



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

OFFICE *of* HIGHWAY SAFETY AND JUSTICE PROGRAMS

Highway Safety Grant Program

ANNUAL GRANT APPLICATION

FFY 2026
(REVISED AUGUST 2025)

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Section 1: Updates to Triennial HSP

Data analyzed for the state's most recent annual report indicated that the state is unlikely to meet several performance measures: C-1, C-2, C-5, C-7, C-8, C-9 and C-12. Therefore, in FFY 2026, the state will adjust its overall strategy for programming funds. Additional funding will be allocated to the countermeasure strategies of "Short-term, High Visibility Law Enforcement" and "High Visibility DUI Enforcement" as the state plans to implement new enforcement projects to combat the increase in fatalities on South Carolina roadways. Additional funding will also be allocated towards the "Communications and Outreach Supporting Enforcement" countermeasure strategy to support the additional enforcement projects planned for implementation in FFY 2026.

Funds will be allocated to the countermeasure strategies of "Communications and Outreach: Motorist Awareness of Motorcyclists" and "Communications and Outreach: Conspicuity and Protective Clothing" in order to address performance measures C-7 and C-8, and the state will continue working towards enhancing its reach among youth audiences across the state through allocating additional funding for SADD, ThinkFast, the Spartanburg County Coroner's Office, and partnerships with colleges and schools, all of which will help meet C-9.

Lastly, the development of innovative programming for distraction among Vulnerable Road Users will be prioritized in FFY 2026. This will require the allocation of additional funds to the "VRU Communications Campaign" strategy and other programming efforts to help meet performance target C-12.

The state has not amended its common performance targets for FFY 2026. As part of the state's collaboration with the South Carolina Department of Transportation (SCDOT), identical targets were developed for submission to NHTSA in the FFY 2025 AGA and FHWA in the HSIP annual report. These targets, which have not been achieved, will remain unchanged when submitted to FHWA in this year's HSIP. The targets have been included below for reference.

PERFORMANCE PLAN CHART: FY 24-26 Triennial HSP		
C-1	Traffic Fatalities	FARS Annual
	Maintain total fatalities at 1,059 from a current safety level of 1,059.	5-Year Rolling Avg.
C-2	Serious Injuries in Traffic Crashes	State
	Reduce serious traffic injuries to 2,549 from a current safety level of 2,862 by 10.9%.	5-Year Rolling Avg.
C-3	Fatalities/100M VMT	FARS Annual
	Reduce fatality rate to 1.87 from a current safety level of 1.88 by 0.50%.	5-Year Rolling Avg.

Section 2: Project and subrecipient information

Highway Safety Program Management Projects

	Planning and Administration
Project Name and Description	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) Director of Grant Programs, one (1) Director of Statistical Services and Strategic Planning, and one (1) Grant Program Manager.
Federal Funding Source(s)	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402
Project agreement number	PA-2026-HS-01-26
Subrecipient(s)	SCDPS, OHSJP
Organization Type	State Government Agency, Highway Safety Office
Amount of federal funds	\$362,740
Eligible Use of Funds	PA
Planning and Administration costs (if applicable)	\$362,740
Is the project a promised project?	No
Countermeasure Strategy	Highway Safety Program Management

<u>Project Name and Description</u>	Public Information, Outreach and Training (PIOT) The PIOT grant project will utilize marketing campaigns, training for highway safety professionals, and disseminating information at public events in order to enhance the state's highway safety efforts. The project will provide funding to retain the services of a Public Affairs Coordinator, 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, 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. In FFY 2026, 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 advertising for FFY 2026 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 2026, the state will expand its existing efforts to provide information on best practices for civilians and peace officers during traffic stops and other interactions. This grant project will also fund the coordination, planning and implementation of the following additional initiatives/activities: Child Passenger Safety Week, Motorcycle Safety Awareness Campaign, Distracted Driving Campaign, Highway Safety Awards Ceremonies, School Bus Safety and Railroad Safety education campaigns, Move Over for First Responders education campaign, Motorcycle Safety Gear campaign, <i>Operation Southern Slow Down</i> , Vulnerable Roadway Users Campaign, and other highway safety-related events.
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402, IIJA 405i, SUPPLEMENTAL IIJA 405i
<u>Project agreement number</u>	CP-2026-HS-04-26, UNATTD-2026-HS-04-26, PM-2026-HS-04-26, M13BTR-2026-HS-04-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$1,767,192
<u>Eligible Use of Funds</u>	CP, UNATTD, PM, M13BTR
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

<p>Impaired Driving Countermeasures Program Management</p>	
Project Name and Description	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, two [2] Statisticians, and [1] one Fiscal Tech 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 2026 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.
Federal Funding Source(s)	IIJA 405d Impaired Driving Mid, SUPPLEMENTAL IIJA 405d Impaired Driving Mid
Project agreement number	M5HVE-2026-HS-25-26
Subrecipient(s)	SCDPS, OHSJP
Organization Type	State Government Agency, Highway Safety Office
Amount of federal funds	\$285,693
Eligible Use of Funds	M5HVE
Planning and Administration costs (if applicable)	N/A
Is the project a promised project?	No
Countermeasure Strategy	Highway Safety Program Management

	Occupant Protection Program Management
<u>Project Name and Description</u>	<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 2026 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 2026. Additionally, the project will fund [4] four Senior Accountants, [1] one Program Coordinator II, [1] one Administrative Manager, an Administrative Assistant, [2] two Statisticians, and [1] one Fiscal Tech. 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. Specifically, efforts will be made to recruit and train nationally certified CPS technicians, and education will be provided to parents and caregivers 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 populations in need. 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 2026, 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 a School Resource Officer (SRO) Standard Operating Procedures (SOP) manual for child passenger safety in elementary schools.</p>
<u>Federal Funding Source(s)</u>	IJIA NHTSA 402, SUPPLEMENTAL IJIA NHTSA 402, IJIA 405b High, SUPPLEMENTAL IJIA 405b High
<u>Project agreement number</u>	OP-2026-HS-02-26, M1OP-2026-HS-02-26, B1CPS_US-2026-HS-02-26, CR-2026_HS-02-26, M1CPS-2026-HS-02-26, M1CSS-2026-HS-02-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$393,094
<u>Eligible Use of Funds</u>	OP, M1OP, B1CPS_US, M1CPS, M1CSS
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

<u>Project Name and Description</u>	Police Traffic Services (PTS) Program Management
	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.
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402
<u>Project agreement number</u>	PT-2026-HS-05-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$256,711
<u>Eligible Use of Funds</u>	PT
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

	Law Enforcement Coordination
<u>Project Name and Description</u>	<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 enhance communication and collaboration among law enforcement agencies in South Carolina. LELs promote positive communication and working relationships among the OHSJP and the state and local law enforcement agencies in South Carolina. The LELs also 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>
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402
<u>Project agreement number</u>	PT-2026-HS-06-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$897,662
<u>Eligible Use of Funds</u>	PT
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Highway Safety Program Management

<p><u>Project Name and Description</u></p>	<p>Traffic Records Improvements</p> <p>The project will maintain the positions necessary to facilitate the requirements of the SC Traffic Records System (TRS). The project funds the Traffic Records Coordinating Committee (TRCC) Coordinator, who is responsible for managing the TRCC, the South Carolina Collision and Ticket Tracking System (SCCATTs), and the Crash Reporting Sampling System (CRSS). The position is also responsible for Data Quality Control and other tasks associated with South Carolina's Traffic Records Systems. Other positions funded under this project include, but are not limited to, [1] one Traffic Records Manager, [1] one Traffic Records Data Analyst, [1] one Assistant Traffic Records Data Analyst, [1] one Special Programs Manager, and [1] one Statistician.</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 2026.</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><u>Federal Funding Source(s)</u></p>	<p>IIJA NHTSA 402 and IIJA 405c Data Program, SUPPLEMENTAL IIJA NHTSA 402 and IIJA 405c Data Program</p>
<p><u>Project agreement number</u></p>	<p>TR-2026-HS-03-26, M3DA-2026-HS-03-26, B3SA-2026-HS-03-26, B3TRP-2026-HS-03-26</p>
<p><u>Subrecipient(s)</u></p>	<p>SCDPS, OHSJP</p>
<p><u>Organization Type</u></p>	<p>State Government Agency, Highway Safety Office</p>
<p><u>Amount of federal funds</u></p>	<p>\$1,244,387</p>
<p><u>Eligible Use of Funds</u></p>	<p>TR, M3DA, B3SA, B3TRP</p>
<p><u>Planning and Administration costs (if applicable)</u></p>	<p>N/A</p>
<p><u>Is the project a promised project?</u></p>	<p>No</p>
<p><u>Countermeasure Strategy</u></p>	<ul style="list-style-type: none"> Highway Safety Program Management Improves the accuracy, timeliness, accessibility, integration, completeness, and uniformity of the South Carolina Traffic Records System

Law Enforcement Training Projects

<u>Project Name and Description</u>	Traffic Safety Officer Program <p>The grant project will maintain the employment of [1] one Training Director and [3] three Training Coordinator I/Instructors, otherwise known as the Traffic Safety Officers/Instructors (TSIs). The TSIs will provide comprehensive, advanced traffic enforcement and investigative training to state and local law enforcement officers in order to improve officers' skills, which will ultimately enhance traffic law enforcement throughout the state. Primary responsibilities of the TSIs will include developing, monitoring, and assessing traffic-related training and activities throughout the state. The TSIs will perform their instructional, developmental, tracking, and program analysis duties and will play a role in the coordinated initiative launched to reestablish and support an information network for traffic units throughout the state. The following courses, at a minimum, would be taught under the program: DUI Detection and SFST, Speed Measurement Device Instruction, Traffic Collision Investigation Instruction, and Breath Test Instruction. The TSIs will also assist with the instructional responsibilities of the Basic Law Enforcement program, which includes detecting an impaired driver and conducting a complete and safe traffic stop, and may assist in the instruction of DRE training as needed.</p>
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402
<u>Project agreement number</u>	PT-2026-HS-07-26
<u>Subrecipient(s)</u>	The South Carolina Criminal Justice Academy
<u>Organization Type</u>	State Government, Law enforcement training agency
<u>Amount of federal funds</u>	\$477,680
<u>Eligible Use of Funds</u>	PT
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Traffic Safety Officer Training

<u>Project Name and Description</u>	Impaired Driving Countermeasures Training for Law Enforcement 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.
<u>Federal Funding Source(s)</u>	IJIA 405d Impaired Driving Mid, SUPPLEMENTAL IJIA 405d Impaired Driving Mid
<u>Project agreement number</u>	M5TR-2026-HS-26-26
<u>Subrecipient(s)</u>	The South Carolina Criminal Justice Academy
<u>Organization Type</u>	State Government, Law enforcement training agency
<u>Amount of federal funds</u>	\$221,140
<u>Eligible Use of Funds</u>	M5TR
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Law enforcement training

Enforcement Projects

Project Name and Description	Police Traffic Services (PTS) Enforcement Units (29)																																																	
<p>Project Name and Description</p> <p>A total of twenty-nine (29) 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 2026, 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>																																																		
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<p>Subrecipient(s)/Project agreement number</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">Project Agreement Number</th> <th style="width: 70%;">Project Title</th> </tr> </thead> <tbody> <tr> <td>PT-2026-HS-20-26</td> <td>FY2026 Police Traffic Services/Speed Enforcement/Enhancement of the Traffic Division</td> </tr> <tr> <td>PT-2026-HS-28-26</td> <td>Traffic Enforcement</td> </tr> <tr> <td>PT-2026-HS-59-26</td> <td>Batesburg-Leesville Police Department Traffic Enforcement Unit</td> </tr> <tr> <td>PT-2026-HS-18-26</td> <td>Dedicated Traffic Enforcement Unit</td> </tr> <tr> <td>PT-2026-HS-19-26</td> <td>Georgetown County Sheriff's Office Traffic Unit</td> </tr> <tr> <td>PT-2026-HS-09-26</td> <td>Moncks Corner Traffic Enforcement Unit</td> </tr> <tr> <td>PT-2026-HS-33-26</td> <td>Speed Enforcement</td> </tr> <tr> <td>PT-2026-HS-13-26</td> <td>Port Royal Police Traffic Unit</td> </tr> <tr> <td>PT-2026-HS-58-26</td> <td>City of Loris Overtime Traffic Enforcement Project</td> </tr> <tr> <td>PT-2026-HS-11-26</td> <td>Overtime Hours Traffic Grant</td> </tr> <tr> <td>PT-2026-HS-21-26</td> <td>Continuation of Traffic Enforcement Unit</td> </tr> <tr> <td>PT-2026-HS-10-26</td> <td>PTS Traffic Enforcement Project (Overtime/Straight Time)</td> </tr> <tr> <td>PT-2026-HS-16-26</td> <td>Hwy Traffic Safety Grant 2025-26</td> </tr> <tr> <td>PT-2026-HS-30-26</td> <td>Kershaw County Traffic Enforcement Project & Law Enforcement Challenge</td> </tr> <tr> <td>PT-2026-HS-57-26</td> <td>Overtime Traffic Enforcement</td> </tr> <tr> <td>PT-2026-HS-76-26</td> <td>Police Traffic Services Enforcement</td> </tr> <tr> <td>PT-2026-HS-55-26</td> <td>Slow down, NMB</td> </tr> <tr> <td>PT-2026-HS-34-26</td> <td>Chesterfield County Overtime Speed Enforcement Project</td> </tr> <tr> <td>PT-2026-HS-14-26</td> <td>Traffic Safety Project 2025-2026</td> </tr> <tr> <td>PT-2026-HS-36-26</td> <td>Traffic Enforcement Grant</td> </tr> <tr> <td>PT-2026-HS-22-26</td> <td>Summerville Police Department Specialized Traffic Enforcement</td> </tr> <tr> <td>PT-2026-HS-60-26</td> <td>2026 Highway Safety Grant for Overtime Personnel</td> </tr> <tr> <td>PT-2026-HS-15-26</td> <td>FY26 Highway Safety Grant</td> </tr> <tr> <td>PT-2026-HS-08-26</td> <td>Police Traffic Services: Enforcement</td> </tr> </tbody> </table>	Project Agreement Number	Project Title	PT-2026-HS-20-26	FY2026 Police Traffic Services/Speed Enforcement/Enhancement of the Traffic Division	PT-2026-HS-28-26	Traffic Enforcement	PT-2026-HS-59-26	Batesburg-Leesville Police Department Traffic Enforcement Unit	PT-2026-HS-18-26	Dedicated Traffic Enforcement Unit	PT-2026-HS-19-26	Georgetown County Sheriff's Office Traffic Unit	PT-2026-HS-09-26	Moncks Corner Traffic Enforcement Unit	PT-2026-HS-33-26	Speed Enforcement	PT-2026-HS-13-26	Port Royal Police Traffic Unit	PT-2026-HS-58-26	City of Loris Overtime Traffic Enforcement Project	PT-2026-HS-11-26	Overtime Hours Traffic Grant	PT-2026-HS-21-26	Continuation of Traffic Enforcement Unit	PT-2026-HS-10-26	PTS Traffic Enforcement Project (Overtime/Straight Time)	PT-2026-HS-16-26	Hwy Traffic Safety Grant 2025-26	PT-2026-HS-30-26	Kershaw County Traffic Enforcement Project & Law Enforcement Challenge	PT-2026-HS-57-26	Overtime Traffic Enforcement	PT-2026-HS-76-26	Police Traffic Services Enforcement	PT-2026-HS-55-26	Slow down, NMB	PT-2026-HS-34-26	Chesterfield County Overtime Speed Enforcement Project	PT-2026-HS-14-26	Traffic Safety Project 2025-2026	PT-2026-HS-36-26	Traffic Enforcement Grant	PT-2026-HS-22-26	Summerville Police Department Specialized Traffic Enforcement	PT-2026-HS-60-26	2026 Highway Safety Grant for Overtime Personnel	PT-2026-HS-15-26	FY26 Highway Safety Grant	PT-2026-HS-08-26	Police Traffic Services: Enforcement
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PT-2026-HS-55-26	Slow down, NMB																																																	
PT-2026-HS-34-26	Chesterfield County Overtime Speed Enforcement Project																																																	
PT-2026-HS-14-26	Traffic Safety Project 2025-2026																																																	
PT-2026-HS-36-26	Traffic Enforcement Grant																																																	
PT-2026-HS-22-26	Summerville Police Department Specialized Traffic Enforcement																																																	
PT-2026-HS-60-26	2026 Highway Safety Grant for Overtime Personnel																																																	
PT-2026-HS-15-26	FY26 Highway Safety Grant																																																	
PT-2026-HS-08-26	Police Traffic Services: Enforcement																																																	

	PT-2026-HS-12-26	Duncan Police Department Highway Safety Grant
	PT-2026-HS-52-26	Highway Safety Initiative 2025-2026
	PT-2026-HS-29-26	Hampton County Sheriff's Office PTS Enforcement Project
	PT-2026-HS-32-26	Comprehensive Police Traffic Safety Enforcement
	PT-2026-HS-35-26	Police Traffic Services: Enforcement
<u>Subrecipient(s)</u>	Agency	Project Title
	City of Columbia Police Department	FY2026 Police Traffic Services/Speed Enforcement/Enhancement of the Traffic Division
	City of Goose Creek Police Department	Traffic Enforcement
	Batesburg-Leesville Police Department	Batesburg-Leesville Police Department Traffic Enforcement Unit
	Town of Springdale	Dedicated Traffic Enforcement Unit
	Georgetown County	Georgetown County Sheriff's Office Traffic Unit
	Town of Moncks Corner Police	Moncks Corner Traffic Enforcement Unit
	Lancaster County Sheriff's Office	Speed Enforcement
	Port Royal Police Department	Port Royal Police Traffic Unit
	City of Loris	City of Loris Overtime Traffic Enforcement Project
	Travelers Rest Police Department	Overtime Hours Traffic Grant
	York County Sheriff's Office	Continuation of Traffic Enforcement Unit
	Sumter County Sheriff's Office	PTS Traffic Enforcement Project (Overtime/Straight Time)
	Lancaster Police Department	Hwy Traffic Safety Grant 2025-26
	Kershaw County Sheriff's Office	Kershaw County Traffic Enforcement Project & Law Enforcement Challenge
	City of York Police Department	Overtime Traffic Enforcement
	City of Tega Cay Police Department	Police Traffic Services Enforcement
	City of North Myrtle Beach Police Department	Slow Down, NMB
	Chesterfield County	Chesterfield County Overtime Speed Enforcement Project
	Berkeley County	Traffic Safety Project 2025-2026
	North Augusta Department of Public Safety	Traffic Enforcement Grant
	Town of Summerville	Summerville Police Department Specialized Traffic Enforcement
	Anderson Police Department	2026 Highway Safety Grant for Overtime Personnel
	Town of Mount Pleasant	FY26 Highway Safety Grant
	City of Spartanburg Police Department	Police Traffic Services: Enforcement
	Duncan Police Department	Duncan Police Department Highway Safety Grant
	Jasper County Sheriff's Office	Highway Safety Initiative 2025-2026
	Hampton County Sheriff's Office	Hampton County Sheriff's Office PTS Enforcement Project
	Central Police Department	Comprehensive Police Traffic Safety Enforcement
	Town of West Union Police Department	Police Traffic Services: Enforcement
<u>Organization Type</u>	Law enforcement agencies and County Government	
<u>Amount of federal funds</u>	\$2,963,908	
<u>Eligible Use of Funds</u>	PT	
<u>Planning and Administration costs (if applicable)</u>	N/A	
<u>Is the project a promised project?</u>	No	
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • Short-term, high-visibility law enforcement • High-visibility enforcement of seat belt law • High-visibility DUI enforcement 	

Law Challenge Enforcement Projects (12)																											
Project Name and Description	The state will contract with twelve (12) 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!)</i> , <i>Buckle Up, South Carolina (BUSC)</i> , <i>Operation Southern Slow Down</i> , and <i>Labor Day SOS!</i>																										
Federal Funding Source(s)	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402																										
Project agreement number	<table border="1"> <thead> <tr> <th>Project Agreement Number</th><th>Project Title</th></tr> </thead> <tbody> <tr><td>PT-2026-HS-61-26</td><td>Horry County Law Enforcement Target Zero Challenge Grant</td></tr> <tr><td>PT-2026-HS-63-26</td><td>City of Myrtle Beach Law Enforcement Challenge</td></tr> <tr><td>PT-2026-HS-64-26</td><td>SCLEN Mini Grant</td></tr> <tr><td>PT-2026-HS-73-26</td><td>Coward PD Law Enforcement Challenge Grant</td></tr> <tr><td>PT-2026-HS-66-26</td><td>SCLEN Mini-Grant</td></tr> <tr><td>PT-2026-HS-75-26</td><td>Town of Cheraw – Southern Slowdown</td></tr> <tr><td>PT-2026-HS-65-26</td><td>Woodruff Police Department Law Enforcement Challenge Grant</td></tr> <tr><td>PT-2026-HS-68-26</td><td>SCLEN Mini Grant</td></tr> <tr><td>PT-2026-HS-71-26</td><td>SCLEN Mini Grant</td></tr> <tr><td>PT-2026-HS-74-26</td><td>City of Mullins Law Enforcement Challenge Grant</td></tr> <tr><td>PT-2026-HS-67-26</td><td>\$10,000 Law Enforcement Network Mini-Grant</td></tr> <tr><td>PT-2026-HS-62-26</td><td>MCSO Traffic Safety & Enforcement Program – Overtime</td></tr> </tbody> </table>	Project Agreement Number	Project Title	PT-2026-HS-61-26	Horry County Law Enforcement Target Zero Challenge Grant	PT-2026-HS-63-26	City of Myrtle Beach Law Enforcement Challenge	PT-2026-HS-64-26	SCLEN Mini Grant	PT-2026-HS-73-26	Coward PD Law Enforcement Challenge Grant	PT-2026-HS-66-26	SCLEN Mini-Grant	PT-2026-HS-75-26	Town of Cheraw – Southern Slowdown	PT-2026-HS-65-26	Woodruff Police Department Law Enforcement Challenge Grant	PT-2026-HS-68-26	SCLEN Mini Grant	PT-2026-HS-71-26	SCLEN Mini Grant	PT-2026-HS-74-26	City of Mullins Law Enforcement Challenge Grant	PT-2026-HS-67-26	\$10,000 Law Enforcement Network Mini-Grant	PT-2026-HS-62-26	MCSO Traffic Safety & Enforcement Program – Overtime
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Town of Briarcliffe Acres	\$10,000 Law Enforcement Network Mini-Grant																										
Marlboro Traffic Sheriff's Office	MCSO Traffic Safety & Enforcement Program – Overtime																										
Organization Type	Law enforcement agencies																										
Amount of federal funds	\$116,402																										
Eligible Use of Funds	PTS																										
Planning and Administration costs (if applicable)	N/A																										
Is the project a promised project?	No																										

