuang, X., Zhang, T., Chen, W., Jiang, R., &amp; Ma, G. (2020). Pedestrian estimation of their crossing time on multi-lane roads. <i>Accident Analysis &amp; Prevention</i>. 143(August 2020). <a href="https://doi.org/10.1016/j.aap.2020.105581">https://doi.org/10.1016/j.aap.2020.105581</a>.</p>
<b><u>Targets</u></b>	<b>C-10:</b> <ul style="list-style-type: none"> <li>• To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025.</li> <li>• To reduce pedestrian fatalities by 1.7 percent from 172 (2017-2021 rolling average) to 169 for 2026.</li> </ul>
<b><u>Estimated 3-year funding allocation</u></b>	
<b><u>Strategy to project considerations</u></b>	<p>OHSJP performed Problem ID to determine the priority counties for pedestrian fatalities and traffic injuries.</p> <p>As outlined in Highway Safety Program Guideline No. 14:  The OHSJP will provide support for law enforcement, as they play a large role in pedestrian safety, particularly in terms of providing communication and education support, enforcing pedestrian laws and those that affect the safety of pedestrians, and suggesting creative strategies to promote safe pedestrian and motorist behaviors.</p>

<b>Strategy</b>	<b>Driver Training</b>
<b><u>Problem</u></b>	See SC’s FFY 2024-2026 3HSP
<b><u>Countermeasures and Justification</u></b>	<p>This strategy is intended to increase the sensitivity of drivers to the presence of pedestrians and their shared responsibility as drivers to prevent crashes and enhance the safety of all road users. The state will adapt this strategy to provide education to drivers by providing specific information on pedestrians as part of the traffic environment, right-of-way laws for drivers and pedestrians in relation to one another, high-risk behaviors in relation to pedestrian/motorist crash types, and key ways drivers can avoid being involved in such crashes. Education for pedestrians and for drivers on the driving protocols in response to pedestrian facilities such as High-Intensity Activated CrossWalk (HAWK) beacon signals will also be provided. South Carolina’s existing driver education manual includes limited information for drivers in regards to pedestrians and does not include education for pedestrians.</p> <p>This strategy alone has not been shown to increase overall crash rates; however, all skills begin with knowledge education. A study by Nesoff et al. (2019) suggests that the majority of people are either unaware of pedestrian safety laws or misunderstand them and these findings support a need for more education on pedestrian safety laws. One avenue to provide more education on pedestrian safety laws is to enhance the discussion of pedestrian safety laws in driver education programs. Though this would be a step in the right direction, additional strategies are needed to reach individuals who do not obtain drivers licenses and therefore do not participate in driver education programs and those who have not participated in driver’s education recently. To address these concerns, the state will implement innovative strategies, in addition to driver education programs, to enhance motorists’ and pedestrians’ knowledge of pedestrian facilities and information on pedestrians as part of the traffic environment. This, along with other strategies, could be a viable means to enhance pedestrian safety.</p> <p><u>Reference</u> Nesoff, E. D., Porter, K. M. P., Bailey, M., &amp; Gielen, A. C. (2019). Knowledge and Beliefs About Pedestrian Safety in an Urban Community: Implications for Promoting Safe Walking. <i>Journal of Community Health, 44</i>(1), 103–111. <a href="https://www.jstor.org/stable/48716613">https://www.jstor.org/stable/48716613</a></p>
<b><u>Targets</u></b>	<p><b>C-10:</b></p> <ul style="list-style-type: none"> <li>• To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025.</li> <li>• To reduce pedestrian fatalities by 1.7 percent from 172 (2017-2021 rolling average) to 169 for 2026.</li> </ul>
<b><u>Estimated 3-year funding allocation</u></b>	
<b><u>Strategy to project considerations</u></b>	<p>OHSJP performed Problem ID to determine the priority counties for pedestrian fatalities and traffic injuries.</p> <p>As outlined in Highway Safety Program Guideline No. 14:</p> <ul style="list-style-type: none"> <li>• The OHSJP will provide support for law enforcement, as they play a large role in pedestrian safety, particularly in terms of providing communication and education support, enforcing pedestrian laws and those that affect the safety of pedestrians, and suggesting creative strategies to promote safe pedestrian and motorist behaviors.</li> </ul>

**Triennial HSP Addendum B**

			BASE YEARS				
PERFORMANCE PLAN CHART: FY 24-26 Triennial HSP			2018	2019	2020	2021	2022
C-1	Traffic Fatalities	FARS Annual	1,036	1,006	1,066	1,198	1,093
	Maintain total fatalities at 1,059 from a current safety level of 1,059.	5-Year Rolling Avg.	969.4	1,006	1,023.4	1,059	1080
C-2	Serious Injuries in Traffic Crashes	State	2,642	3,237	2,607	2,975	2,570
	Reduce serious traffic injuries to 2,549 from a current safety level of 2,862 by 10.9%.	5-Year Rolling Avg.	2,964.6	2,974.2	2,877.2	2,862.4	2,806.2
C-3	Fatalities/100M VMT	FARS Annual	1.82	1.74	1.98	2.08	1.85
	Reduce fatality rate to 1.87 from a current safety level of 1.88 by 0.50%.	5-Year Rolling Avg.	1.80	1.82	1.84	1.88	1.89