Countermeasure Strategy	<ul style="list-style-type: none"> • Short-term, high-visibility law enforcement • High-visibility enforcement of seat belt law • High-visibility DUI enforcement
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Project Name and Description	DUI Enforcement Units (9) A total of nine (9) 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 2026. 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 2026, 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.																				
Federal Funding Source(s)	IIJA 405d Impaired Driving Mid, SUPPLEMENTAL IIJA 405d Impaired Driving Mid, IIJA NHTSA 402																				
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Central Police Department	Impaired Driving Enforcement Officer																				
Organization Type	Law Enforcement Agencies																				
Amount of federal funds	\$949,203																				
Eligible Use of Funds	M5HVE																				

<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	High-visibility DUI Enforcement

Court Monitoring

MADD SC Court Monitoring	
<u>Project Name and Description</u>	<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. On occasion, other persons not assigned to the grant may also provide supplemental assistance for the project through traveling for grant-related activities in sole representation of the state of South Carolina in an effort to further partnerships with law enforcement and other traffic safety stakeholders</p>
<u>Federal Funding Source(s)</u>	IJIA 405d Impaired Driving Mid, SUPPLEMENTAL IJIA 405d Impaired Driving Mid
<u>Project agreement number</u>	B5CS-2026-HS-23-26
<u>Subrecipient(s)</u>	Mothers Against Drunk Driving (MADD) South Carolina
<u>Organization Type</u>	Non-profit organization
<u>Amount of federal funds</u>	\$250,631
<u>Eligible Use of Funds</u>	B5CS
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Court Monitoring

Prosecution Projects

<p>Traffic Safety Resource Prosecutor</p>	
<u>Project Name and Description</u>	<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 also 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 (SCLEN) members, obtain input from SCLENs 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 and serve as a regular and full participant on the SC Impaired Driving Prevention Council.</p>
<u>Federal Funding Source(s)</u>	IJIA 405d Impaired Driving Mid, SUPPLEMENTAL IJIA 405d Impaired Driving Mid
<u>Project agreement number</u>	B5CS-2026-HS-27-26
<u>Subrecipient(s)</u>	South Carolina Commission on Prosecution Coordination
<u>Organization Type</u>	State Government Agency
<u>Amount of federal funds</u>	\$198,282
<u>Eligible Use of Funds</u>	B5CS - Court support of impaired driving prevention efforts
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Specialized DUI Prosecution

	Special DUI Prosecutor Projects (7)																
<u>Project Name and Description</u>	<p>In FFY 2026, 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. Grant-funded prosecutors will prioritize the prosecution of DUI 1st offenses in an effort to reduce the burden of prosecuting such cases among law enforcement officers. The ultimate goals of these projects will be to increase the number of DUI convictions and decrease the number of DUI cases that are dismissed, reduced, or pled down to a lesser charge, and to increase the number of final dispositions on DUI cases that are six months or older.</p>																
<u>Federal Funding Source(s)</u>	IJIA 405d Impaired Driving Mid, SUPPLEMENTAL IJIA 405d Impaired Driving Mid																
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City of Goose Creek Police Dept.	Special DUI Prosecutor																
Town of Summerville	Summerville Specialized Impaired Driving Prosecutor																
<u>Organization Type</u>	Solicitor's Offices and Law Enforcement Agencies																
<u>Amount of federal funds</u>	\$768,543																
<u>Eligible Use of Funds</u>	B5CS																
<u>Planning and Administration costs (if applicable)</u>	N/A																
<u>Is the project a promised project?</u>	No																
<u>Countermeasure Strategy</u>	Specialized DUI Prosecution																

	SCDPS Paralegal Project
<u>Project Name and Description</u>	<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 number 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 2026, 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>
<u>Federal Funding Source(s)</u>	IIJA 405d Impaired Driving Mid, SUPPLEMENTAL IIJA 405d Impaired Driving Mid
<u>Project agreement number</u>	B5CS-2026-HS-24-26;
<u>Subrecipient(s)</u>	SCDPS, South Carolina Highway Patrol
<u>Organization Type</u>	State law enforcement agency
<u>Amount of federal funds</u>	\$76,882
<u>Eligible Use of Funds</u>	B5CS
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Specialized DUI Prosecution

<u>Project Name and Description</u>	South Carolina Judicial Outreach Liaison 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.
<u>Federal Funding Source(s)</u>	IIJA 405d Impaired Driving Mid, IIJA NHTSA 402, SUPPLEMENTAL IIJA 405d Impaired Driving Mid, SUPPLEMENTAL IIJA NHTSA 402
<u>Project agreement number</u>	B5CS-2026-HS-38-26; TC-2026-HS-38-26
<u>Subrecipient(s)</u>	South Carolina Judicial Branch Court Administration
<u>Organization Type</u>	State Government Agency
<u>Amount of federal funds</u>	\$29,600
<u>Eligible Use of Funds</u>	B5CS and TC
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Specialized DUI Prosecution

Occupant Protection Training/Education

SC Occupant Protection	
<u>Project Name and Description</u>	<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 populations and implement the CarFit educational program for older drivers. To ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified CPS Technicians, this project will conduct twelve (12) CPS classes and certify 120 CPS technicians during the grant year. At least ten (10) new fitting stations will be opened and 40 CPS events will be held.</p>
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402, IIJA/Supplemental IIJA 405b OP High
<u>Project agreement number</u>	OP-2026-HS-17-26, CR-2026-HS-17-26, M1CSS-2026-HS-17-26, M1CPS-2026-HS-17-26, B1CPS_US-2026-HS-17-26
<u>Subrecipient(s)</u>	South Carolina Department of Public Health
<u>Organization Type</u>	State Government Agency
<u>Amount of federal funds</u>	\$265,209
<u>Eligible Use of Funds</u>	OP, CR, B1CPS_US, M1CSS, M1CPS
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • Child Restraint System Inspection Stations • Recruiting, Training, and Maintaining Child Passenger Safety (CPS) Technicians

Community Car Seat Safety Project	
<u>Project Name and Description</u>	<p>This project will provide funding for the implementation of a Community Car Seat Safety Project. 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 at-risk populations.</p> <p>To assist efforts to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified CPS Technicians, one (1) technician will be trained during the grant year and a minimum of three (3) seat check events will occur. Appropriate child restraint systems be purchased and distributed 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>

<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402, IIJA/Supplemental IIJA 405b OP High
<u>Project agreement number</u>	B1CPS-2052-HS-56-26, OP-2026-HS-56-26, M1CPS-2026-HS-56-26, CR-2026-HS-56-26, M1CSS-2026-HS-56-26
<u>Subrecipient(s)</u>	The Nurturing Center
<u>Organization Type</u>	Non-profit health care organization
<u>Amount of federal funds</u>	\$44,000
<u>Eligible Use of Funds</u>	B1CPS, OP, M1CPS, CR, M1CSS
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • Child Restraint System Inspection Stations • Recruiting, Training, and Maintaining Child Passenger Safety (CPS) Technicians

	Child and Adult Passenger Safety Education
<u>Project Name and Description</u>	<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 at-risk populations as needed.</p> <p>To ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified CPS Technicians, six (6) CPS technicians will be certified during the grant period and six (6) seat check events will occur.</p>
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402, IIJA/Supplemental IIJA 405b OP Low
<u>Project agreement number</u>	B1CPS-2052-HS-72-26, OP-2026-HS-72-26, M1CPS-2026-HS-72-26, CR-2026-HS-72-26, M1CSS-2026-HS-72-26
<u>Subrecipient(s)</u>	City of Goose Creek Police Department
<u>Organization Type</u>	Law Enforcement Agency
<u>Amount of federal funds</u>	\$79,853
<u>Eligible Use of Funds</u>	B1CPS, OP, M1CPS, CR, M1CSS
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • Child Restraint System Inspection Stations • Recruiting, Training, and Maintaining Child Passenger Safety (CPS) Technicians

	Child Passenger Safety Education and Car Seat Distribution Project
<u>Project Name and Description</u>	<p>This project will enhance child passenger safety and expand outreach to at-risk populations. Funds will be used for personnel, training, and child safety seats.</p> <p>This project will include a series of city-hosted distribution events during which participants will attend educational sessions on proper child safety seat use and relevant safety laws. These sessions will be conducted by certified CPSTs and offered in both English and Spanish to ensure accessibility for all residents. At the conclusion of each session, eligible attendees will receive a free child safety restraint system, which will be installed in their vehicle by a trained CPST.</p> <p>To ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified CPS Technicians, the project will recertify five (5) CPSTs. In addition, at least four (4) inspection events will occur throughout the grant period and 50 appropriate child restraint systems will be purchased for distribution to at-risk families within the community. The initiative aims to increase the availability of properly installed child safety seats, raise awareness of child passenger safety, and reduce injury risks among vulnerable populations.</p>
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402, IIJA/Supplemental IIJA 405b OP Low
<u>Project agreement number</u>	B1CPS-2052-HS-70-26, OP-2026-HS-70-26, M1CPS-2026-HS-70-26, CR-2026-HS-70-26, M1CSS-2026-HS-70-26
<u>Subrecipient(s)</u>	City of North Charleston
<u>Organization Type</u>	Law Enforcement Agency
<u>Amount of federal funds</u>	\$13,415
<u>Eligible Use of Funds</u>	B1CPS, OP, M1CPS, CR, M1CSS
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • Child Restraint System Inspection Stations • Recruiting, Training, and Maintaining Child Passenger Safety (CPS) Technicians

Teen Traffic Safety

SC SADD: Empowering Teens for Safer Roads and Stronger Communities	
<u>Project Name and Description</u>	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 and promote evidence-based countermeasures for reducing behaviors such as speeding and driving while impaired and/or distracted through various programming options, including <i>Is it Worth the Risk?</i> , <i>Text Less, Live More (TLLM)</i> and <i>21 or Bust</i> . Throughout the grant period, <i>Rock the Belt (RTB)</i> , a SADD national core program that uses peer-to-peer based prevention strategies to engage schools, parents, and communities about the importance of wearing seat belts in every vehicle, every seat, every time, will also be implemented.
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402
<u>Project agreement number</u>	TSP-2026-HS-31-26
<u>Subrecipient(s)</u>	Students Against Destructive Decisions (SADD), Inc.
<u>Organization Type</u>	Non-profit youth health and safety organization
<u>Amount of federal funds</u>	\$186,696
<u>Eligible Use of Funds</u>	TSP
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	School-Based Youth Programs

ThinkFast Interactive Teen Driver Safety Program	
<u>Project Name and Description</u>	This project will continue 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. These TFI programs will cover an array of highway safety topics, including the importance of seatbelt use. A pre/post program survey will be used to measure highway safety knowledge and to determine whether changes in awareness of teen traffic safety occurred from pre-to-post among program participants.
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402
<u>Project agreement number</u>	TSP-2026-HS-45-26
<u>Subrecipient(s)</u>	TjohnE Productions, Inc.
<u>Organization Type</u>	Interactive awareness program production company
<u>Amount of federal funds</u>	\$52,500

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

<u>Project Name and Description</u>	South Carolina Highway Safety Education and Reduction of Highway Fatalities in Spartanburg County 2025-2026 This project will continue to provide highway safety educational programming, utilizing an Impaired Driving Simulator, at public schools, colleges, community organizations, and/or community events in Spartanburg County. Through experiential learning and critical thinking exercises using simulation scenarios, the simulator uses educational programming to 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.
<u>Federal Funding Source(s)</u>	IIJA/Supplemental IIJA NHTSA 402
<u>Project agreement number</u>	CP-2026-HS-51-26
<u>Subrecipient(s)</u>	Spartanburg County Coroner's Office
<u>Organization Type</u>	Local unit of government
<u>Amount of federal funds</u>	\$91,162
<u>Eligible Use of Funds</u>	CP
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • School-Based Youth Programs • Hazard Perception Training

Vulnerable Roadway Users (VRU)

Project SAFE (Streets Are For Everyone)	
<u>Project Name and Description</u>	This project will provide funding to continue 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. Project SAFE's efforts include working with stakeholders (law enforcement, community members, local coalitions, etc.) to continue the <i>Watch for Me</i> pedestrian program in Lexington and Richland Counties. A non-motorized safety program will also be continued for participants of the subrecipient's youth programs. The non-motorized safety program has been adopted for use in South Carolina with input from the aforementioned stakeholders. All program activities will be monitored and evaluated throughout the grant period.
<u>Federal Funding Source(s)</u>	IIJA/Supplemental IIJA NHTSA 402, IIJA/Supplemental 405h and/or 405g
<u>Project agreement number</u>	PS-2026-HS-69-26, FHPE-2026-HS-69-26, BGPE-2026-HS-69-26
<u>Subrecipient(s)</u>	The Brookland Center for Community Economic Change
<u>Organization Type</u>	Non-profit community service center
<u>Amount of federal funds</u>	\$180,634
<u>Eligible Use of Funds</u>	PS, FHPE, BGPE
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • Pedestrian Safety Zones • Elementary—Age Child Pedestrian Training • Pedestrian Gap Acceptance Training

Communications and Outreach

<p style="text-align: center;">Occupant Protection Communication Campaign-<i>Buckle Up, South Carolina</i></p>	
<u>Project Name and Description</u>	<p>South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2026 holiday period, from May 11 – 31, 2026, known as <i>Buckle Up, South Carolina (BUSC)</i>. <i>Click It. Don't Risk It!</i> BUSC is modeled after the national Click-It-or-Ticket mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media and increased enforcement activity by state and local law enforcement agencies in order to increase safety belt and child restraint use. 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 that attract populations which have shown statistically lower safety belt use rates.</p> <p>A variety of media outreach techniques will be used, including radio, paid social media, digital media, billboard advertising, gas station tv, 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 University, SC State University, 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 which have been identified through data analysis as high-risk populations. 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. The goal of the outreach is to encourage safety on the roadways by urging the use of appropriate occupant restraints and attempting to reduce specific risk-taking behaviors.</p>
<u>Federal Funding Source(s)</u>	IIJA 405b High, SUPPLEMENTAL IIJA 405b High
<u>Project agreement number</u>	M1HVE-2026-HS-02-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$550,000
<u>Eligible Use of Funds</u>	M1HVE
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Communications and Outreach Supporting Enforcement

<p><u>Project Name and Description</u></p>	<p>Impaired Driving Communication Campaign-<i>Sober or Slammer!</i></p> <p>In FFY 2026, 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.</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, gas station tv, 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, the University of South Carolina, Coastal Carolina University, SC State University, 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. Additionally, the SCDPS will be the sponsor of the Sober or Slammer 200 race at Darlington Raceway during the Labor Day weekend. 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 through each network.</p>
<u>Federal Funding Source(s)</u>	IIJA 405d Impaired Driving Mid, SUPPLEMENTAL IIJA 405d Impaired Driving Mid
<u>Project agreement number</u>	B5PEM-2026-HS-26-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$1,600,000
<u>Eligible Use of Funds</u>	B5PEM
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Communications and Outreach Supporting Enforcement

	“Motorcyclist Awareness Campaign”
<u>Project Name and Description</u>	The state of South Carolina in FFY 2026 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, gas station tv, 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 2026. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2023 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.
<u>Federal Funding Source(s)</u>	IIJA 405f Motorcycle Safety Programs, SUPPLEMENTAL IIJA 405f Motorcycle Safety Programs
<u>Project agreement number</u>	M11MA-2026-HS-04-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$80,000
<u>Eligible Use of Funds</u>	M11MA
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Communications and Outreach: Motorist Awareness of Motorcyclists

	Safety Gear Campaign
<u>Project Name and Description</u>	The state of South Carolina in FFY 2026 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 on social media and billboard advertising in coordination with major bike festivals in surrounding states since motorcyclists would be required to travel on SC highways to attend. The five bike rallies include Daytona Bike Week, Myrtle Beach Spring Rally, the Memorial Weekend Rally in Myrtle Beach, Sturgis Bike Week, and Myrtle Beach Fall Rally.
<u>Federal Funding Source(s)</u>	IJIA NHTSA 402, SUPPLEMENTAL IJIA NHTSA 402
<u>Project agreement number</u>	MC-2026-HS-04-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$40,000
<u>Eligible Use of Funds</u>	MC
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Communications and Outreach: Conspicuity and Protective Clothing

<u>Project Name and Description</u>	Vulnerable Roadway Users Campaign The OHSJP will launch a media campaign in FFY 2026 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, billboards, and gas station tv, will target focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups during the five-year period from 2019 to 2023. The campaign will support public outreach and enforcement efforts by the SC Highway Patrol to address the increase in fatalities occurring in South Carolina among these vulnerable groups. The OHSJP will utilize general pedestrian/bicycle safety outreach to provide targeted safety messages to help the public better understand 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. During FFY 2025, USC PD, a sub-grantee of the OHSJP, piloted a "Way to Walk. Safety is a Two-Way Street" campaign targeted to students who travel the campus by foot. The campaign includes signage throughout the campus as well as printed materials that are shared with students about how to safely navigate the campus by foot. The OHSJP hopes to implement similar efforts on the campuses of the state's other colleges and universities in FFY 2026.
<u>Federal Funding Source(s)</u>	IJIA 405h/g Nonmotorized Safety, SUPPLEMENTAL IJIA 405h/g Nonmotorized Safety
<u>Project agreement number</u>	FHPE/BGPE-2026-HS-04-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$350,000
<u>Eligible Use of Funds</u>	BGPE,FHPE
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	VRU Communications Campaign

Section 405(b): Occupant Protection Grant

405(b) qualification status: Low 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 2026 to address South Carolina's occupant protection-related highway safety problems include the following: occupant protection program management (description found on **AGA page 7**), recruiting, training, and maintaining child passenger safety technicians (project descriptions found on **AGA pages 23-25**); increasing the number of inspection stations (project descriptions found on **AGA pages 23-25**); an occupant protection communication and outreach campaign (description found on **AGA page 29**); 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 2026 holiday period, from May 11—31, 2026, 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 2026. This level of participation will again allow coverage of 100% of the state's population.

Outreach elements aimed at reaching residents across South Carolina with statistically lower safety belt use rates, including unrestrained nighttime drivers and teenage drivers, both of which have been identified as high-risk populations, will be utilized in order to increase safety belt and child restraint use. 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 Sheriff's Office
Central Police Department
Chesterfield County Sheriff's Office
City of Anderson Police Department
City of Columbia Police Department
City of Goose Creek Police Department
City of Lake City Police Department
City of Laurens Police Department
City of Loris Police Department
City of Myrtle Beach Police Department
City of North Myrtle Beach Police Department
City of Spartanburg Police Department
City of Tega Cay Police Department
City of York Police Department
Duncan Police Department
Florence Regional Airport Police Department
Georgetown County Sheriff's Office
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
Mullins Police Department
North Augusta Department of Public Safety
Port Royal Police Department
Sumter County Sheriff's Office
Town of Briarcliffe Acres
Town of Cheraw Police Department
Town of Coward Police Department
Town of Moncks Corner Police Department
Town of Mount Pleasant Police Department
Town of Springdale Police Department
Town of Summerville Police Department
Town of West Union Police Department
Travelers Rest Police Department
Wellford City Police Department
Woodruff Police Department
York County Sheriff's Office

(3) Child restraint inspection stations

The occupant protection projects (described on **pages 23-25** 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 inspection stations in the state (as of 6/9/25).

Fitting Stations Statewide staffed with a Nationally Certified Child Passenger Safety Technician				
As of 6/9/25				
	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; At-Risk	No
6	Anderson City Fire Department Station 2	Anderson	Urban; At-Risk	No
7	Anderson City Fire Department Station 3	Anderson	Urban; At-Risk	No
8	Anderson County DPH Office	Anderson	Urban; At-Risk	No
9	Anderson Pregnancy Center	Anderson	Urban; At-Risk	No
10	Safe Kids Anderson County	Anderson	Urban; At-Risk	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	Berkeley County Sheriff's Office	Berkeley	Urban	No
25	Moncks Corner City Fire Department Station 2	Berkeley	Urban	Yes
26	Berkeley County First Steps	Berkeley	Urban	No
27	Joint Base Charleston Building	Berkeley	Urban	No
28	Hanahan Fire Department	Berkeley	Rural	No
29	Moncks Corner City Fire Department Station 1	Berkeley	Urban	No
30	Joint Base Charleston Fire Department	Berkeley/Charleston	Urban	No
31	Charleston County EMS	Charleston	Urban	No
32	Charleston Fire Department	Charleston	Urban	No

33	Florence Crittenton Programs of South Carolina	Charleston	Urban	No
34	MUSC Shawn Jenkins Children's Hospital	Charleston	Urban	Yes
35	North Charleston City Hall	Charleston	Urban	No
36	St. Andrews Fire Department	Charleston	Urban	No
37	St. Johns Fire Department	Charleston	Urban	No
38	Lando Fire Department	Chester	Urban	No
39	Chesterfield County Sheriff's Department	Chesterfield	Urban; At-Risk	No
40	Clarendon County Fire Rescue	Clarendon	Urban	No
41	Manning Fire Department	Clarendon	Urban	No
42	Colleton County Sheriff's Department	Colleton	Urban; At-Risk	No
43	Colleton County First Steps	Colleton	Urban; At-Risk	No
44	Hartsville Fire Department	Darlington	Urban	Yes
45	Baby CSI	Dorchester	Urban	No
46	Dorchester County Fire Rescue Headquarters	Dorchester	Urban	No
47	Dorchester County Fire Rescue Station 21	Dorchester	Urban	Yes
48	Lowcountry Pregnancy Center	Dorchester	Urban	Yes
49	Summerville Fire and Rescue Headquarters	Dorchester	Rural	Yes
50	Summerville Fire and Rescue Station 2	Dorchester	Rural	No
51	Summerville Fire and Rescue Station 3	Dorchester	Rural	No
52	Summerville Fire and Rescue Station 4	Dorchester	Urban	No
53	Summerville Fire and Rescue Station 5	Dorchester	Urban	No
54	Summerville Fire and Rescue Station 6	Dorchester	Urban	No
55	Fairfield County Sheriff's Office	Dorchester	Urban	Yes
56	SafeKids Pee Dee/Coastal/McLeod Regional Medical Center	Florence	Urban	Yes
57	Howe Springs Fire Rescue	Florence	Urban	No
58	Sardis-Timmonsville Fire Department	Florence	Urban	No
59	Georgetown City Fire Department Station 2	Georgetown	Urban	No
60	Georgetown City Fire Headquarters	Georgetown	Urban	No
61	Georgetown County Fire	Georgetown	Urban	No
62	Mauldin Police Department	Greenville	Urban	Yes
63	Berea Fire Department	Greenville	Urban	No
64	Boiling Springs Fire District Station 11	Greenville	Urban	Yes
65	Boiling Springs Fire District Station 12	Greenville	Urban	Yes
66	Boiling Springs Fire District Station 14	Greenville	Urban	Yes
67	Boiling Springs Fire District Station 15	Greenville	Urban	Yes
68	Greer Fire Department	Greenville	Urban	No
69	Mauldin Fire Department	Greenville	Urban	No
70	Palmetto Medical Training LLC	Greenville	Urban	No
71	Parker Fire Department	Greenville	Urban	No
72	Piedmont Park Fire Department	Greenville	Urban	No
73	Simpsonville Police Department	Greenville	Urban	No
74	Phoenix Center	Greenville	Urban	No
75	Parkside Pediatrics	Greenville/	Urban	No

		Spartanburg		
76	Carolina Health Centers	Greenville	Urban	No
77	Greenwood City Police Department	Greenwood	Rural; At-Risk	No
78	Safe Kids Lakelands	Greenwood	Urban; At-Risk	No
79	Greenwood County First Steps	Greenwood	Urban; At-Risk	No
80	Hampton County Emergency Services	Hampton	Rural; At-Risk	No
81	Hampton County Sheriff's Office	Hampton	Rural; At-Risk	No
82	Conway Police Department	Horry	Urban; At-Risk	Yes
83	Horry County Fire/Rescue	Horry	Urban; At-Risk	Yes
84	Myrtle Beach Fire Department Station 1	Horry	Urban; At-Risk	Yes
85	Myrtle Beach Fire Department Station 2	Horry	Urban; At-Risk	Yes
86	Myrtle Beach Fire Department Station 3	Horry	Urban; At-Risk	Yes
87	Myrtle Beach Fire Department Station 4	Horry	Urban; At-Risk	Yes
88	Myrtle Beach Fire Department Station 5	Horry	Urban; At-Risk	Yes
89	Myrtle Beach Fire Department Station 6	Horry	Urban; At-Risk	Yes
90	North Myrtle Beach DPS	Horry	Urban; At-Risk	No
91	Grand Strand Medical Center	Horry	Urban; At-Risk	No
92	Horry County First Steps	Horry	Urban; At-Risk	No
93	McLeod Health Access to Health	Horry	Urban; At-Risk	No
94	Surfside Beach Fire Department	Horry	Urban; At-Risk	No
95	Jasper County Sheriff's Office	Jasper	Urban	No
96	Jasper County Fire Rescue	Jasper	Urban	No
97	Jasper County First Steps	Jasper	Urban	Yes
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	Urban; At-Risk	No
101	Lugoff Fire Department	Kershaw	Urban; At-Risk	No
102	2 nd Chance Fellowship	Kershaw	Urban; At-Risk	No
103	Jones Insurance Agency	Kershaw	Urban; At-Risk	No
104	Lancaster County EMS	Lancaster	Rural	No
105	Lee County EMS	Lee	Rural	No
106	Batesburg/Leesville Police Department	Lexington	Urban; At-Risk	Yes
107	Irmo Fire District Northlake	Lexington	Urban; At-Risk	No
108	Lexington County Health Services District (Department of Public Safety)	Lexington	Urban; At-Risk	No
109	Lexington County Sheriff's Department	Lexington	Urban; At-Risk	Yes
110	Lexington Police Department	Lexington	Urban; At-Risk	No
111	Lexington County EMS	Lexington	Urban; At-Risk	Yes
112	City of Marion Fire Department	Marion	Rural; At-Risk	No
113	Oconee County Emergency Services-Emergency Operations Center	Oconee	Rural	No
114	Oconee County Emergency Services-Headquarters	Oconee	Rural	No
115	Oconee Memorial Hospital	Oconee	Rural	No
116	Prisma Health Pediatrics-Seneca	Oconee	Rural	No
117	Orangeburg DPS Fire Department	Orangeburg	Rural	No

118	South Carolina Highway Patrol Troop 7 HQ	Orangeburg	Rural	No
119	City of Clemson Police Department	Pickens	Rural; At-Risk	No
120	Easley Fire Department #1	Pickens	Rural; At-Risk	No
121	Pickens City Fire Department	Pickens	Urban; At-Risk	No
122	Pickens County Coroner's Office	Pickens	Urban; At-Risk	Yes
123	Prisma Health Pediatrics-Clemson	Pickens	Urban; At-Risk	No
124	Forest Acres Police Department	Richland	Urban; At-Risk	No
125	Irmo Fire District Headquarters	Richland	Rural; At-Risk	No
126	Irmo Police Department	Richland	Rural; At-Risk	No
127	Lexington Medical Center (Department of Public Safety)	Richland	Rural; At-Risk	No
128	Prisma Health Children's Hospital-Midlands	Richland	Urban; At-Risk	No
129	Richland County Sheriff's Department	Richland	Rural; At-Risk	Yes
130	SC Department of Public Health	Richland	Urban; At-Risk	Yes
131	South Carolina State Fire Office	Richland	Rural; At-Risk	No
132	South Congaree Police Department	Richland	Rural; At-Risk	No
133	The Therapy Place	Richland	Urban; At-Risk	No
134	Epworth Children's Home	Richland	Urban; At-Risk	Yes
135	The Nurturing Center	Richland	Urban; At-Risk	Yes
136	Birth Matters	Spartanburg	Urban	No
137	Boiling Springs Fire Department	Spartanburg	Urban	No
138	Carolina Pregnancy Center	Spartanburg	Urban	No
139	North Spartanburg Fire Department	Spartanburg	Urban	No
140	Pelham-Batesville Fire Department	Spartanburg	Urban	No
141	Sake Kids of the Piedmont/Spartanburg Regional Medical Center	Spartanburg	Urban	Yes
142	Westview Fairforest Fire Department Headquarters	Spartanburg	Urban	No
143	Westview Fairforest Fire Department Station 2	Spartanburg	Urban	No
144	ReGenesis Healthcare	Spartanburg	Urban	No
145	Tyger River Fire Department	Spartanburg	Urban	No
146	Safe Kids Sumter/Prisma Health Tuomey	Sumter	Urban; At-Risk	Yes
147	Sumter Fire Department	Sumter	Urban; At-Risk	No
148	Tandem Health	Sumter	Urban; At-Risk	No
149	Shaw Air Force Base Fire and Emergency Center	Sumter	Urban; At-Risk	No
150	Eli Collins Foundation for Premature Babies	Williamsburg	Urban; At-Risk	No
151	Williamsburg County Coroner's Office	Williamsburg	Urban; At-Risk	No
152	Britax Child Safety, Inc. PCS	York	Urban; At-Risk	Yes
153	Yok County Coroner's Office	York	Urban; At-Risk	No

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

Total number of planned inspection stations and/or events:	<ul style="list-style-type: none"> 153 fitting stations as of 6/9/2025 10 new fitting stations will be established in FFY 2026 53 inspection events will be held in FFY 2026
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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.**

Populations served-urban	127
Populations served-rural	27
Populations served-at risk	69

*Based on the existing (as of 6/9/2025) inspection stations. Does not include the 53 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, Child and Adult Passenger Safety Education, and Child Passenger Safety Education and Car Seat Distribution Projects (described on **pages 23-25** of this document) will be implemented to recruit, train, and maintain a sufficient number of child passenger safety technicians based on the state's problem identification (information included in **Section 1** of the state's **3HSP**).

Estimated total number of classes to be taught in FFY 2026	12
Estimated total number of technicians to be trained in FFY 2026	127

(5) Lower Seat Belt Use Rate State Qualification Criteria

To qualify for an Occupant Protection Grant in FFY 2026 as a lower seat belt use rate state, South Carolina has included as part of its AGA documentation demonstrating that it meets the three following additional criteria listed below:

(A) Primary Enforcement Seatbelt Use Statute: [Article 48, South Carolina Code of Law Section 56-5-6510 through Section 56-5-6565](#)

(B) Seatbelt Enforcement

In accordance with 23 CFR 1300.21 (e)(3) Seat Belt enforcement- South Carolina can demonstrate sustained enforcement activity throughout the fiscal year that will promote seat belt and child restraint enforcement. This has been provided in the list of sustained mobilizations that will be held throughout FFY2026 below. These mobilizations involve law enforcement agencies throughout the state of South Carolina, including those geographic areas in which 70% of the state's unrestrained passenger vehicle occupant fatalities occurred.

FFY 2026 South Carolina Enforcement Mobilizations*

Sustained monthly enforcement: December 2025

2025-26 Christmas/New Year's Sober or Slammer! (SOS!) Campaign

December 12, 2025 - January 1, 2026

Sustained monthly enforcement: January 2026

Sustained monthly enforcement: February 2026

Sustained monthly enforcement: March 2026

Sustained monthly enforcement: April 2026

Sustained monthly enforcement: May 2026

2026 Memorial Day *BUSC* Campaign
May 18-31, 2026

Sustained monthly enforcement: June 2026

Sustained monthly enforcement: July 2026

2026 *Operation Southern Slow Down* Campaign
July 13 – 19, 2026

Sustained monthly enforcement: August 2026

2026 Labor Day *SOS!* Campaign
August 21-September 7, 2026

Agencies participating in the South Carolina Law Enforcement Network (SCLEN) system consistently educate and push the sustained enforcement of the seatbelt and child restraint laws of South Carolina and participation in the *Buckle Up, South Carolina (BUSC)* mobilization (and others) during regular meetings. Currently, there are 180 participating agencies in the SCLEN. As seen in the graphic to the right, these networks are broken down into sixteen (16) geographic regions that cover the entire state of South Carolina. In conjunction with the SCLEN, the South Carolina Highway Patrol (SCHP) provides sustained enforcement focusing on seatbelts and child restraints statewide.



Sustained Seat Belt Enforcement

The OHSJP funds and supports law enforcement agencies' implementation of recurring initiatives and campaigns every year to promote seat belt and child restraint enforcement. These projects include the Law Enforcement Networks and the enforcement projects described on **AGA pages 13-16**. Collectively, these law enforcement agencies are responsible for seat belt enforcement throughout the state. The OHSJP will monitor these projects and continue to review the data obtained from the enforcement mobilizations/initiatives to inform future enforcement activities.

South Carolina is made up of 46 counties; 44 out of South Carolina's 46 counties have law enforcement agencies that participate in reoccurring efforts throughout the year to promote seat belt and child restraint use (see table below). This sustained enforcement occurs in counties that collectively account for 99% of all unrestrained occupant traffic fatalities between 2019-2023.

FFY 2026 PARTICIPATING AGENCIES IN COUNTIES WHERE 99% OF UNRESTRAINED FATALITIES OCCURRED (2019-2023)

2019-2023 SC Restraint Use for Motor Vehicle Occupants (Automobiles, pick-up trucks, other trucks, vans, and SUVs)				
	Restraint Used?			
County	None	Restraint Used	Unknown	Total

Greenville	119	113	18	250
Spartanburg	96	115	12	223
Horry	95	73	13	181
Charleston	94	67	23	184
Richland	94	63	5	162
Orangeburg	93	66	7	166
Berkeley	81	69	6	156
Lexington	77	78	3	158
Florence	66	42	10	118
Anderson	63	61	9	133
Colleton	61	29	6	96
York	57	68	7	132
Aiken	53	51	2	106
Laurens	50	27	3	80
Sumter	47	38	3	88
Pickens	44	25	2	71
Darlington	42	34	3	79
Jasper	38	32	7	77
Dorchester	34	38	2	74
Lancaster	32	27	1	60
Beaufort	31	25	8	64
Dillon	29	16	3	48
Georgetown	28	22	3	53
Kershaw	28	29	4	61
Clarendon	27	20	3	50
Williamsburg	27	12	1	40
Newberry	26	20	1	47
Fairfield	25	22	2	49
Chesterfield	24	22	2	48
Chester	23	24	6	53
Marlboro	21	20	0	41
Oconee	21	23	3	47
Greenwood	20	17	0	37
Hampton	19	17	1	37
Marion	18	15	0	33
Cherokee	17	34	2	53
Union	16	15	1	32
Abbeville	12	7	0	19
Calhoun	12	9	0	21
Edgefield	12	8	2	22
Saluda	12	8	0	20
Barnwell	8	11	0	19
McCormick	6	6	1	13
Allendale	5	3	1	9
	1819	1538	189	3,546

Restraint Use data from TR-310 includes the following: Shoulder Belt, Lap Belt, Shoulder & Lap Belt, Child Safety Seat, and Other.

(A) High Risk Population Countermeasure Programs: The projects detailed below have been identified as the data-driven programs to be implemented by the state in FFY 2026 to improve seat belt and child restraint use for the at-risk populations of (ii) Unrestrained Nighttime Drivers and (iii) Teenage drivers.

Occupant Protection Communication Campaign-Buckle Up, South Carolina	
Project Name and Description	<p>South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2026 holiday period, from May 11 – 31, 2026, known as <i>Buckle Up, South Carolina (BUSC)</i>. <i>Click It. Don't Risk It!</i> BUSC is modeled after the national Click-It-or-Ticket mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media and increased enforcement activity by state and local law enforcement agencies in order to increase safety belt and child restraint use. 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 that attract populations which have shown statistically lower safety belt use rates.</p> <p>A variety of media outreach techniques will be used, including radio, paid social media, digital media, billboard advertising, gas station tv, 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 University, SC State University, 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 which have been identified through data analysis as high-risk populations. 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. The goal of the outreach is to encourage safety on the roadways by urging the use of appropriate occupant restraints and attempting to reduce specific risk-taking behaviors.</p>
Federal Funding Source(s)	IIJA 405b High, SUPPLEMENTAL IIJA 405b High
Project agreement number	M1HVE-2026-HS-02-26
Subrecipient(s)	SCDPS, OHSJP
Organization Type	State Government Agency, Highway Safety Office
Amount of federal funds	\$550,000
Eligible Use of Funds	M1HVE
Planning and Administration costs (if applicable)	N/A
Is the project a promised project?	No
Countermeasure Strategy	Communications and Outreach Supporting Enforcement

SC SADD: Empowering Teens for Safer Roads and Stronger Communities	
<u>Project Name and Description</u>	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 and promote evidence-based countermeasures for reducing behaviors such as speeding and driving while impaired and/or distracted through various programming options, including <i>Is it Worth the Risk?</i> , <i>Text Less, Live More (TLLM)</i> and <i>21 or Bust</i> . Throughout the grant period, <i>Rock the Belt (RTB)</i> , a SADD national core program that uses peer-to-peer based prevention strategies to engage schools, parents, and communities about the importance of wearing seat belts in every vehicle, every seat, every time, will also be implemented.
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402
<u>Project agreement number</u>	TSP-2026-HS-31-26
<u>Subrecipient(s)</u>	Students Against Destructive Decisions (SADD), Inc.
<u>Organization Type</u>	Non-profit youth health and safety organization
<u>Amount of federal funds</u>	\$186,696
<u>Eligible Use of Funds</u>	TSP
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	School-Based Youth Programs

ThinkFast Interactive Teen Driver Safety Program	
<u>Project Name and Description</u>	This project will continue 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. These TFI programs will cover an array of highway safety topics, including the importance of seatbelt use. A pre/post program survey will be used to measure highway safety knowledge and to determine whether changes in awareness of teen traffic safety occurred from pre-to-post among program participants.
<u>Federal Funding Source(s)</u>	IIJA NHTSA 402, SUPPLEMENTAL IIJA NHTSA 402
<u>Project agreement number</u>	TSP-2026-HS-45-26
<u>Subrecipient(s)</u>	TjohnE Productions, Inc.
<u>Organization Type</u>	Interactive awareness program production company
<u>Amount of federal funds</u>	\$52,500

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

<u>Project Name and Description</u>	South Carolina Highway Safety Education and Reduction of Highway Fatalities in Spartanburg County 2025-2026 This project will continue to provide highway safety educational programming, utilizing an Impaired Driving Simulator, at public schools, colleges, community organizations, and/or community events in Spartanburg County. Through experiential learning and critical thinking exercises using simulation scenarios, the simulator uses educational programming to 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.
<u>Federal Funding Source(s)</u>	IIJA/Supplemental IIJA NHTSA 402
<u>Project agreement number</u>	CP-2026-HS-51-26
<u>Subrecipient(s)</u>	Spartanburg County Coroner's Office
<u>Organization Type</u>	Local unit of government
<u>Amount of federal funds</u>	\$91,162
<u>Eligible Use of Funds</u>	CP
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	<ul style="list-style-type: none"> • School-Based Youth Programs • Hazard Perception Training

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
11/21/2024
01/23/2025
03/27/2025
04/24/2025 (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_FY26_405c_Approved TRSP**"

(2) ***Quantitative improvement.***

- i. Quantitative improvement has been demonstrated for the data attribute of "timeliness" within the Field Deployment to L/E Agencies project. The measure identifies the number of days that pass between the initial creation of a paper-generated crash report to its initial submission into the crash repository when compared to the number of days that occur between initial creation to initial submission for an electronically-generated crash report. On average, from April 2023 until March 2024*, it took 168 days for a paper-generated crash report to be submitted to the repository versus 11 days for an electronically-generated crash report. From April 2024 until March 2025, it took an average of 111 days from creation to submission for a paper-generated crash report versus nine days for an electronically-generated crash report. This represents a 34% and an 18% decrease in the number of days from initial creation to initial submission to the crash repository for paper-generated and electronically-generated crash reports, respectively.

* The numbers for 2023-2024 are preliminary. Entry of paper reports is a manual process; therefore, the numbers for the baseline period will change

- ii. Supporting documentation covering a contiguous 12-month performance period that demonstrates quantitative improvement is provided in attachment **SC_FY26_405c_IPR Form** of the AGA.

Section 405(d): Impaired Driving Countermeasures Grants

Impaired driving qualification: High-Range State

Assurance: SC is applying for Section 405(d) funding as a high-range state. The state certifies that it will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

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, (Robert's 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 2026 Impaired Driving Countermeasures Plan on July 22, 2025.

In FFY 2026, the OHSJP will continue to work to ensure that the SCIDPC and its membership remain viable. The SCIDPC and the OHSJP will work diligently to address the priority recommendations from the most recent Impaired Driving Program Assessment that are within the Council's purview. Additionally, the SCIDPC and the OHSJP will continue efforts 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)

Name	Title	Agency/Organization	Stakeholder Group
Steven Burritt (Chair)	Regional Executive Director, SC/NC/TN	Mothers Against Drunk Driving (MADD)	Prevention
Sara Lee Drawdy (Interim Vice-Chair)	Traffic Safety Resource Prosecutor	SC Commission on Prosecution Coordination (SCCPC)	Prosecution
Aimee Hourigan	Director of Substance Abuse Prevention and Education	University of SC, Substance Abuse Prevention & Education Program, Office of the Dean of Students	Public health
Ashley Bodiford	Director of Prevention	Lexington/Richland Alcohol and Drug Abuse Council (LRADAC)	Public Health
Brad Hutto	SC Senator, District 40; Senate Minority Leader	SC Senate	Legislature
Christine Christopherson	Court Education Administration	SC Judicial Branch (SCJB), Court Administration	Adjudication
Christopher N. Williamson	Colonel	SC Department of Public Safety (SCDPS), SC Highway Patrol (SCHP)	State law enforcement
Crystal Gordon	Prevention Consultant, Prevention and Intervention Services	SC Department of Alcohol and Other Drug Abuse Services (SCDAODAS)	Public Health
Crystal Salley	Victim Services Manager	SC Department of Public Safety (SCDPS), SC Highway Patrol (SCHP)	Communications and community engagement
Debbie Banks	Lieutenant, Forensic Sciences Division, Implied Consent Department	SC Law Enforcement Division (SLED)	Criminal Justice/ State law enforcement
Dustin Smith	Toxicology Department Supervisor	SC Law Enforcement Division (SLED)	Criminal Justice/ State law enforcement
Dwayne Wilson	Colonel	SC Department of Public Safety (SCDPS), State Transport Police (STP)	State law enforcement
Emily Thomas	Director of Statistical Services and Strategic Planning	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
Hailey Kanipe	Impaired Driving Countermeasures Program Coordinator	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
Harold E. Moore	Law Enforcement Liaison	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
Jack Johnson	State DRE Coordinator, Impaired Driving Countermeasures Training Coordinator	SC Criminal Justice Academy (SCCJA)	Drug-impaired driving countermeasures
Jenna Anderson	Assistant Director for Coalitions	University of SC, Substance Abuse Prevention & Education Program	Public health
Jim Graham	SC Advanced Training Unit, Captain	SC Criminal Justice Academy (SCCJA)	State law enforcement

Joi Brunson	Director of Grant Programs	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
Karl Bitzky	Property and Casualty Unit Manager	SC Department of Insurance (SCDOI)	Communications and community engagement
Kenya Mingo	Director of Corporate Compliance & Communications	SC Primary Health Care Association (SCPHCA)	Public Health
Lara Peck	Injury Prevention Coordinator, Trauma Administration	Prisma Health Richland Hospital	Public Health
Laura Aldinger	Executive Director	Behavioral Health Services Association of SC (BHSA)	Public Health
Laura S. Hudson	Executive Director	SC Crime Victims' Council (SCCVC); SC Victim Assistance Network (SCVAN)	Communications and community engagement
Lisa Catalanotto	Executive Director	SC Commission on Prosecution Coordination (SCCPC)	Prosecution
Mark Keel	Chief	SC Law Enforcement Division (SLED)	State law enforcement
Matthew Buchanan	General Counsel	SC Department of Probation, Parole and Pardon Services (SCDPPS)	Criminal justice system
Mattison Gamble	Chief Magistrate; State Judicial Outreach Liaison	Sumter County; National Highway Traffic Safety Administration (NHTSA)/American Bar Association (ABA)	Adjudication
Melissa Reck	Traffic Safety Training & Development Coordinator	Southeastern Chapter of the National Safety Council (SCNSC)	Public Health
Dr. Michael George	Research Scientist	Pacific Institute for Research and Evaluation (PIRE)	Public health
Michelle Nienhuis	Division Manager, Prevention & Intervention Services	SC Department of Alcohol and Other Drug Abuse Services (SCDAODAS)	Public Health
Nicole McGarity	Public Affairs Specialist	American Automobile Association (AAA), Carolinas	Communications and community engagement
Norman Ream	State SFST Training Coordinator	SC Criminal Justice Academy (SCCJA)	Alcohol and Drug-impaired driving countermeasures
Paul Macisco	Lieutenant, Traffic Safety Unit	SC Criminal Justice Academy (SCCJA)	State law enforcement
Phil Riley	Director	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
Randy Brown	Special Agent, Forensic Sciences Division, Implied Consent Department	SC Law Enforcement Division (SLED)	State law enforcement
Robert G. Woods, IV	Director	SC Department of Public Safety (SCDPS)	State Highway Safety Office; Governor's Representative (GR)
S. Lee Dutton	Chief of Staff	SC Department of Alcohol and Other Drug Abuse Services (SC DAODAS)	Public Health

Sabrina Culp	Planning and Evaluation Program Coordinator	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
Sabrina Gast	Coroner	York County, SC	Public Health
Sally Foster	Executive Director	South Carolina Sheriff's Association	Local law enforcement
Shawnée Garrick Goodman	Highway Safety Grant Program Manager	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office
Shirley Rivers	Director of Driver Services	SC Department of Motor Vehicles (SCDMV)	Criminal justice system
T. Mark Childress	Director, Ignition Interlock Device Program	SC Department of Probation, Parole and Pardon Services (SCDPPS)	Criminal justice system
Terre Marshall	Deputy Director of Health Services	SC Department of Corrections (SCDC)	Criminal justice system
Thomas Nicholson	General Counsel	SC Department of Probation, Parole and Pardon Services (SCDPPS)	Criminal justice system
W. Brent Kelly	Special Programs Manager	SC Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs (OHSJP)	State Highway Safety Office

- iii. The state's FFY 2026 Impaired Driving Strategic Plan, developed in tandem with the impaired driving task force, was approved on July 22, 2025. A copy of the plan is provided an attachment to the AGA entitled **“SC_FY26_405d_Approved IDCP”**
- iv. The recommendations from the assessment of the state's impaired driving program are located within the attachment to the AGA entitled **“SC_FY26_405d_Approved IDCP”**
- v. The projects implementing impaired driving activities are located within the attachment to the AGA entitled **“SC_FY26_405d_Approved IDCP”** and on **pages 6, 12, 16-22, 26-27, and 30** of the **AGA**.
- vi. The ways in which spending supports the impaired driving program and achievement of its performance targets are located within the attachment to the AGA entitled **“SC_FY26_405d_Approved IDCP”** on **pages 33-35**.

Section 405(e): Distracted Driving Grants

(1) Distracted Driving Awareness Grant

iv. Sample distracted driving questions from the SC driver's license examination are included below:

- 1) **While operating a motor vehicle on a public road in this State, which of the following is prohibited?**
 - a. Using a wrist-worn device to make a voice call
 - b. Viewing a GPS map displayed on a dashboard
 - c. **Reading a text message on a handheld device**
- 2) **What is the definition of a distraction while driving?**
 - a. Something that improves your reaction time
 - b. Something outside the vehicle only
 - c. **Anything that takes your attention away from driving**
- 3) **Which of the following is not recommended while driving?**
 - a. **Having a heated argument with a passenger**
 - b. Keeping your eyes on the road
 - c. Staying mentally focused on driving
- 4) **Who is responsible for ensuring safe vehicle operation?**
 - a. The car manufacturer
 - b. The passengers
 - c. **The driver**
- 5) **If a driver is convicted of violating the SC Hands Free Law a second time, they will:**
 - a. Pay a fine of at least \$100.
 - b. Accumulate at least two points on their license.
 - c. **A & B**

(2) Distracted Driving Law Grant

- a. Prohibition on Handheld Phone Use While Driving. The state's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 5/12/2025 and last amended on 4/30/2025. The effective date of the statute is September 1, 2025, and it will be enforced during the fiscal year of the grant.

i. Legal Citations:

- S.C. Code Section 56-5-3890 (B) prohibits handheld phone use
- S.C. Code Section 56-5-3890 (A) defines covered wireless communication devices
- S.C. Code Section 56-5-3890 (D) details fines for an offense
- S.C. Code Section 56-5-3890 (C) provides exemptions from the handheld use ban

Section 405(f): Motorcyclist Safety Grants

The state is demonstrating compliance with the “Motorcycle rider training course” and “Motorcycle Awareness Program” criteria listed under 1300.26 for its FFY 2026 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 2026, 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_FY26_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_FY26_405f_MC Awareness Campaign Letter.**”

(2) Performance measures

Performance Measure Name		Target Period	Target End Year	Target Value
C-7	Motorcyclist Fatalities Reduce motorcyclist fatalities by 7.3% to 140 from a current safety level of 151 by December 31, 2026.	FARS Annual	2026	140
C-8	Unhelmeted Motorcyclist Fatalities Reduce unhelmeted, motorcyclist fatalities by 3.0% to 100 from a current safety level of 103 by December 31, 2026.	FARS Annual	2026	100

The nine counties within the state with the highest number of crashes involving a motorcycle and another motor vehicle as identified through 2023 state data (the most recent calendar year for which final state crash data is available) are listed in **Table MC-5**. During the year 2023, a total of 876 collisions involving a motorcycle and another motor vehicle occurred in these counties, representing 70% of all motorcycle vs. motor vehicle collisions (1,245) that occurred in the state during the year 2023.

MC-5: Collisions Involving a Motorcycle by County, 2023 State Data			
County	Motorcycle vs Motor Vehicle	Motorcycle vs Motorcycle	Total Motorcycle Involved Collisions
Horry	156	11	260
Charleston	131	3	193
Greenville	146	2	203
Richland	101	2	142
Spartanburg	91	2	149
Berkeley	77	0	125
Anderson	64	0	109
York	56	2	86
Lexington	54	0	84

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

	“Motorcyclist Awareness Campaign”
<u>Project Name and Description</u>	The state of South Carolina in FFY 2026 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, gas station tv, SCDDOT 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 2026. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2023 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.
<u>Federal Funding Source(s)</u>	IJIA 405f Motorcycle Safety Programs, SUPPLEMENTAL IJIA 405f Motorcycle Safety Programs
<u>Project agreement number</u>	M11MA-2026-HS-04-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$80,000
<u>Eligible Use of Funds</u>	M11MA
<u>Planning and Administration costs (if applicable)</u>	N/A
<u>Is the project a promised project?</u>	No
<u>Countermeasure Strategy</u>	Communications and Outreach: Motorist Awareness of Motorcyclists

Section 405(g): Nonmotorized safety grants

(1) The state's annual combined nonmotorized road user fatalities in Calendar Year (CY) 2023 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 2023
Pedestrian	187
Bicyclist	25
Moped	26
Total number of nonmotorized road user fatalities	238
Total number of traffic fatalities	1,047
Nonmotorized pct. of total fatalities	22.73%

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

<u>Project Name and Description</u>	Vulnerable Roadway Users Campaign The OHSJP will launch a media campaign in FFY 2026 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, billboards, and gas station tv, will target focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups during the five-year period from 2019 to 2023. The campaign will support public outreach and enforcement efforts by the SC Highway Patrol to address the increase in fatalities occurring in South Carolina among these vulnerable groups. The OHSJP will utilize general pedestrian/bicycle safety outreach to provide targeted safety messages to help the public better understand 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. During FFY 2025, USC PD, a sub-grantee of the OHSJP, piloted a "Way to Walk. Safety is a Two-Way Street" campaign targeted to students who travel the campus by foot. The campaign includes signage throughout the campus as well as printed materials that are shared with students about how to safely navigate the campus by foot. The OHSJP hopes to implement similar efforts on the campuses of the state's other colleges and universities in FFY 2026.
<u>Federal Funding Source(s)</u>	IIJA 405h/g Nonmotorized Safety, SUPPLEMENTAL IIJA 405h/g Nonmotorized Safety,
<u>Project agreement number</u>	FHPE/BGPE-2026-HS-04-26
<u>Subrecipient(s)</u>	SCDPS, OHSJP
<u>Organization Type</u>	State Government Agency, Highway Safety Office
<u>Amount of federal funds</u>	\$350,000
<u>Eligible Use of Funds</u>	BGPE, FHPE

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

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

For FFY 2026, 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 driver and officer safety 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 educate drivers on the reasons traffic stops are conducted and what to expect during a stop. Understanding that being pulled over is a stressful situation, 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 to further educate the public on topics relating to law enforcement practices during traffic stops.

2. A timetable for implementation of a driver and officer safety program within 5 years of first applying as a qualifying State under this [paragraph \(e\)](#).

Within FFY 2026, 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 this period, funds would also be used for the production of educational materials. These materials will be distributed through the South Carolina Law Enforcement Networks (SCLEN) and enforcement grant recipients for use by officers while in the field conducting traffic stops. Educational materials will also be distributed during the state’s community outreach and PP&E efforts.

In subsequent years, further expansion of the program will occur. During FFY 2027, the state will continue its partnership with the South Carolina Department of Motor Vehicles (SCDMV) to revise the state’s driver manual and licensing examination and update the established minimum standards for the operation of driver training schools. Pursuant to SC Code Section [56-23-10](#), driver training schools must be licensed and approved by the SCDMV, and approval is dependent upon the driver training school’s ability to meet all requirements outlined in the [Driver Training School Regulations](#). The Regulations require all driving school license and driving school license renewal applications to be accompanied by a complete list of manuals of instruction, course outlines, and other teaching materials used by the school. Since the SCDMV has the authority to establish minimum standards for schools and reviews instruction manuals and teaching materials as part of its licensing process, the OHSJP will work with the SCDMV to revise the minimum standards for licensing to require the inclusion of topics relating to law enforcement practices during traffic stops. These efforts will ensure that driver education curriculums and course materials include the following information:

- 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.

By FFY 2028, the newly-revised minimum standards will be used to assess subsequent applications for driver training school licenses and driving school license renewals. Since a driver's training course is mandatory for individuals who are 15 or 16 years old when applying for their first driver's license, this would be a positive step towards ensuring that all newly-licensed young drivers in the state receive instruction and testing relating to law enforcement practices during traffic stop. An overview of the state's timeline for implementation of the new training program has been included in the figure below.

FFY 2026	FFY 2027	FFY 2028
<ul style="list-style-type: none">•Develop driver and officer safety media campaign•Develop driver and officer safety educational materials for distribution	<ul style="list-style-type: none">•Build upon existing partnership with SCDMV to include topics relating to law enforcement practices during traffic stops•In collaboration with SCDMV:<ul style="list-style-type: none">•Revise SC Driver Manual and licensing examination•Revise minimum standards for the operation of driver training schools	<ul style="list-style-type: none">•Implementation of the newly-revised minimum standards•All licensing examinations will include questions regarding law enforcement practices during traffic stops



South Carolina
DEPARTMENT of PUBLIC SAFETY
PROTECT. EDUCATE. SERVE.

OFFICE of HIGHWAY SAFETY AND JUSTICE PROGRAMS

**Highway Safety Grant Program
FFY 2026**

IMPAIRED DRIVING COUNTERMEASURES PLAN

JUNE 2025

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ACRONYMS USED IN THIS DOCUMENT

AAA – American Automobile Association
ABC – Alcoholic Beverage Control
ACEP – American College of Emergency Physicians
ADSAP – Alcohol and Drug Safety Action Programs
AET – Alcohol Enforcement Teams
AOD – Alcohol and Other Drug Abuse Authorities
A-RIDE – Advanced Roadside Impaired Driving Enforcement
BAC – Blood Alcohol Concentration
BHSA – Behavioral Health Services Association
CAST – Community Action for a Safer Tomorrow
CMS – Case Management System
CROs – Community Relations Officers
CSAP – Center for Substance Abuse Prevention
DDACTS – Data Driven Approaches to Crime and Traffic Safety
DECP – South Carolina Drug Evaluation and Classification Program
DITEP – Drug Impairment Training for Educational Professionals
DRE – Drug Recognition Expert
DSS – South Carolina Department of Social Services
DUAC – Driving with an Unlawful Alcohol Concentration
DUI – Driving Under the Influence
ECHO – Empowering Communities for Healthy Outcomes
FAST Act – Fixing America's Surface Transportation Act
FFY – Federal Fiscal Year
FHF – Families of Highway Fatalities
FHWA – Federal Highway Administration
FMCSA – Federal Motor Carrier Safety Administration
GDL – Graduated Driver License
HSIP – Highway Safety Improvement Plan
HSP – Highway Safety Plan
IDCTC – Impaired Driving Countermeasures Training Coordinator
IID – Ignition Interlock Device
ISS – Injury Surveillance System
LEL – Law Enforcement Liaisons
LEN – South Carolina Law Enforcement Network
LESS – Law Enforcement Support Services
MCMIS – Motor Carrier Management Information Systems
NETS – Network of Employers for Traffic Safety
NHTSA – National Highway Traffic Safety Administration
OHSJP – Office of Highway Safety and Justice Programs
OMVH – Office of Motor Vehicles Hearing
OOH – Out-of-Home
PBIS – Positive Behavior Interventions and Supports

PCPA – Primary Care Physician Association
PIOT – Public Information, Outreach and Training
PIRE – Pacific Institute for Research and Evaluation
PREP – Palmetto Retailer Education Program
RMS – Records Management System
SALTS – Safe and Legal Traffic Stops
SAMHSA – Substance Abuse and Mental Health Services Administration's
SANTA – (Sober All Night Totally Awesome) Designated Driver
SARS – Statistical Analysis and Research Section
SBIRT – Brief Intervention and Referral to Treatment
SCAGO – South Carolina Attorney General's Office
SCCA – South Carolina Coroners' Association
SCCATTs – South Carolina Collision and Ticket Tracking System
SCCJA – South Carolina Criminal Justice Academy
SCCPC – South Carolina Commission on Prosecution Coordination
SCDC – South Carolina Department of Corrections
SCDHEC – South Carolina Department of Health and Environmental Control
SCDHHS – South Carolina Department of Health and Human Services
SCDMV – South Carolina Department of Motor Vehicles
SCDOE – South Carolina Department of Education
SCDOI – South Carolina Department of Insurance
SCDOR – South Carolina Department of Revenue
SCDOT – South Carolina Department of Transportation
SCDPPPS – South Carolina Department of Probation, Parole and Pardon Services
SCDPS – South Carolina Department of Public Safety
SCHP – South Carolina Highway Patrol
SCIDPC – South Carolina Impaired Driving Prevention Council
SCJB – South Carolina Judicial Branch
SCLEOA – South Carolina Law Enforcement Officers' Association
SCMADD – South Carolina Mothers Against Drunk Driving
SCOSUS – South Carolina Office of Substance Use Services (*formerly DAODAS*)
SCPSCC – South Carolina Public Safety Coordinating Council
SCRLA – South Carolina Restaurant and Lodging Association
SCSA – South Carolina Sheriffs' Association
SCSCI – South Carolina School Climate Initiative
SCSCJA – South Carolina Summary Court Judges' Association
SCTA – South Carolina Trucking Association
SCUTTIES – South Carolina Uniform Traffic Ticket Information Exchange System
SCVAN – South Carolina Victims Assistance Network
SES – Strategic Evaluation States
SFST – Standardized Field Sobriety Tests
SFY – State Fiscal Year
SHSP – Strategic Highway Safety Plan
SIG – State Incentive Grant

SIT – Safety Improvement Team

SLED – South Carolina State Law Enforcement Division

SOS – Sober or Slammer Campaign

SOVA – State Office of Victim Assistance

SPFSIG – Strategic Prevention Framework State Incentive Grant

STP – State Transport Police

STRAP – State Traffic Records Assessment Program

TRA – Traffic Records Assessment

TRS – Traffic Records System

TSRP – Traffic Safety Resource Prosecutor

UDAG – Underage Drinking Action Group

UTT – Uniform Traffic Ticket

YRBS – South Carolina Youth Risk Behavior Survey

INTRODUCTION

The South Carolina Department of Public Safety's (SCDPS) Office of Highway Safety and Justice Programs (OHSJP) is responsible for carrying out activities related to the administration of an effective highway safety program. Utilizing evidence-based performance measures and strategies, the impact goal of the OHSJP is to reduce traffic crashes, injuries, and fatalities through various programs that are spearheaded, coordinated, and/or implemented by the OHSJP. The OHSJP's Statistical Analysis and Research Section (SARS) collects and analyzes crash data to determine progress in meeting this goal. The OHSJP is recognized internally and externally as a division of the SCDPS dedicated to informing the public about highway safety issues through educational and public outreach campaigns; administering federally funded grants to address highway safety issues; serving as a custodian of statewide collision statistics; and acting as a coordinator of highway safety activities throughout the state. The ultimate mission of the OHSJP is to develop comprehensive strategies aimed at reducing the number and the severity of traffic crashes on the state's streets and highways.

The state of South Carolina has traditionally ranked as one of the top states in the nation for impaired-driving-related fatalities. Beginning in 2006, the state received and the unit administered approximately \$3.0 million in federal funding for highway safety programs. Since this time, the total has increased to greater than \$10 million. Forty (40) percent of the Section 402 funds must be distributed to local political subdivisions. The funds are intended to provide seed money to catalyze innovative programs and leverage other state, local, and private resources. On November 21, 2021, the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law [BIL]), was signed into law. The Act authorized \$550 billion over fiscal years 2022 through 2026 for new spending on the nation's infrastructure, including roads, bridges, and mass transit. The Act created a new triennial framework for the Highway Safety Grant Program, replacing the annual Highway Safety Plan (HSP) with a triennial HSP (3HSP) and an Annual Grant Application (AGA). It requires the 3HSP to provide for a data-driven traffic safety enforcement program to prevent traffic violations, collisions, and collision fatalities and injuries in areas of the state most at risk for such incidents. It also requires public and community participation in funding decisions in an effort to ensure better and more equitable use of Federal funds to address highway safety problems in the locations in which they occur.

For Federal Fiscal Year (FFY) 2026, the state will follow the provisions of the legislation for the Infrastructure Investment and Jobs Act. As outlined in the Act, states that have an average impaired driving fatality rate per 100 million VMT of 0.60 or more are considered "high-range" states for impaired driving-related fatalities. Per a communication from the National Highway Traffic Safety Administration (NHTSA) Regional Operations and Program Delivery Office of Grants Management and Operations, NHTSA is using data from 2020-2022 to determine the range classification for Section 405 Impaired Driving Grants. According to this data, South Carolina's average VMT alcohol-impaired driving fatality rate for this time period was approximately 0.70, which classifies the state as high-range.

For FFY 2026, South Carolina has met each of the requirements to qualify for funding as a "high-range" state for alcohol-impaired driving fatalities. South Carolina conducted a NHTSA-facilitated

Impaired Driving Assessment on June 2-6, 2025. The recommendations from the 2025 Impaired Driving Assessment are addressed in a separate section of this document and will continue to be utilized to formulate strategies to improve impaired driving countermeasures in the state of South Carolina. The state of South Carolina also included significant impaired driving countermeasures strategies as part of its FFY 2024-FFY 2026 Highway Safety Plan, also submitted to NHTSA.

This Impaired Driving Countermeasures Plan was presented to the SC Impaired Driving Prevention Council for review and was approved at its July 22, 2025 meeting.

IMPAIRED DRIVING STATISTICAL OVERVIEW

The state of South Carolina is committed to reducing the occurrence of alcohol-impaired driving and the resulting traffic collisions, injuries, and fatalities. The most recent Fatality Analysis Reporting System (FARS) data provided by NHTSA indicates that 406 people died on South Carolina roadways in 2021 as a result of alcohol-impaired driving collisions (see **Table 5**). This raw number translates into a VMT alcohol-impaired driving fatality rate (traffic fatalities per 100 million vehicle miles traveled) for the state of 0.71, higher than the national rate of 0.43.

Table 5, compiled by the SARS from the available NHTSA-FARS datasets using final 2019 to 2023 data, shows that in 2019, there were 276 alcohol-impaired driving fatalities in South Carolina. This number was steadily trending upwards until 2023, when it fell to 413. The 413 alcohol-impaired driving fatalities in 2023 represent a 12.23% increase from the 2019-2022 average and a 49.64% increase from the 2019 total (276). The VMT-based alcohol-impaired traffic fatality rate for 2023 of 0.68 is a 5.43% increase from the prior four-year average and a 41.67% increase when compared to the 2019 rate (0.48). South Carolina's alcohol-impaired population-based fatality rate followed a pattern similar to the VMT rate, with the 2023 rate (7.67 deaths per 100,000 population) representing an 8.33% increase compared to the 2019-2022 average and a 43.10% increase compared to the rate in 2019.

Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2019	2020	2021	2022	2023	% Change: 2019 vs. 2023	% Change: 2023 vs. prior 4-yr Avg.
Total Fatalities	276	319	406	471	413	49.64%	12.23%
VMT Rate**	0.48	0.59	0.71	0.80	0.68	41.67%	5.43%
Pop Rate***	5.36	6.23	7.82	8.91	7.67	43.10%	8.33%
Pct. Of Total	27.44%	29.92%	33.89%	43.09%	39.45%	12.01%	5.87%

NHTSA NCSA FARS: 2019-2022 Final File and 2023 Annual Report File (ARF)

2023 VMT & VMT Rate provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

**Rate per 100 million vehicle miles

***Rate per 100,000 population

Data for calendar year (CY) 2023, displayed in **Table 1**, shows that 1,047 people were killed in South Carolina traffic collisions. The 2023 figure represents a 4.01% decrease compared to the average of the prior four years, and a 4.08% increase compared to 2019. The number of fatalities for 2021 is the highest experienced by the state in several decades.

Table 1. South Carolina Basic Data

	2019	2020	2021	2022	2023	% Change: 2019 vs. 2023	% Change: 2023 vs. prior 4-yr Avg.
Total Fatalities	1,006	1,066	1,198	1,093	1,047	4.08%	-4.01%
VMT*	57.94	53.82	57.49	59.04	60.92	5.14%	6.74%
VMT Rate**	1.74	1.98	2.08	1.85	1.72	-1.15%	-10.07%
Population	5,148,714	5,118,252	5,194,274	5,287,935	5,387,830	4.64%	3.87%
Pop Rate***	19.54	20.83	23.06	20.67	19.43	-0.56%	-7.59%

NHTSA NCSA FARS: 2019-2022 Final File and 2023 Annual Report File (ARF)

2023 VMT & VMT Rate provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

*Vehicle Miles of Travel (billions)

**Rate per 100 million vehicle miles

***Rate per 100,000 population

Table 15 indicates that nationwide, alcohol-impaired traffic fatalities increased by 1.47% in 2023 compared to the average of the four prior years, and the VMT-based and population-based fatality rates decreased by 2.56% and 0.14%, respectively. Nationally, the alcohol-impaired VMT-based fatality rate increased by 22.58% in 2023 compared to 2019, and the percentage of alcohol-impaired fatalities increased by 2.84% compared to the 2019 percentage.

Over the five-year period of 2019-2023, South Carolina's average VMT alcohol-impaired driving fatality rate for this time period was approximately 0.65, and the average rate for 2020-2022 was 0.70, which classifies the state as high-range. The average alcohol-impaired driving VMT rate in South Carolina (0.58) for the 2019-2023 period was significantly greater than that of the nation (0.39). The average alcohol-impaired driving population-based fatality rate in South Carolina was much higher than the average for the nation. South Carolina's proportion of impaired-driving deaths rose 12.01% in 2023 compared to the 2019 proportion and increased by 5.87% in 2023 when compared to the average of the previous four years. It is evident that the state has much work to do to improve the problem of alcohol-impaired driving.

Table 15. Nationwide Alcohol-Impaired Driving Fatalities

	2019	2020	2021	2022	2023	% Change: 2019 vs. 2023	% Change: 2023 vs. prior 4-yr Avg.
Total Fatalities	10,196	11,727	13,617	13,458	12,429	21.90%	1.47%
VMT Rate**	0.31	0.40	0.43	0.42	0.38	22.58%	-2.56%
Pop Rate***	3.11	3.54	4.10	4.03	3.69	18.65%	-0.14%
Pct. Of Total	28.05%	30.07%	31.51%	31.50%	30.89%	2.84%	0.61%

NHTSA NCSA FARS: 2019-2022 Final File and 2023 Annual Report File (ARF)

2023 VMT & VMT Rate provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

**Rate per 100 million vehicle miles

***Rate per 100,000 population

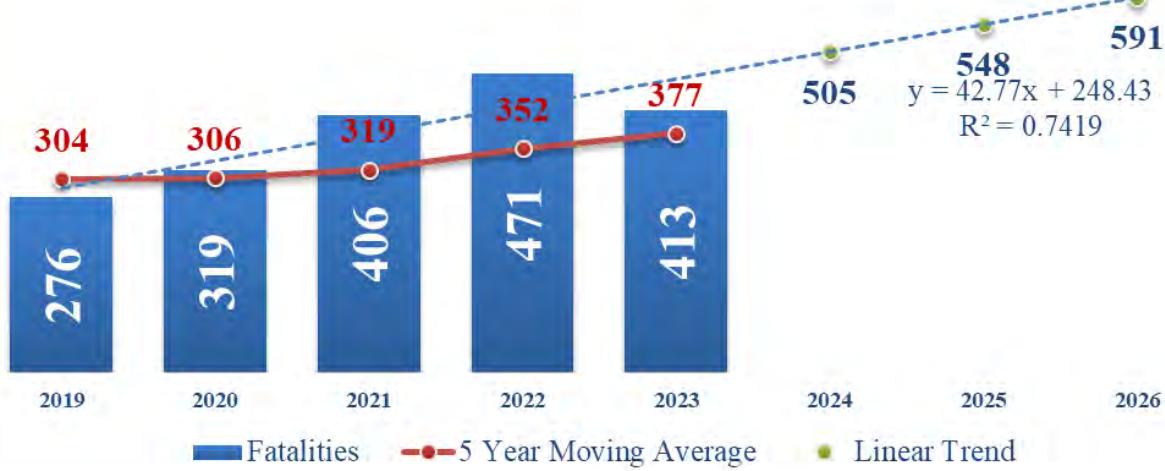
As shown in **Figure 18**, the percentage of fatalities in South Carolina that involved alcohol-impaired driving was lower than that of the nation from 2019 to 2020. However, in 2021, 33.89% of all fatalities in South Carolina were alcohol-impaired driving fatalities, which was 2.38% greater than the nationwide percentage during that same year. The percentage of alcohol-impaired driving fatalities in South Carolina remained significantly higher than the nationwide percentage in 2022 and 2023.

Figure 18. Alcohol Impaired Driving Fatalities as Percent of Total Fatalities



Figure 2 and **Figure 3** are based on NHTSA's FARS data and display graphically the trends in South Carolina from 2019-2023 in terms of two key indices of alcohol-impaired driving fatality data: alcohol-impaired driving fatalities and the population-based alcohol-impaired driving fatality rate. In 2021, a significant increase occurred in both alcohol-impaired driving fatalities and the population-based alcohol-impaired driving fatality rate in 2021, and the upward trend continued through 2023.

Figure 2. South Carolina Alcohol-Impaired Driving Fatalities



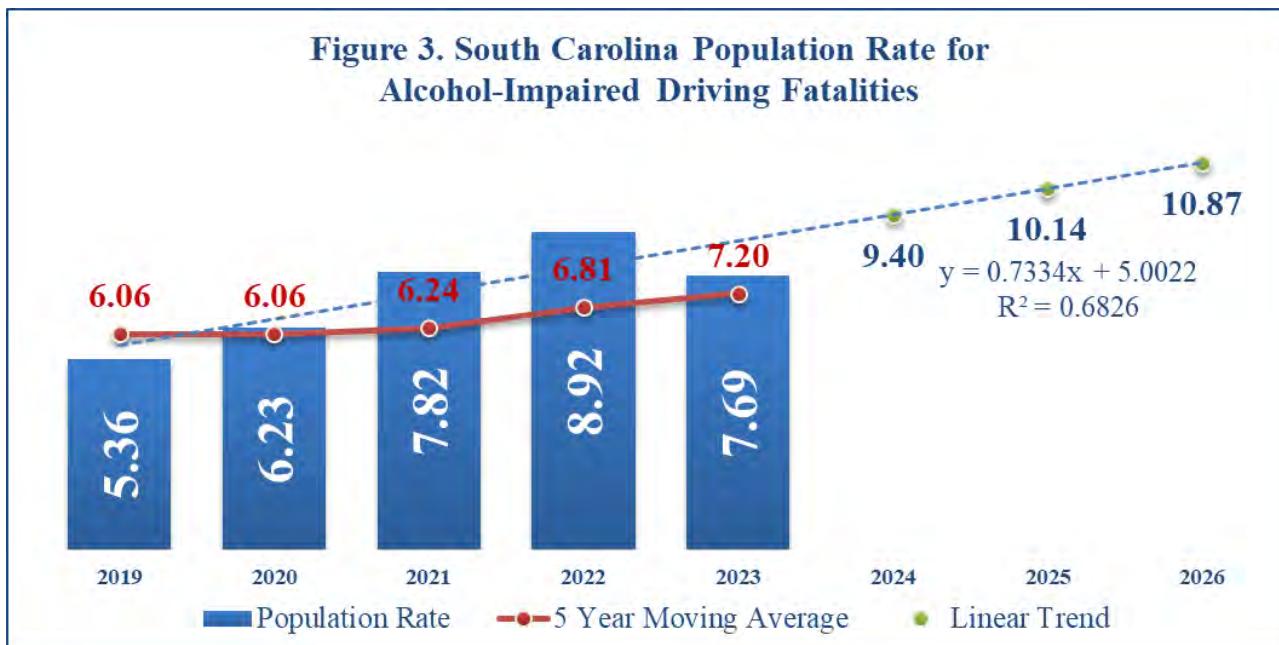


Table 16 shows the alcohol-impaired driving fatalities by county for South Carolina. According to NHTSA's FARS data, from 2019 to 2023, the five counties with the most alcohol-impaired driving fatalities were Greenville (149); Horry (141); Charleston (138); Richland (123), and Spartanburg (111). Each of these counties showed significant increases in the number of 2023 alcohol-impaired driving fatalities when compared to the respective prior four-year average, with the exception of Richland County, which saw a 15.58% decrease, and Horry County, which only increased by 0.09%. Throughout the five-year period 2019-2023, the counties with the highest percentages of alcohol-impaired driving fatalities as compared to the total traffic fatalities were McCormick (56.25%); Abbeville (52.17%); Colleton (45.13%); Lee (42.42%); York (40.64%); and Richland (40.20%).

Different county pictures emerge when looking at population-based alcohol-impaired traffic fatality rates in South Carolina. The population-based traffic fatality rates by county are shown in **Table 17**, which shows that the counties with the highest population-based fatality rates in 2023 were Jasper (32.70); Calhoun (28.15); Orangeburg (21.65); Fairfield (19.62); and Colleton (17.93). Many of these counties are much smaller in population than the average SC County, and it should be noted that the counties' population-based fatality rates can vary drastically from year to year as **Table 17** shows. Thus, counties with the highest rates in 2023 may have had a much smaller rate than prior years. As a result, caution should be exercised when using this data to frame and inform strategies.

Table 16. Alcohol-Impaired Driving Fatalities by County									
Alcohol-Impaired Driving (A-I) Fatalities*									
County	2019	2020	2021	2022	2023	Total A-I Fatalities	Total Fatalities	% A-I	% Change: 2023 vs. prior 4-yr Avg.
Abbeville	1	2	4	4	1	12	23	52.17%	-60.00%
Aiken	7	3	11	14	15	49	165	29.70%	68.12%
Allendale	2	1	0	0	1	4	13	30.77%	29.03%
Anderson	7	16	20	16	10	69	213	32.39%	-31.97%
Bamberg	0	2	1	0	0	3	14	21.43%	-73.33%
Barnwell	1	2	1	0	2	6	20	30.00%	80.00%
Beaufort	2	5	11	6	10	34	104	32.69%	63.03%
Berkeley	5	18	11	18	26	78	235	33.19%	100.0%
Calhoun	0	0	2	3	4	8	26	30.77%	200.0%
Charleston	26	20	26	32	34	138	365	37.81%	31.80%
Cherokee	5	4	5	5	5	24	80	30.00%	-3.09%
Chester	1	3	6	13	4	27	68	39.71%	-23.14%
Chesterfield	5	3	4	3	3	19	59	32.20%	-32.50%
Clarendon	3	3	1	7	3	16	65	24.62%	-24.24%
Colleton	6	17	6	16	7	51	113	45.13%	-41.83%
Darlington	4	4	8	11	7	34	108	31.48%	8.15%
Dillon	1	2	2	3	4	13	60	21.67%	100.0%
Dorchester	7	8	9	8	8	40	104	38.46%	3.47%
Edgefield	0	3	2	3	2	10	28	35.71%	2.56%
Fairfield	3	7	3	6	4	23	61	37.70%	-13.23%
Florence	14	7	13	15	8	56	179	31.28%	-31.95%
Georgetown	4	4	5	3	8	23	75	30.67%	100.0%
Greenville	18	23	33	40	35	149	425	35.06%	23.13%
Greenwood	1	3	4	8	7	23	66	34.85%	80.00%
Hampton	2	5	2	2	2	13	45	28.89%	-5.88%
Horry	26	18	32	38	28	141	367	38.42%	0.09%
Jasper	7	3	7	9	11	37	99	37.37%	65.25%
Kershaw	4	3	7	9	3	25	85	29.41%	-55.36%
Lancaster	3	3	7	5	4	22	87	25.29%	-8.89%
Laurens	6	5	10	12	12	46	117	39.32%	47.75%
Lee	2	2	2	6	2	14	33	42.42%	-43.80%
Lexington	12	18	18	23	21	91	243	37.45%	17.14%
McCormick	3	0	2	3	1	9	16	56.25%	-51.22%
Marion	2	4	4	3	4	17	49	34.69%	10.77%
Marlboro	1	3	3	5	3	14	60	23.33%	25.93%
Newberry	1	5	6	6	3	21	59	35.59%	-44.09%
Oconee	7	2	3	6	6	24	70	34.29%	43.82%
Orangeburg	13	12	16	14	18	72	210	34.29%	36.55%
Pickens	5	9	12	7	5	37	104	35.58%	-37.89%
Richland	17	21	28	35	21	123	306	40.20%	-15.58%
Saluda	1	2	2	0	2	7	23	30.43%	84.00%
Spartanburg	15	21	22	23	30	111	353	31.44%	51.12%
Sumter	7	5	10	14	10	46	138	33.33%	13.97%
Union	3	2	2	2	2	12	37	32.43%	-15.79%
Williamsburg	5	3	4	2	4	19	53	35.85%	23.94%
York	15	14	22	13	13	76	187	40.64%	-17.70%
Totals	276	319	406	471	413	1885	5410	34.84%	12.23%

NHTSA NCSA FARS: 2019-2022 Final File and 2023 Annual Report File (ARF)

Table 17. Alcohol-Impaired Driving Fatalities by County: Rate per 100,000 Population					
	2019	2020	2021	2022	2023
Abbeville	4.08	8.23	16.49	16.39	4.07
Aiken	4.10	1.78	6.42	8.04	8.47
Allendale	23.02	12.43	0.00	0.00	13.16
Anderson	3.46	7.85	9.66	7.62	4.67
Bamberg	0.00	15.02	7.62	0.00	0.00
Barnwell	4.79	9.71	4.85	0.00	9.78
Beaufort	1.04	2.67	5.73	3.06	5.03
Berkeley	2.19	7.83	4.64	7.34	10.15
Calhoun	0.00	0.00	14.14	21.13	28.15
Charleston	6.32	4.90	6.27	7.62	7.98
Cherokee	8.73	7.11	8.91	8.90	8.78
Chester	3.10	9.29	18.66	40.66	12.44
Chesterfield	10.95	6.93	9.23	6.86	6.80
Clarendon	8.89	9.63	3.23	22.60	9.64
Colleton	15.92	44.04	15.60	41.43	17.93
Darlington	6.00	6.36	12.75	17.62	11.22
Dillon	3.28	7.07	7.15	10.80	14.43
Dorchester	4.30	4.96	5.51	4.82	4.71
Edgefield	0.00	11.70	7.61	10.97	6.99
Fairfield	13.42	33.43	14.50	29.37	19.62
Florence	10.12	5.11	9.53	10.96	5.82
Georgetown	6.38	6.31	7.82	4.63	12.16
Greenville	3.44	4.38	6.17	7.29	6.25
Greenwood	1.41	4.33	5.79	11.55	10.06
Hampton	10.40	26.93	10.95	11.02	11.01
Horry	7.34	5.13	8.74	9.91	7.03
Jasper	23.28	10.41	23.00	28.14	32.70
Kershaw	6.01	4.59	10.57	13.25	4.28
Lancaster	3.06	3.12	6.96	4.77	3.68
Laurens	8.89	7.40	14.74	17.62	17.34
Lee	11.88	12.10	12.29	37.22	12.56
Lexington	4.02	6.12	5.99	7.54	6.78
McCormick	31.70	0.00	20.48	30.80	10.22
Marion	6.52	13.71	13.86	10.53	14.02
Marlboro	3.83	11.25	11.49	19.23	11.64
Newberry	2.60	13.25	15.80	15.65	7.71
Oconee	8.80	2.54	3.78	7.48	7.36
Orangeburg	15.09	14.25	19.31	16.83	21.65
Pickens	3.94	6.85	9.08	5.21	3.66
Richland	4.09	5.05	6.71	8.30	4.94
Saluda	4.88	10.56	10.58	0.00	10.36
Spartanburg	4.69	6.40	6.56	6.64	8.36
Sumter	6.56	4.74	9.53	13.45	9.58
Union	10.98	7.34	7.40	7.47	7.48
Williamsburg	16.46	9.67	13.14	6.63	13.32
York	5.34	4.97	7.61	4.42	4.36
County Average	7.51	9.08	9.93	12.65	10.18

NHTSA NCSA FARS: 2019-2022 Final File and 2023 Annual Report File (ARF)

Traffic Injuries

According to state data, from 2019 to 2023, a total of 261,801 people were injured in motor vehicle collisions in South Carolina. Of the 261,801 injuries, 18,169, or 6.94%, were impaired driving-related. **Figure S-5** displays graphically the comparison between total injuries and impaired driving-related injuries in the state from 2019 to 2023.

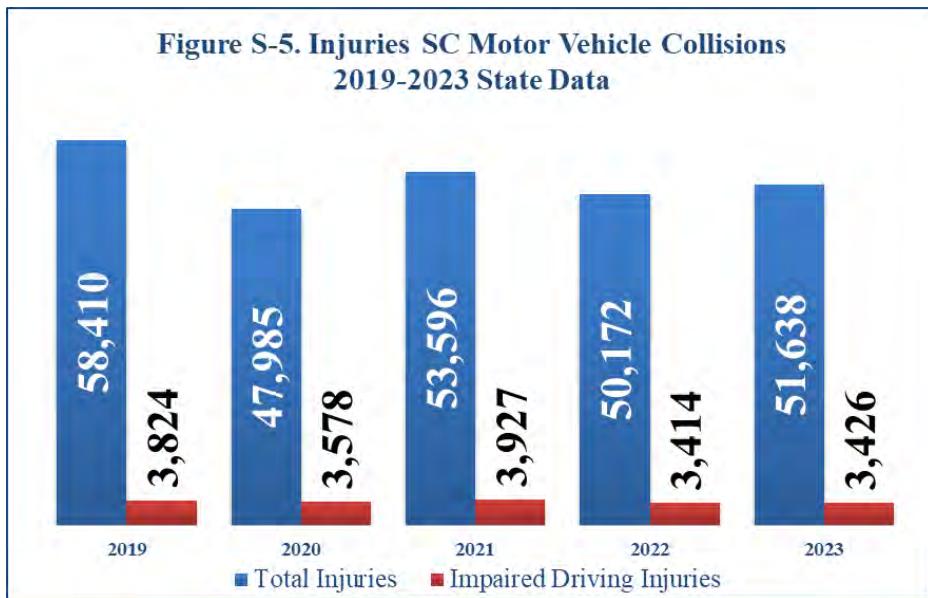
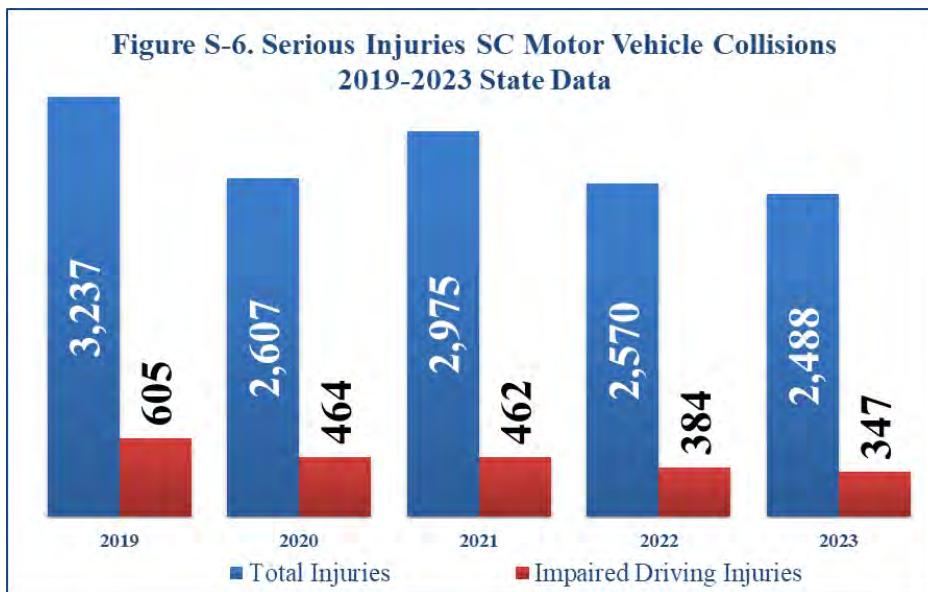
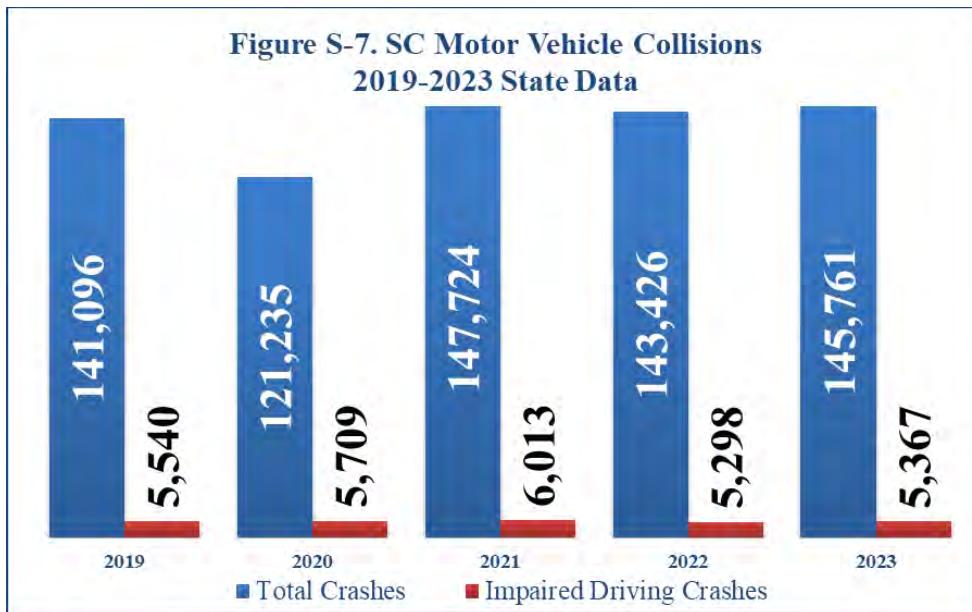


Figure S-6 compares total serious traffic-related injuries in SC from 2019 to 2023 to serious injuries resulting from impaired driving collisions. From 2019 to 2023, SC experienced a total of 13,877 serious traffic-related injuries. Of these 13,877 serious injuries, 2,262, or 16.30%, were impaired driving-related.



Impaired-Driving Collisions

According to state data, over the five-year period 2019-2023, South Carolina experienced 27,927 impaired driving collisions.



Drivers in the 25–29-year-old age group made up the largest age group among all drivers (27,973) that contributed to an impaired driving collision from 2019-2023, totaling 4,337 drivers. Of the 4,337 drivers, 287, or 6.62%, were involved in a fatal impaired driving collision. The second highest group of drivers that contributed to an impaired-driving collision was the 30–34-year-old age group (4,095 drivers). Of the 4,095 drivers, 235, or 5.74%, were involved in a fatal impaired-driving collision. This age group was followed by drivers aged 20-24, totaling 3,953 drivers that contributed to an impaired driving collision, and 228, or 5.77%, of whom were involved in a fatal impaired driving collision (**Tables S-1 and S-2**).

During the period 2019-2023, 79.33% of the drivers that contributed to an impaired-driving collision were male, 20.28% were female, and 0.39% were gender unknown (**Table S-3**). In regards to ethnicity, Caucasians were the leading group of drivers that contributed to an impaired driving crash, constituting 56.04% of the total drivers (**Table S-4**). African Americans were the next highest group, with 35.71%, followed by Hispanic drivers, who accounted for 6.74% of the total drivers that contributed to an impaired driving crash.

Table S-1. Impaired Driving Crashes by 'Contributed To' Driver Age Group, State Data 2019-2023						
Age Group	2019	2020	2021	2022	2023	Total
Under 15	3	1	7	1	0	12
15-19	190	230	228	205	216	1,069
20-24	798	862	876	729	688	3,953
25-29	895	892	956	825	769	4,337
30-34	768	846	914	785	782	4,095
35-39	654	659	700	635	658	3,306
40-44	522	543	614	544	583	2,806
45-49	457	446	446	396	422	2,167
50-54	380	389	388	388	355	1,900
55-59	371	371	344	309	311	1,706
60-64	232	237	254	248	258	1,229
65-69	139	117	152	119	182	709
70+	93	100	105	110	116	524
Unknown	41	19	40	23	37	160
Total	5,543	5,712	6,024	5,317	5,377	27,973

2019-2023 State Data File

Table S-2. Impaired Driving Fatal Crashes by 'Contributed To' Driver Age Group, State Data 2019-2023						
Age Group	2019	2020	2021	2022	2023	Total
Under 15	1	1	1	1	0	4
15-19	13	20	25	21	21	100
20-24	38	36	54	58	42	228
25-29	50	67	61	53	56	287
30-34	35	38	61	59	42	235
35-39	34	44	40	41	44	203
40-44	31	35	41	35	35	177
45-49	26	28	28	23	30	135
50-54	20	21	25	24	19	109
55-59	22	22	18	29	24	115
60-64	12	15	13	15	26	81
65-69	8	12	6	11	15	52
70+	10	11	17	11	13	62
Unknown	1	0	2	1	3	7
Total	301	350	392	382	370	1,795

2019-2023 State Data File

Table S-3. Impaired Driving Fatal Crashes by 'Contributed To' Driver Gender, State Data 2019-2023						
Gender	2019	2020	2021	2022	2023	Total
Female	76	57	82	77	72	364
Male	224	293	308	304	295	1,424
Unknown	1	0	2	1	3	7
Total	301	350	392	382	370	1,795

2019-2023 State Data File

Table S-4. Impaired Driving Fatal Crashes by 'Contributed To' Driver Ethnicity, State Data 2019-2023						
Ethnicity	2019	2020	2021	2022	2023	Total
Caucasian	173	212	211	213	197	1,006
African American	111	119	143	133	135	641
Hispanic	13	15	31	30	32	121
Other	3	3	3	4	2	15
Unknown	1	0	2	1	4	8
Alaskan Native/American Indian	0	1	1	1	0	3

Table S-4. Impaired Driving Fatal Crashes by 'Contributed To' Driver Ethnicity, State Data 2019-2023						
Ethnicity	2019	2020	2021	2022	2023	Total
Multi-Racial	0	0	1	0	0	1
Total	301	350	392	382	370	1,795

2019-2023 State Data File

As shown in **Table 18**, from 2019 through 2023, the percentage of fatalities in South Carolina in which the highest BAC in the crash was 0.08 or above was approximately 34.24%, and approximately only 5.06% of the known BAC test results were in the 0.01 to 0.07 range. Additional analysis shows about 23.49% of these fatal collisions involved a driver whose BAC was double that of the legal limit or greater at the time of the collision.

Table 18. Fatalities by Highest BAC in Crash	
Highest BAC	Number of Fatal Collisions
0.00	3,034
0.01-0.07	253
0.08-0.14	537
0.15-0.21	670
0.22-0.28	358
0.29-0.35	107
0.36+	39
Total**	4,997

NHTSA NCSA FARS: 2019-2022 Final File and 2023 Annual Report File (ARF)

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

As shown in **Table 19**, the three months with the greatest number of alcohol-impairment-related fatal collisions in South Carolina during the 2019-2023 period were May (164 collisions, 9.60% of the total), July (159 collisions, 9.31% of the total), and November (152 collisions, 8.86% of the total). Nationwide, the three months with the greatest percentage of such collisions were July (9.70%), August (9.48%), and June (9.13%).

During the timeframe 2019-2023, alcohol-impairment-related fatal collisions were more common on Fridays, Saturdays, and Sundays in South Carolina and the US as a whole. In South Carolina, the most alcohol-impairment-related fatal collisions occurred on Saturdays (400 collisions, 23.36% of total), followed by Sundays (329 collisions, 19.22%), and then Fridays (259 collisions, 15.12%). The same pattern was observed for the nation. Nationally, 21.97% of alcohol-impairment-related fatal collisions occurred on Saturdays, 20.52% on Sundays, and 15.16% on Fridays.

During the 2019-2023 period, alcohol-impairment-related fatal collisions were much more common after 6 p.m. and before 3 a.m. for South Carolina and the US as a whole. In South Carolina, the most alcohol-impairment-related fatal collisions occurred between 9 p.m. to midnight (433 collisions, 25.29%), midnight and 3 a.m. (338 collisions, 19.75%), followed by 6 p.m. to 9 p.m. (337 collisions, 19.73%). Nationwide the pattern was similar.

Table 19. Alcohol-Impairment Related Fatal Crashes* by Month, Day of Week, and Time of Day: Totals 2019-2023				
	South Carolina N= 1,711		U.S. N= 55,760	
	N	%	N	%
MONTH				
January	113	6.63%	3,895	6.98%
February	137	7.98%	3,698	6.63%
March	136	7.95%	4,137	7.42%
April	150	8.79%	4,284	7.68%
May	164	9.60%	4,867	8.73%
June	143	8.37%	5,092	9.13%
July	159	9.31%	5,410	9.70%
August	149	8.71%	5,287	9.48%
September	126	7.37%	5,076	9.10%
October	144	8.44%	5,075	9.10%
November	152	8.86%	4,465	8.01%
December	137	8.00%	4,474	8.02%
DAY OF WEEK				
Sunday	329	19.22%	11,444	20.52%
Monday	168	9.83%	6,027	10.81%
Tuesday	163	9.51%	5,472	9.81%
Wednesday	193	11.29%	5,829	10.45%
Thursday	199	11.66%	6,288	11.28%
Friday	259	15.12%	8,452	15.16%
Saturday	400	23.36%	12,249	21.97%
TIME OF DAY				
0:00am-2:59am	338	19.75%	11,760	21.09%
3:00am-5:59am	184	10.73%	6,269	11.24%
6:00am-8:59am	73	4.27%	2,536	4.55%
9:00am-11:59am	58	3.37%	1,840	3.30%
12:00pm-2:59pm	74	4.31%	3,166	5.68%
3:00pm-5:59pm	215	12.56%	6,454	11.57%
6:00pm-8:59pm	337	19.73%	10,619	19.04%
9:00pm-11:59pm	433	25.29%	12,482	22.39%
Unknown Hours			633	1.14%

NHTSA NCSA FARS: 2019-2022 Final File and 2023 Annual Report File (ARF)

*Based on fatal collisions in which any collision participant had
a BAC of 0.08 or above.

Total fatal collisions may differ slightly depending on grouping
(month, day, time) due to imputation method.

As shown in **Table 20**, during 2019-2023, over half (61.39%) of impaired driving-related fatalities in SC occurred on State Highways, followed by U.S. Highways (23.53%), Interstates (10.02%), and County Roads (4.63%). Other and Local Street-Township routes had the least number of impaired driving-related fatalities.

Table 20. Alcohol-Impaired Driving Fatalities by Route Category: Totals 2019-2023		
Route Category	Number of Fatalities	Percentage of Total
Interstate	189	10.02%
U.S. Highway	443	23.53%
State Highway	1,156	61.39%
County	87	4.63%
Township	0	0.00%
Municipal	6	0.30%
8	2	0.12%
Total	1,884	100.0%

NHTSA NCSA FARS: 2019-2022 Final File and 2023 Annual Report File (ARF)

The Office of Highway Safety and Justice Programs' (OHSJP) Statistical Analysis and Research Section (SARS) also reviewed the counties with the highest reported frequencies of fatal and serious injury DUI-related collisions in South Carolina from 2019 to 2023. Combining DUI-related "fatal and serious

injury" data is another way that the OHSJP analyzed the impaired-driving problem in the state. As shown in **Table S-5**, during the five-year time frame 2019-2023, the counties identified as experiencing the most DUI-related fatal and severe-injury collisions were Greenville (295), Horry (219), Richland (219), Spartanburg (202), Charleston (180), Lexington (180), York (158), Anderson (131), Berkeley (131), Aiken (107), Orangeburg (104), Sumter (95), Florence (84), Pickens (79), Laurens (77), Dorchester (74), Oconee (73), Beaufort (70), Colleton (70) and Greenwood (65).

**Table S-5. All Fatal and Serious Injury Alcohol and/or Drug Collisions,
State Data 2019-2023**

County	2019	2020	2021	2022	2023	2019-2023	% DUI 2019-2023
Greenville	55	53	71	66	50	295	20.42%
Horry	53	41	44	43	38	219	18.36%
Richland	36	40	55	54	34	219	24.23%
Spartanburg	47	49	46	25	35	202	19.22%
Charleston	45	34	37	30	34	180	12.14%
Lexington	36	35	35	37	37	180	25.17%
York	40	34	42	16	26	158	22.57%
Anderson	31	32	31	23	14	131	20.70%
Berkeley	24	23	24	27	33	131	22.13%
Aiken	17	13	22	26	29	107	25.36%
Orangeburg	21	26	12	21	24	104	19.08%
Sumter	16	21	21	20	17	95	21.84%
Florence	25	17	26	8	8	84	16.50%
Pickens	20	15	18	14	12	79	21.94%
Laurens	18	15	9	17	18	77	26.10%
Dorchester	19	21	13	13	8	74	20.90%
Oconee	20	20	13	11	9	73	25.00%
Beaufort	12	20	13	14	11	70	16.24%
Colleton	12	26	11	11	10	70	31.82%
Greenwood	12	11	15	17	10	65	30.09%
Darlington	18	6	10	14	10	58	21.80%
Kershaw	12	8	16	13	6	55	24.02%
Lancaster	14	14	10	7	9	54	24.11%
Jasper	15	7	8	8	11	49	19.44%
Cherokee	12	15	5	6	7	45	18.07%
Clarendon	14	7	7	11	5	44	26.51%
Georgetown	5	4	12	6	16	43	17.27%
Chester	5	5	16	11	5	42	26.25%
Chesterfield	11	9	6	7	4	37	20.44%
Fairfield	5	6	7	6	6	30	25.86%
Abbeville	7	5	8	5	2	27	36.00%
Lee	6	6	4	7	4	27	32.14%
Newberry	0	9	7	8	3	27	20.61%
Edgefield	6	9	4	4	2	25	39.06%
Williamsburg	7	4	5	4	4	24	13.95%
Marion	6	3	6	2	3	20	15.87%
Saluda	4	2	5	3	5	19	34.55%
Union	4	5	1	4	3	17	14.41%
Hampton	2	4	2	4	4	16	14.29%
Marlboro	5	5	1	3	2	16	10.88%
Dillon	4	3	0	4	3	14	9.86%
Calhoun	2	1	2	2	5	12	12.90%
McCormick	3	2	3	4	0	12	52.17%
Barnwell	3	2	1	2	2	10	14.93%
Allendale	2	2	1	1	1	7	16.67%
Bamberg	1	1	0	1	2	5	10.64%
Total	732	690	705	640	581	3,348	20.43%

2019-2023 State Data File

I. PROGRAM MANAGEMENT AND STRATEGIC PLANNING

The management of the Highway Safety Program in South Carolina is based on strong leadership, sound policy development, program management, strategic planning, and an effective communications program. Since the issue of impaired driving is such a challenge in the state, specific attention is directed to this area of major concern. The state utilizes evidence-based practices in its problem identification methods to determine where and when to place its resources in order to impact the state's traffic safety problems, with priority given to impaired driving issues. The state's plan for impacting impaired driving is data-driven and focused on geographic areas that are most at-risk for impaired driving problems. The staff of the OHSJP carefully manage and monitor campaign initiatives and subgrantee projects, including impaired driving countermeasures projects.

▪ *Task Forces or Commissions*

SC Impaired Driving Prevention Council - The state of South Carolina has an impaired driving task force known as the South Carolina Impaired Driving Prevention Council (SCIDPC), which was formed in August 2004 based on a recommendation 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. The Council has sought to utilize a variety of approaches in attacking the DUI problem in the state.

The SCIDPC is composed of members from various agencies/organizations. Each member agency/organization brings different perspectives and experiences to the task force. Agencies with representation on the SCIDPC are included in the following list (please note primary agency function(s) indicated by each listed agency):

SCDPS – law enforcement, communication, data/traffic records
OHSJP/ SCDPS – administration, data/traffic records
SC Department of Transportation (SCDOT) – data/traffic records
SC Department of Motor Vehicles (SCDMV) – driver licensing, data/traffic records, ignition interlock device program
SC Department of Corrections (SCDC) – criminal justice
SC Office of Substance Use Services (SCOSUS) – treatment/ rehabilitation/prevention, data
SC Legislature – administration, legislation
SC Department of Insurance (SCDOI) – data
SC Commission on Prosecution Coordination (SCCPC) – prosecution
SC Solicitors Association (SCSoA) – prosecution
SC Department of Probation, Parole and Pardon Services (SCDPPPS) – criminal justice, ignition interlock device program
SC Criminal Justice Academy (SCCJA) – law enforcement training
SC State Law Enforcement Division (SLED) – law enforcement
SC Department of Education (SCDOE) – education
SC Judicial Branch (SCJB) – criminal justice, adjudication
SC Attorney General's Office (SCAGO) – criminal justice
SC Sheriffs' Association (SCSA) – law enforcement

SC Law Enforcement Officers' Association (SCLEOA) – law enforcement
SC Summary Court Judges' Association (SCSCJA) – criminal justice, adjudication
SC Coroners' Association (SCCA) – public health, criminal justice
SC Trucking Association (SCTA) – administration, advisory
Behavioral Health Services Association (BHSA) – public health, treatment/rehabilitation
SC Victims Assistance Network (SCVAN) – advocacy, victim services
SC Mothers Against Drunk Driving (SCMADD) – advocacy, victim services
Families of Highway Fatalities (FHF) – advocacy, victim services
State Office of Victim Assistance (SOVA) – advocacy, victim assistance
Primary Care Physician Association (PCPA) – public health
American Automobile Association (AAA) – administration, data, advocacy
Safety Council of South Carolina (SC Chapter of National Safety Council) – advocacy, data
Federal Highway Administration (FHWA) – advisory
National Highway Traffic Safety Administration (NHTSA) – advisory
Federal Motor Carrier Safety Administration (FMCSA) – advisory

The essential purpose of the SCIDPC is to provide leadership and guidance for citizens seeking to reduce the number of DUI-related collisions, injuries, and fatalities in the state. **Attachment 1** contains a list of current SCIDPC members, and **Attachment 2** contains the SCIDPC's charter. The SCIDPC was instrumental in getting the state's DUI law strengthened in 2009 and continues to make progress in addressing impaired driving issues in South Carolina. The SCIDPC actively advocated for the DUI video legislation to be amended, so as not to allow the offender stepping out of the video briefly to be the sole reason for dismissal of a case. The SCIDPC is still working to address the legislation which limits law enforcement to one BAC test at the time of a DUI arrest and supporting Alli's Law: Responsible Alcoholic Beverage Server Training Act. Alli's Law would mandate alcohol server training beyond the current requirement, which specifies mandated training after a serving violation.

The OHSJP will continue to work to ensure that the SCIDPC and its membership remain viable. The SCIDPC and the OHSJP will also continue to diligently work together to ensure that impaired driving countermeasures remain a top priority for the state of South Carolina. The SCIDPC continues to assist in the drafting and review of the Impaired Driving Countermeasures Plan and convened on July 22, 2025, to review and approve the state's FFY 2026 Impaired Driving Countermeasures Plan.

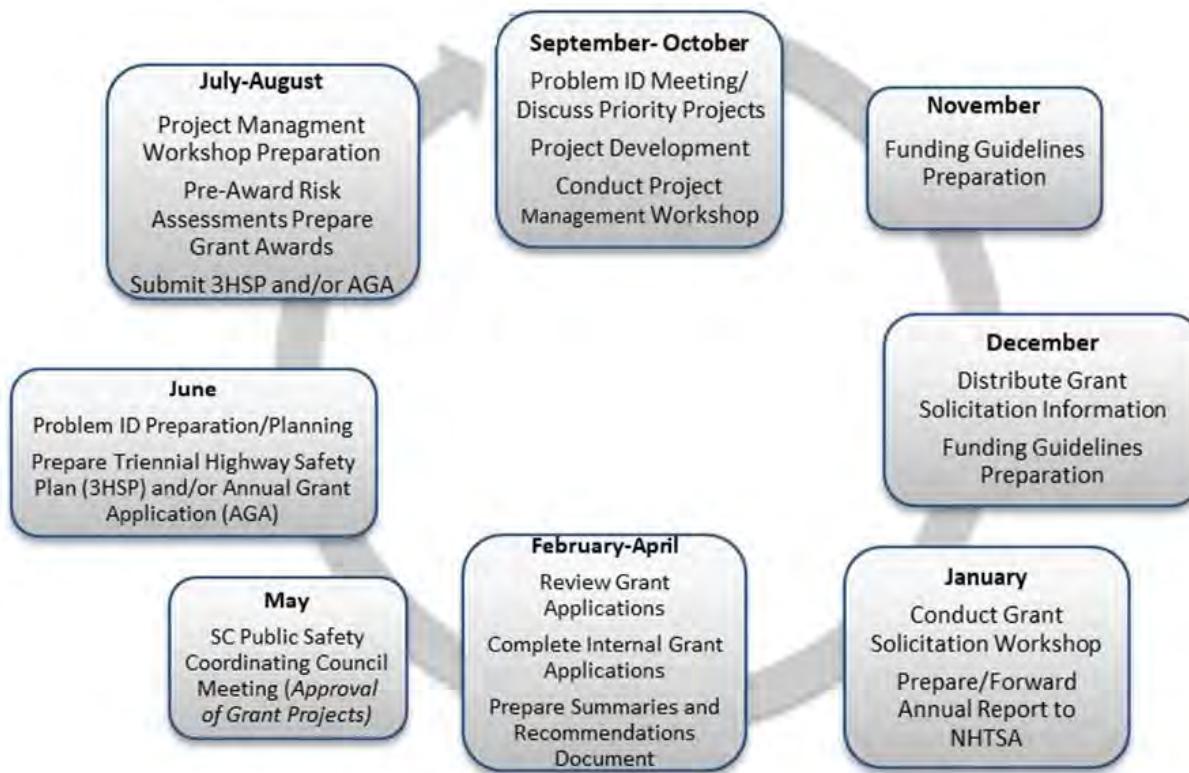
■ *Strategic Planning*

As defined in CFR 23 (1300.11), the state's Triennial Highway Safety Plan (3HSP) must include the planning process utilized by the highway safety office to obtain its source data and the processes used to identify the state's specific highway safety problems. The state must describe highway safety performance measures, define performance targets, detail its public participation and engagement efforts in the highway safety planning process, and select/describe evidence-based countermeasure strategies that will guide the state's program implementation and annual project selection in order to achieve specific performance targets.

The performance measures and targets are individually referenced by program area throughout South Carolina's 3HSP. The document serves as a programmatic roadmap for the highway safety program and outlines the strategic approach South Carolina will take to address traffic-related collisions and fatalities during FFY 2024 - FFY 2026 through data-driven, evidence-based

performance measures and practices.

Strategic planning is a measured process conducted by the state of South Carolina, which contains a well-defined, yet ongoing, cycle and several distinct phases. A discussion of the phases of strategic planning follows after the diagram.



Phase 1

The FFY 2026 Problem Identification process began in September 2024 with a statewide statistical overview by the OHSJP Statistical Research and Analysis Section (SARS), to provide a picture of the highway safety problems in general in the state of South Carolina. The overview included an identification of problem or priority counties in the state regarding traffic safety issues and concerns and was presented to OHSJP Management staff and Law Enforcement Liaisons. A general discussion of major problem areas and identification of priority areas for funding followed. Priority areas for highway safety initiatives for FFY 2026 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Education/Outreach; Police Traffic Services/Speed Enforcement; Young Driver Safety; and Pedestrian Safety. During this meeting, crash data for the previous three calendar years was provided by the SARS staff of the OHSJP.

The following list of areas for FFY 2026 was established after data analysis and evaluation.

Priority Emphasis Funding Areas:

Impaired Driving Countermeasures: The enforcement, adjudication, education, and systematic

improvements necessary to affect impaired driving. This includes programs focusing on youth alcohol traffic safety issues.

Police Traffic Services/Speed Enforcement: The development or enhancement of traffic enforcement programs is necessary to affect traffic crashes, fatalities, and injuries.

Occupant Protection: The development and implementation of programs designed to increase the usage of safety belts among all age groups and proper usage of child restraints.

Pedestrian Safety: The development and implementation of programs designed to improve pedestrian safety among all age groups and to impact driver behavior to enhance pedestrian safety.

Young Driver Safety: The development and implementation of programs designed to improve young driver behavior.

Other Potential Funding Areas: Other potential areas of funding were accepted and considered.

Phase 2

Following the September 2024 Problem Identification meeting, OHSJP management staff met on several occasions to determine funding priorities (programmatic and geographic) and develop a plan for project development for FFY 2026. During these meetings, OHSJP staff identified areas of the state where highway safety problems exist that are void of grant-funded projects or other efforts to reduce crashes and fatalities. The project development plan included, based on an estimate of federal funds being available in FFY 2026, soliciting quality grant applications from entities in those geographic areas where the greatest highway safety problems exist and for the types of projects that are likely to have the most impact. OHSJP staff also solicited applications for projects intended to address highway safety problems identified through the state's public participation and engagement efforts.

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

The OHSJP staff recommended that proposals for the following projects receive priority attention for FFY 2026 Highway Safety funding:

- Projects to establish or strengthen traffic enforcement units, including DUI and speeding enforcement projects, within local law enforcement agencies.
- Projects to strengthen participation in the state's Law Enforcement Network and participation in all components of statewide mobilization enforcement initiatives (occupant protection, impaired driving, speed enforcement, etc.).

- Projects to continue funding for special DUI prosecutors to attack the problem of DUI recidivism and increase the conviction rate of DUI offenders in judicial circuits in which there have been difficulties in obtaining DUI convictions and in which there exists a backlog of DUI cases.
- Projects to educate young drivers, ages 20 or younger, on the consequences of engaging in risky driving behaviors, including the impact of alcohol impairment on driving ability and the consequences of driving while impaired.
- Extensive formalized training on traffic safety issues for law enforcement officers statewide.
- Statewide enforcement campaigns combining education, media, outreach, and enforcement components to improve occupant restraint usage by South Carolina citizens and visitors, pedestrian safety, and to attack the ever-growing impaired driving problem in the state.
- A project to maintain a Traffic Safety Resource Prosecutor in the state of South Carolina to provide training on the prosecution of traffic safety violations, predominantly DUI, occurring in the state of South Carolina and to assist in the actual prosecution of traffic safety violations statewide.
- A project to maintain a Judicial Outreach Liaison in the state to share information and to provide education to judges and other court personnel, predominantly on DUI and DUAC cases, occurring in the state of South Carolina.
- Projects to educate parents on the proper use of child safety seats and to promote the proper use of safety belts among all age groups.
- Projects to implement programs to address pedestrian fatalities

Phase 3

With the completion of the Problem Identification process, staff developed the FFY 2026 Highway Safety Funding Guidelines, which included enforcement projects and education/outreach projects. This document set guidelines for the submission of grant applications for highway safety funding in accordance with the priorities established through the problem identification process and basic federal requirements of the Section 402 program. Under the performance-based process, the guidelines stipulated, "Equipment-only applications will not be considered for funding." It also stipulated, "Applicants who do not demonstrate a traffic safety problem/need will not be considered for funding." In order to place funding where the problems exist, the guidelines further specified that "Priority consideration will be given to applicants proposing major alcohol countermeasures, occupant protection, non-motorized safety, and speed enforcement programs within the counties identified previously as having the highest numbers and percentages of alcohol- and/or speed-related traffic collisions, deaths, and injuries during the last three years."

The guidelines (1) described the highway safety problems identified by highway safety staff; (2) discussed the types of projects desired and for which priority would be given, based on the problem identification process; (3) described allowable and unallowable activities/program costs; (4) discussed the areas eligible for funding; (5) provided the criteria by which applications would be reviewed and evaluated; (6) included a checklist for completion of the grant application; (7) discussed the responsibilities of funded applicants; (8) provided specific requirements for various types of applications submitted under the various program areas; and (9) provided frequently asked

questions with the answers.

Solicitation Process: Once the guidelines were completed, an electronic flyer was sent to approximately 1,600 recipients, including state and local law enforcement agencies, state agencies, non-profit organizations, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state on January 17, 2025. The flyer informed recipients of the grant opportunity and invited them to attend the Grant Solicitation Workshop. It also referred recipients to the OHSJP's website at <https://scdps.sc.gov/ohsjp>, which contained instructions for the preparation of the grant application document. The application deadline was Friday, April 4, 2025 at 5:00 p.m. Applicants were provided names and telephone numbers of highway safety staff to contact for assistance.

Workshops for Potential Applicants: Grant Solicitation Workshops were held at Seawell's restaurant in Columbia, SC on February 4, 2025 and February 6, 2025, with approximately 219 participants. During the workshop, participants were provided with a description of the various program areas eligible for funding; an explanation of allowable costs; a description of the types of projects for which priority consideration would be given; a description of the criteria by which applications would be reviewed; specific instructions on the proper completion of the grant application; and a presentation on how to write a successful grant proposal. Participants were informed that samples of completed grant applications would be available on the SCDPS website to assist in the preparation of their applications.

Phase 4

The next phase of the planning process involved the review of submitted project applications. The deadline for Highway Safety grant applications for FFY 2026 funding was Friday, April 4, 2025 at 5:00 p.m. Grant applications moved through a multi-stage review process. The first stage of the review process involved the Highway Safety Grant Program Manager, Highway Safety Planning and Evaluation Coordinator, IDC Program Coordinator, and OP/PTS Program Coordinator for the OHSJP reviewing and discussing the applications submitted by the due date and time. The second stage of the review process involved additional meetings to discuss grant applications in detail. All applications for highway safety activities received from state agencies, political subdivisions, and private, non-profit organizations were reviewed at both stages in accordance with the listed review criteria:

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

4. The extent to which the proposal sought to provide a realistic and comprehensive approach toward problem solution, including documenting coordination with local and state agencies necessary for successful implementation.
5. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
6. The extent to which the estimated cost justified the anticipated results.
7. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area.
8. The ability of the applicant to implement the project based on the experience of the agency in implementing similar projects, and the capability of the agency to provide necessary administrative support to the project. For agencies that were awarded during previous fiscal years, the quality of work and the responsiveness to grant requirements demonstrated in past funding years; current or past grant performance; results of past monitoring visits; and the timeliness and thoroughness of required reports were also considered.

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

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

The second stage of the grant review process was based on discussions among the Director of the OHSJP, Director of Grant Programs, Internal Operations and Outreach Director, Highway Safety Grants Accounting Manager, and Highway Safety Grant Program Manager, to reach a general consensus on each of the grant applications. Upon the conclusion of the two stages of staffing meetings, the third portion of the review process began. Each project was further reviewed and evaluated to ensure that all projects recommended for funding met the established criteria and the final recommendation would reflect the best use of grant funds to address the identified highway safety issue.

Once recommendations were established, the OHSJP staff developed a Summaries and Recommendations document to present for review and approval to the South Carolina Public Safety Coordinating Council (SCPSCC) pursuant to Section 23-6-520, South Carolina Code of Laws, 1976, as amended. This legislatively-mandated body is composed of the Director of the SCDPS, the Governor's Designee, the Chief of the State Law Enforcement Division (SLED), the SC Attorney General, two members of the State General Assembly (a member of the House of Representatives and a member of the Senate), one county sheriff, a local police chief, a victim, and a victims' representative. The members of the Council are appointed by the Governor of South Carolina, with the exception of the victim position, which is appointed by the Attorney General. This body has final

authority regarding the funding of OHSJP projects in the state of South Carolina.

After approval by the Council (which occurred June 23, 2025 for FFY 2026 projects), Highway safety staff began the process of finalizing program area plans and another key aspect of its overall strategic planning process: drafting the state's Annual Grant Application (AGA). The AGA provides project-level information on the state's highway safety program and demonstrates alignment with the state's most recent triennial HSP (3HSP), which covers the FFY 2024-FFY 2026 period. The AGA must contain adjustments to countermeasure strategies for programming funds (if needed), project and subrecipient information, and Section 405 grant applications. The AGA will also contain descriptions of projects the state plans to fund to implement selected countermeasure strategies to achieve the performance targets included in its 3HSP.

In FFY 2026, impaired driving countermeasure strategies for programming funds will remain largely unchanged. The *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition, 2023* (CTW 2023) document, produced by the National Highway Traffic Safety Administration (NHTSA), emphasizes the importance of impaired driving countermeasures. The document includes significant strategies to reduce impaired driving and appropriate countermeasures for alcohol and drug-impaired driving reductions. The four basic strategies identified to reduce impaired driving are Deterrence (to include laws; Enforcement; Prosecution and Adjudication; and DWI Offender Treatment, Monitoring, and Control); Prevention; Communications and Outreach; and Alcohol and Drug Treatment.

Of the four impaired driving countermeasures strategies identified, the state of South Carolina will continue to effectively implement *Deterrence* of high quality in the areas of Enforcement, with law enforcement agencies across the state utilizing high-visibility enforcement activities; Prosecution, with the continued funding of the state's Traffic Safety Resource Prosecutor, Special DUI Prosecutors housed in Solicitor's Offices and law enforcement agencies, and a paralegal who performs duties in SC Highway Patrol Troop 6; and Adjudication, with the continued Court Monitoring Program, as well as the state's Judicial Outreach Liaison program.

In FFY 2016, the OHSJP implemented the MADD SC Court Monitoring Program to provide data on how DUI cases are disposed of and report on hearing activities. It is believed that court monitoring programs help increase DUI arrests, decrease plea agreements, and increase guilty pleas. In terms of legislation, South Carolina enacted an amended DUI law in February 2009. Though South Carolina's DUI law was strengthened, it remains problematic for a number of reasons and likely does not function in the state at the deterrence level outlined by the document. However, the state has made strides in harshening penalties for impaired driving and for breath test refusals associated with DUI arrests.

In April 2014, South Carolina amended the ignition interlock portion of the state's DUI statutes in Act 158, which went into effect on October 1, 2014. Under the act, Ignition interlock devices were required for first-time DUI offenders who are convicted of having had BACs of 0.15% or higher. The law is known as "Emma's Law". The law was amended in May 2023 in Act 55 and became effective May 19, 2024. Under the amended law, the installation of an ignition interlock device is required for all offenders, including first-time DUI offenders, who are convicted of having had BACs of 0.08% or higher. The ignition interlock device program is no longer a voluntary alternative to hard suspensions for first-time DUI offenders but rather a requirement for all convicted offenders.

Another strategy that South Carolina will continue to utilize to reduce impaired driving is *Communication and Outreach*. Each year a statewide high-visibility enforcement and education initiative is utilized (*Sober or Slammer!* campaign, modeled after and conducted with the national *Drive Sober or Get Pulled Over.* campaign), which combines enforcement, education, and media to attempt to reduce impaired driving collisions, injuries, and fatalities in the state. Participation of state and local law enforcement agencies throughout every judicial circuit in the state is encouraged.

During FFY 2014, the state of South Carolina began a Pilot DUI Court in two judicial circuits—the Twelfth Judicial Circuit which includes Florence and Marion Counties, and the Fifth Judicial Circuit which includes Kershaw and Richland Counties—which combine adjudication strategies with *Alcohol Treatment*. In FFY 2015 - FFY 2017, the OHSJP provided grant funding for the continuation of both DUI Courts in South Carolina, which provided for the monitoring and treatment of offenders convicted of DUI. The overall goal of a DUI Court program is to see a reduction in recidivism and a change in behavior for those who complete the program (CTW, 2020, pp. 1-37 to 1-39). While OHSJP funding for these projects ceased at the end of FFY 2017, both the Fifth and Twelfth Judicial Circuit DUI Courts are still operational.

The FFY 2024 – FFY 2026 Triennial Highway Safety Plan sets a target, an activity measure, goals, and objectives relative to impaired driving countermeasures. The targets, as written in the current 3HSP, are listed below. Strategies based on these outcome measures will be provided after various appropriate segments of the Impaired Driving Countermeasures Plan.

Performance Target: To reduce alcohol impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024.

- To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025.
- To reduce alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026.

Objectives:

1. To provide at least four (4) statewide trainings to law enforcement officers, prosecutors, and magistrates to increase effective prosecution of highway safety offenses, particularly DUI and DUAC, by September 30, 2026.
2. To continue the Law Enforcement Challenge, as part of the DUI enforcement campaign for FFY 2026 based on high-visibility enforcement and education. The sustained DUI enforcement effort includes specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, from December 2025 through September 2026. Law Enforcement Liaisons (LELs), within the OHSJP, will also solicit assistance from local law enforcement agencies through the LEN.
3. To conduct at least two public information, education, and enforcement campaigns to emphasize impaired driving enforcement initiatives during FFY 2026.
4. To maintain the South Carolina Impaired Driving Prevention Council (SCIDPC) during FFY 2026 and conduct a minimum of two meetings to continue the implementation of NHTSA's

recommendations resulting from the state's most recent Impaired Driving Assessment. The assessment report will be used as a blueprint to guide the SCIDPC toward continued improvement of impaired driving countermeasure programs in South Carolina.

5. To conduct regular High Visibility Enforcement (HVE) efforts (saturation patrols and public safety checkpoints) throughout the grant period.
6. To have each grant activity performing officer achieve and/or maintain his/her current status as a certified Standardized Field Sobriety Test (SFST) practitioner throughout the grant year.
7. To conduct at least two (2) combined Drug Recognition Expert (DRE) and two (2) DRE Instructor Schools during the grant cycle.
8. To conduct at least ten (10) Advanced Roadside Impaired Driving Enforcement (A-RIDE) trainings by the end of FFY 2026.
9. To coordinate at least three (3) Standardized Field Sobriety Testing (SFST) Instructor trainings by the end of FFY 2026.
10. To provide assistance to agencies in Richland, Kershaw, Chester, Fairfield, Lancaster, Edgefield, Lexington, McCormick, Saluda, Georgetown, Horry, Berkeley, and Dorchester Counties in prosecuting DUI cases through projects to fund specialized DUI prosecutors in those Counties, all of which have experienced difficulties in obtaining DUI convictions and in which there exists a backlog of DUI cases.
11. To provide assistance to the SC Highway Patrol (SCHP) paralegal, who processes and tracks Rule 5/Brady requests and coordinates scheduling for the troopers' Office of Motor Vehicle Hearing (OMVH) appearances for SCHP Troop 6, which includes Beaufort, Berkeley, Charleston, Colleton, Dorchester, and Jasper Counties.
12. To provide assistance to the State Judicial Outreach Liaison who will provide training and education to judges and other court officials and personnel regarding DUI and DUAC cases.

Performance Indicators:

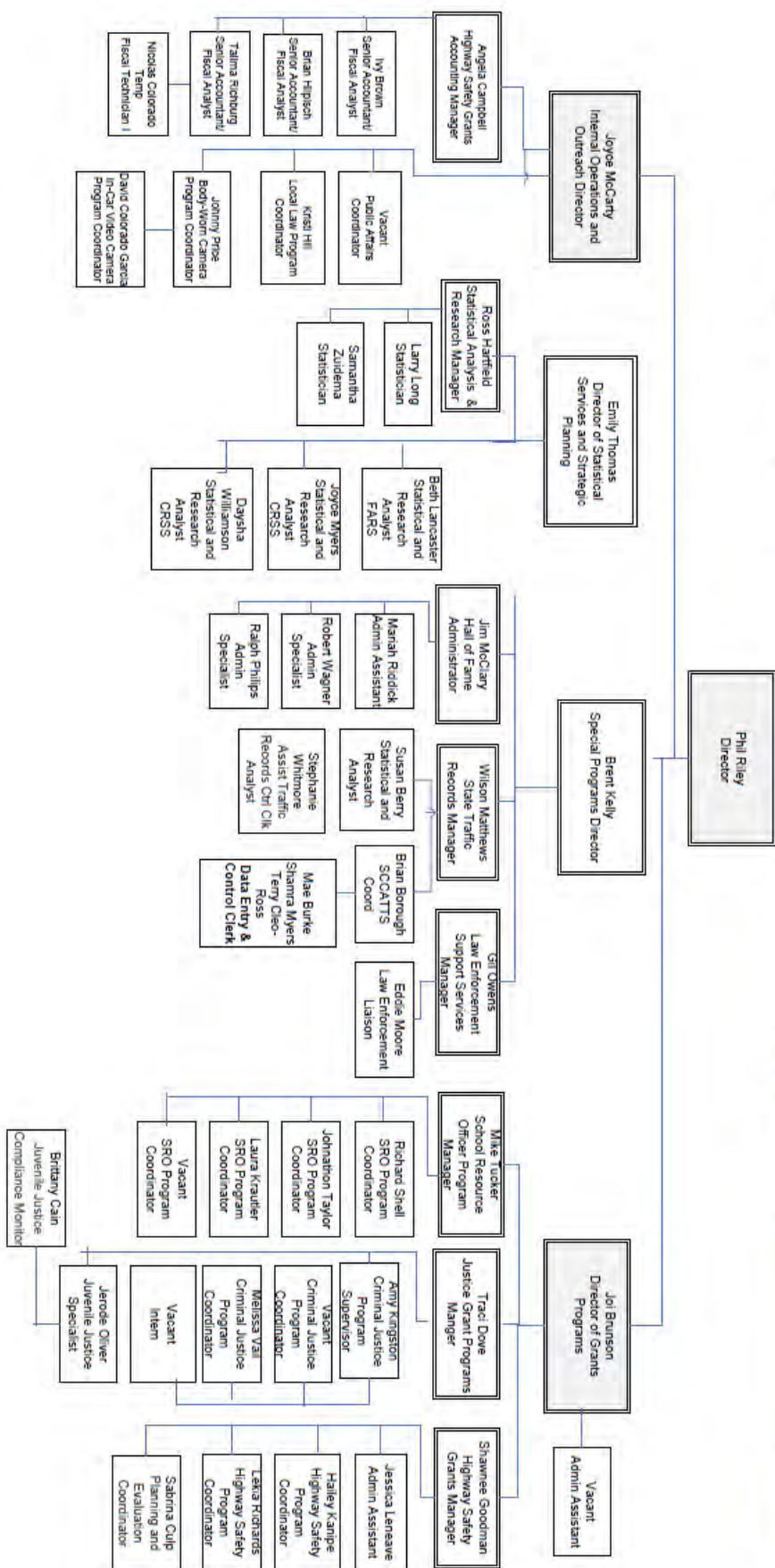
1. The number of trainings conducted for law enforcement officers, prosecutors, and magistrates will be documented and kept in the grant file.
2. Law enforcement participation in the Law Enforcement Challenge for FFY 2026 will be documented and maintained by the OHSJP.
3. Earned and paid media reports for all impaired driving campaign efforts will be maintained by the OHSJP.
4. SCIDPC meeting agendas and sign-in sheets will be maintained by the OHSJP.
5. The number of HVE efforts will be documented and maintained in the appropriate grant file.
6. The number of DUI enforcement officers who have completed the SFST practitioner certification and have maintained an active SFST practitioner status will be documented and maintained in the appropriate grant file.

7. A list of DRE School participants and the dates upon which the courses were held will be documented and placed in the appropriate grant file.
8. The number of ARIDE trainings, the dates upon which the courses were held, and a list of training participants will be logged and maintained in the appropriate grant file.
9. The number of SFST Instructor training courses, the dates upon which the courses were held, and a list of course attendees will be documented and maintained in the grant file.
10. The OHSJP will maintain documentation on the status of cases handled by the Special DUI prosecutors.
11. The OHSJP will maintain documentation on the status of the Rule 5/Brady requests tracked and processed by the SCHP Paralegal, as well as a copy of the paralegal's OVMH appearances scheduling tracker.
12. The OHSJP will maintain documentation of the judicial education and trainings provided by the SJOL.

■ *Program Management*

The Section 402 State and Community Highway Safety Program in South Carolina is administered by the OHSJP. Below is a diagram that illustrates the organizational structure of the OHSJP:

SCDPS/Office of Highway Safety and Justice Programs



The mission of the OHSJP is to develop and implement comprehensive strategies aimed at reducing the number and severity of traffic crashes on the state's streets and highways. The staff funded under the OHSJP's Planning and Administration grant project direct the planning, development, coordination, monitoring, evaluation, and auditing of projects under the Section 402 Program. Highway Safety staff are also responsible for coordinating and evaluating highway safety efforts among the various agencies throughout the state. The OHSJP employs three Program Coordinators who manage project activities throughout the state in the priority areas of Impaired Driving Countermeasures, Police Traffic Services, and Occupant Protection and perform monitoring, evaluation, and auditing of funded projects throughout the state.

The Program Administration area of the OHSJP coordinates highway safety programming focused on public outreach and education, aggressive traffic law enforcement, promotion of new safety technologies, the integration of public health strategies and techniques, collaboration with safety and business organizations, and cooperation with state and local governments. Programming resources are directed to nationally- and state-identified priority areas outlined in the state's triennial HSP. The Program Administration area ensures the monitoring of traffic data to develop and coordinate appropriate statewide highway safety messages to all citizens and visitors of the state. Highway Safety staff members conduct Problem Identification to identify highway safety problems. A Grant Solicitation Workshop is conducted to provide information to potential applicants and to encourage the development of data-driven, evidence-based projects that will positively impact highway safety. Pre-work Conferences are conducted with all subgrantees, and a Project Management Course is conducted annually with all Project Directors of newly awarded highway safety projects.

Program Administration conducts a high-visibility DUI enforcement and education initiative known as the *Sober or Slammer!* campaign (corresponding to the national *Drive Sober or Get Pulled Over* campaign) on a statewide level utilizing strategies that have proven to yield results. The campaign runs from December 1 of the federal fiscal year through Labor Day. According to the *Countermeasures That Work* guide, publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal crashes and deterring drunk driving. The state encourages and requires campaign participants to utilize high visibility enforcement and safety checkpoint strategies in their DUI enforcement efforts statewide.

Program Administration also conducts the state's occupant protection enforcement mobilization in the time period leading up to and following the Memorial Day holiday in May each year. The statewide campaign, known as *Buckle Up, South Carolina. Click It. Don't Risk It!*, mirrors the national *Click it or Ticket* campaign. The campaign focuses on occupant protection enforcement generally and on nighttime safety belt enforcement at the state and local levels, which results in, not only increased citations for safety belt violations, but also increased opportunity for DUI arrests. All major mobilizations include outreach components that focus on the population of our state.

The OHSJP also conducts a statewide motorcycle safety campaign, billboard campaigns focusing on specific priority areas (impaired driving, pedestrian issues, other vulnerable roadway users), and other highway safety issues (school bus safety, rail safety, etc.) statewide. The state also conducts an annual Memorial Service for the families of victims who have died on the state's roadways in the previous calendar year.

The OHSJP provides funding to Highway Staff and advocates for attendance at significant conferences and training events related to highway safety issues. Highway Safety staff, other SCDPS staff, and partner agencies/groups continue to educate and inform South Carolina's citizens and visitors about the state's primary enforcement safety belt law. Highway Safety staff continue to support and assist in the further development of the LEN system in the state. Sixteen (16) LENs are operational corresponding to the sixteen judicial circuits in South Carolina. Additionally, the OHSJP continues to maintain a strong partnership with SCDDOT and other local community coalitions/organizations to enhance traffic safety initiatives through a variety of activities.

The state implements activities in support of national highway safety goals to reduce motor vehicle-related fatalities that also reflect the primary data-related crash factors within the state as identified by the state highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of state safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support the allocation of highway safety resources.

▪ *Resources*

The OHSJP supports impaired driving prevention activities by recommending grant funding to state and local agencies for approval in FFY 2026. The state will utilize Section 402 funding, Section 405(d) impaired driving funding, and Section 405(b) funding in FFY 2026 to fund a variety of projects to combat DUI, including DUI enforcement teams, Police Traffic Services projects, and major campaign initiatives, such as *Sober or Slammer!*, the state's equivalent to the national *Drive sober or get pulled over* initiative.

In addition, state and local agencies provide some funding for DUI countermeasures through their agency budgets. However, it is obvious that without the infusion of available federal dollars from the OHSJP, the level of DUI enforcement, training, prosecution, and mass media outreach would be significantly less than it is currently. Multijurisdictional enforcement activity focusing on checkpoints and saturation patrols is bolstered by funding for each of the sixteen Law Enforcement Networks in the state through the OHSJP. In addition, local alcohol and drug abuse commissions encompassing all forty-six of the state's counties operate AET with funding assistance provided by the South Carolina Office of Substance Use Services (SCOSUS) to conduct compliance checks, underage drinking enforcement, and party dispersal and enforcement activity.

It is obvious that the many and varied impaired driving programs in the state are not completely financed by fines and fees imposed upon convicted DUI offenders. DUI legislation enacted in 2009 made strides in this direction but has not achieved the self-sufficiency that would be most desirable. It would likely take significant legislative action to achieve program self-sufficiency in the state based on fines and fees levied against those individuals creating the state's impaired driving problems.

The state currently does not have sufficient information to determine the actual costs to the state

associated with impaired driving relative to crashes, injuries, fatalities, evaluation, treatment, and care. The calculation of such costs could be instrumental in making legislative changes toward a self-sufficient program of impaired driving countermeasures in the state.

In terms of other potential resources, currently, no FHWA funding that is available for behavioral highway safety efforts is directed toward impaired driving countermeasures. Alcohol and substance abuse assessment and treatment funding is derived from a variety of sources, including the federal treatment block grant. The state currently does not have a separate fund to reimburse treatment agencies for services provided to indigent clients, with those costs covered by other treatment client fees. There are currently no revenue sources, such as a per-drink alcohol excise tax, specifically dedicated to alcohol or substance abuse treatment.

Pursuant to the availability of federal funds, the OHSJP provides sufficient funding, staffing, and other sources of support to state and local impaired driving programs. While the OHSJP awards federal funding to support impaired driving programs, not all impaired driving programs are supported by those funds.

The following chart outlines the Impaired Driving Countermeasures grant projects that the OHSJP will recommend for approval by NHTSA in its FFY 2026 Annual Grant Application (AGA). During FFY 2026, more than \$4.7 million in highway safety funds will be allocated towards South Carolina's impaired driving program for the countermeasure strategies of deterrence, communications and outreach, and management of the impaired driving program, in an effort to reduce impaired driving-related collisions and driving under the influence. This amount includes funds for program management (\$285,693), dedicated impaired driving enforcement (\$949,203), dedicated impaired driving prosecution activities (\$845,425), training and education for law enforcement, prosecutors, and judges (\$449,022), court monitoring (\$250,631), education for young drivers (\$330,358), and education for the motoring public through communications and outreach strategies (\$1.6 million).

The spending, as outlined above, supports the state's impaired driving program and achievement of its performance targets through deterrence and establishing positive social norms that make driving while impaired unacceptable. Deterrence works by changing behavior through the fear of apprehension and punishment. If drivers believe impaired driving is likely to be detected (through enhanced enforcement activity) and impaired drivers are likely to be arrested, convicted, and punished (through specialized DUI prosecution, court monitoring, and training and education for law enforcement, prosecutors, and judges), reductions in the behavior of driving while impaired by alcohol may be achieved. Fewer impaired drivers on the roadways will lead to the achievement of the state's performance goal of reducing alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026. Please note that the allocated funding amount of \$4.7 million and the chart do not include the Police Traffic Services enforcement projects recommended for approval in FFY 2026, all of which require grant-funded officers (Section 402-funded) to engage in aggressive DUI enforcement activity.

Impaired Driving Countermeasures Grant Project Applications for FFY 2026

Subgrantee	Project Location (County)	Project Title	Project Type
Berkeley County	Berkeley	DUI Enforcement 2025-2026	IDC Enforcement
Berkeley County	Berkeley	DUI Prosecutor 2025-2026	Prosecution (Special DUI Prosecutor)
Central Police Department	Pickens	Impaired Driving Enforcement Officer	IDC Enforcement
City of Easley Police Department	Pickens	Impaired Driving Countermeasures	IDC Enforcement
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures Enforcement	IDC Enforcement
City of Goose Creek Police Department	Berkeley	Special DUI Prosecutor	Prosecution (Special DUI Prosecutor)
Eleventh Judicial Circuit Solicitor's Office	Edgefield, Lexington, McCormick, Saluda	11 th Circuit Solicitor's Office-DUI Prosecution	Prosecution (Special DUI Prosecutor)
Fifteenth Judicial Circuit Solicitor's Office	Georgetown, Horry	15th Judicial Circuit - DUI Prosecutor	Prosecution (Special DUI Prosecutor)
Fifth Circuit Solicitor's Office	Kershaw, Richland	5 th Circuit Solicitor DUI Prosecutor Grant 2025-2026	Prosecution (Special DUI Prosecutor)
Lexington County Sheriff's Department	Lexington	Impaired Driving Countermeasures Enforcement	IDC Enforcement
Mothers Against Drunk Driving	Anderson, Berkeley, Charleston, Greenville, Horry, Lexington, Richland, Spartanburg, York	MADD SC Court Monitoring	Adjudication
North Augusta Department of Public Safety	Aiken	DUI Enforcement Grant	IDC Enforcement
Sixth Circuit Solicitor's Office	Chester, Fairfield, Lancaster	DUI Prosecutor	Prosecution (Special DUI Prosecutor)
South Carolina Commission on Prosecution Coordination	Statewide	Traffic Safety Resource Prosecutor	Prosecution/Training
South Carolina Criminal Justice Academy	Statewide	Impaired Driving Countermeasures Training for Law Enforcement	Law Enforcement Training
South Carolina Department of Public Safety, Highway Patrol	SCHP Troop 6: Beaufort, Berkeley, Charleston, Colleton, Dorchester, Jasper	Special Paralegal for DUI Prosecution	Prosecution
South Carolina Department of Public Safety, Office of Highway Safety and Justice Programs	Statewide	Impaired Driving Countermeasures Program Management	Project Management
South Carolina Judicial Branch Court Administration	Statewide	South Carolina Judicial Outreach Liaison	Adjudication/Training
Spartanburg County Coroner's Office	Spartanburg	SC Highway Safety Education	Education (Teen Driver)
Students Against Destructive Decisions (SADD), Inc.	Statewide	A Comprehensive Approach to Reducing Teen Crashes: South Carolina SADD	Education (Teen Driver)
TJohnE Productions, Inc.	Statewide	ThinkFast Interactive Teen Driver	Education (Teen Driver)

		Safety Program	
Town of Moncks Corner Police Department	Berkeley	Moncks Corner Traffic Enforcement Unit	IDC Enforcement
Town of Summerville	Dorchester	Summerville Police Department Specialized DUI Enforcement	IDC Enforcement
Town of Summerville	Dorchester	Summerville Specialized Impaired Driving Prosecutor	Prosecution (Special DUI Prosecutor)
York County Sheriff's Office	York	Alcohol-Impaired Driving Enforcement Program	IDC Enforcement

▪ *Data and Records*

The Impaired Driving Program in South Carolina is heavily data-dependent and uses the state's crash data and FARS data extensively to address the locations and volume of impaired driving crashes.

Data Sources and Processes

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

Traffic Collision Master File

Traffic collisions that occur in South Carolina and are investigated by law enforcement agencies are reported to the SC Department of Public Safety (SCDPS) on the Uniform Traffic Collision Report Form (TR-310). Data from the TR-310 is either electronically reported or entered by Traffic Records data entry staff into the Traffic Records Master File. The Traffic Records Master File is maintained by the OHSJP's Traffic Records staff and the SCDPS Office of Information Technology.

Traffic Collision Statistical Database

The OHSJP's SARS retrieves the data within the Traffic Records Master File and creates the Traffic Collision Statistical Database. The Traffic Collision Statistical Database contains any collision that results in at least \$1,000 in total property damage, or results in injury or death, and occurs on a public highway. Throughout the year, the SARS statisticians, working closely with the Traffic Records staff, perform an extensive data cleaning process by continuously combing through the database in an effort to improve data reporting. This database is used for performing statistical studies for various users, including law enforcement agencies, governmental units, attorneys, engineers, media

representatives, and private users. These studies, conducted upon written request, are primarily descriptive in nature and focus on a specific traffic collision topic. These topics range from collisions at a specific intersection or stretch of road, to collisions during specific months in selected counties, to rankings of specific intersections in a county or jurisdiction. The Traffic Collision Statistical Database is used to create all calculations for state data.

South Carolina Collision and Ticket Tracking System (SCCATTs)

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

South Carolina Traffic Fatality Register

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

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

South Carolina Online Fatality Count Application

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

South Carolina Department of Public Safety (SCDPS) Weekend Fatality Report Online Application

The OHSJP's SARS maintains the SCDPS Weekend Fatality Report Online Application with assistance from the SCDPS Office of Information Technology. This online weekend fatality application provides detailed preliminary counts of traffic fatalities in the state to the media and public for only the prior weekend. It displays data from 6 PM Friday through 11:59 PM Sunday and is compiled every Monday following the weekend. The fatality information displayed contains the time and date, route type

and name, county, seat belt usage, and unit type. It also provides fatality totals for each county by year to the current weekend for all years displayed for comparison purposes. The data displayed on the weekend fatality application is a de-identified dataset derived from the SCCATTS' Fatality Application. In the process of compiling this data, the SARS performs a rigorous process of detecting and correcting inaccurate data prior to notifying the SCDPS Public Affairs Office the weekend fatality application is ready for the media press release.

SAFETYNET

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

Despite the state's significant use of data in impaired driving countermeasures efforts, from problem identification to the deployment of resources, gaps remain in statistical information that could prove beneficial in implementing DUI countermeasures statewide. The gaps are most glaring in the securing of BAC tests for surviving drivers of fatal crashes. This information is often absent unless there is reasonable suspicion on the part of an investigating officer of alcohol/drug impairment on the part of the surviving driver. The state's current lack of a true DUI-tracking system following offenders from arrest through conviction and treatment is additional data the state could use in its impaired driving countermeasures efforts. The lack of BAC test data subjects the state to the mercy of the NHTSA imputation model for calculating the actual alcohol involvement in fatal crashes statewide. During FFY 2020, the foundation of a DUI-tracking system was laid with the building of interfaces among the SCDMV, the SCDPS, and the SCJB for the sharing of adjudication and disposition information regarding all traffic offenses, including DUI. The system continues to be developed and further steps toward a complete DUI tracking system will be taken in the future.

- *Communication Program*

SCDPS OHSJP continues to develop and implement a multi-faceted communications program. The state's communication plan is implemented through a variety of public education and awareness strategies designed to increase the motoring public's knowledge and understanding of impaired driving laws and attempt to modify driver behavior and change culture by alerting the general public to the many and varied consequences of DUI, including societal, financial, and familial costs.

OHSJP develops and implements its communications plan by adopting a comprehensive marketing strategy, with the assistance of its agency contractor, founded on effective, dynamic messaging, diverse advertising strategies, proactive media relations, and outreach to a variety of groups within the state. Communications strategies are consistent with and based upon the state's problem identification process, which identifies high-risk populations, communities, corridors, and target audiences with whom and in which the highest safety benefit may be realized. The OHSJP utilizes a network of public safety professionals in accomplishing its communications goals and implementing its communications plan, including LELs, Community Relations Officers (CROs), agency communications staff within the SCDPS, and public relations staff and other representatives from other local and state law enforcement and highway safety stakeholder agencies.

A more thorough and detailed explanation of the elements of the state's communications plan and strategies recommended for implementation by this Plan will be addressed under Item No. IV.

IV. Communication Program.

Strategies

In an effort to continue strengthening the Program Management and Strategic Planning aspects of impaired driving countermeasures in the State of South Carolina, the OHSJP will implement the following strategies in FFY 2026:

1. Maintain the employment of an Impaired Driving Countermeasures Program Coordinator for the administration of Impaired Driving Countermeasures grant projects, preparation of Impaired Driving Countermeasures sections of strategic highway safety documents (Funding Guidelines, Problem Identification, Highway Safety Plan, Annual Report, Grant Project Summaries and Recommendations, Impaired Driving Countermeasures Plan, etc.), and coordination of the meetings and ongoing efforts of the SC Impaired Driving Prevention Council.
2. OHSJP staff will coordinate statewide public information and education efforts to promote compliance with impaired driving laws. All campaign efforts will continue to fall under the umbrella theme of *Highways or Dieways*. The campaign has participation of more than 170 local law enforcement agencies statewide, as well as the SSCP and the State Transport Police. Thus, the campaign efforts will reach all citizens of the state in each of the state's forty-six (46) counties.
3. OHSJP will maintain the statewide SC Impaired Driving Prevention Council (SCIDPC), made up of professionals from various arenas of highway safety, law enforcement, prosecution, adjudication, advocacy groups, and treatment/rehabilitation in an effort to combat the increasing impaired driving problems and issues in the state. The SCIDPC will continue its work toward strengthening DUI laws in the state of South Carolina and will develop action plans outlining areas which the state should continue to target for improvement.
4. The OHSJP will continue to provide grant funding for the LENs to assist them in their ongoing enforcement efforts, particularly in regard to impaired driving enforcement initiatives, and in recruiting additional enforcement agencies to enlist in the network. The OHSJP will continue to provide training to LENs through LEN Coordinator meetings, regularly scheduled LEN meetings, Traffic Safety Officer Certification courses, and other training opportunities offered by outside entities and network partners.
5. OHSJP staff will conduct a Problem Identification meeting to identify highway safety problems in the state and determine where best to utilize available resources to improve highway safety.
6. OHSJP staff will conduct project development to encourage potential applicants in identified problem areas to submit grant applications and provide technical assistance.
7. OHSJP staff will continue to provide LEL services to both state and local law enforcement agencies.
8. SCDPS and SCDOT will continue their strong partnership to enhance traffic safety initiatives by:
 - a. Disseminating information to the public regarding highway safety and engineering issues through the use of message signs, radio stations, social websites, and presentations. The SCDOT message signs are used during enforcement campaigns, including statewide

impaired driving initiatives, to keep the various safety messages front and center for the target audience.

- b. Continuing implementation of the SCCATTS project to create a fully electronic traffic records system and lay the groundwork for a potential DUI-tracking system for the state.
9. The OHSJP will seek the assistance of coroners and law enforcement officers statewide to improve the reporting of BAC test results, emphasizing the collection of BAC results for surviving drivers of fatal traffic crashes.
10. The OHSJP will work with the state's TRCC to continue work on developing and implementing a statewide DUI-tracking system.

II. PREVENTION

SCOSUS is the single state authority for alcohol and other drug abuse programming as originally authorized by Public Law 91-616 of 1970 and Public Law 92-255 of 1972. SCOSUS' mission is to ensure the provision of quality services to prevent or reduce the negative consequences of substance use and addictions. SCOSUS offers a wide array of prevention, intervention, and treatment services through a community-based system of care. Although services are coordinated at the state level through SCOSUS, the Department subcontracts with county Alcohol and Other Drug Abuse Authorities (AOD) commissions to provide direct services to citizens in all 46 counties of the state.

In the context of a Statewide Impaired Driving Assessment in 2002, a recommendation was made to the state to form a statewide DUI Task Force. In August 2004, the South Carolina Impaired Driving Prevention Council (SCIDPC) was founded to serve as a DUI workgroup and to provide leadership and guidance as the state seeks to reduce the number of collisions, injuries, and deaths caused by impaired drivers. The SCIDPC is divided into four subcommittees: Education/Prevention, Legislative, Enforcement/Prosecution/Adjudication, and Treatment/ Rehabilitation/Diversion. Along with SCDPS OHSJP, SCHP, State Transport Police (STP), and the Director of SCDPS, there are representatives from the SCCJA, SCOSUS, the state Attorney General's Office, the SC House of Representatives and additional federal, state, local, and private entities composing the Council's membership.

Mothers Against Drunk Driving South Carolina (MADD SC) is an active partner in the state's efforts to reduce, and ultimately eliminate impaired driving, as well as the OHSJP's efforts in reducing alcohol- and drug-impaired-driving-related collisions and injuries in the state. MADD SC's staff and volunteers are actively supportive of law enforcement efforts to deter impaired driving, and they are actively involved in advocating for stronger DUI policies and laws that will reduce DUI-related crimes. The MADD organization in South Carolina demonstrated its ability to be highly effective in the policy arena by its strong push in 2014 for "Emma's Law" and the amendment in 2023. MADD SC, the SCIDPC, and the Behavioral Health Services Association (BHSA) are continuing involvement in legislative efforts regarding the videotaping of DUI arrests. MADD's staff and victims are frequently in the media keeping the issues of impaired driving and underage drinking a priority for South Carolina. For FFY 2026, MADD South Carolina's court monitoring project proposal is anticipated to increase accountability in the courtroom in some of the state's major population areas, including Anderson, Berkeley, Charleston, Greenville, Horry, Lexington, Richland,

Spartanburg, and York Counties. MADD SC also assists the OHSJP's efforts by serving on the SCIDPC and helping select law enforcement award recipients for the annual DUI enforcement recognition ceremony.

SCOSUS certifies ADSAP in South Carolina. The ADSAP is the state's primary prevention and treatment program to address DUI offenders. Currently, all certified ADSAPs are operated by county alcohol and drug abuse authorities. Each agency certified as an ADSAP provider offers a continuum of care in accordance with the American Society of Addiction Medicine Levels of Care. The required minimum services to be provided through the continuum of care are the PRIME FOR LIFE curriculum (Level 0.5); Individual and Group Counseling (Level I); Intensive Outpatient Services (Level II); and referral linkages to higher levels of care. All ADSAP clients are required to receive a DUI risk assessment and/or clinical biopsychosocial assessment for placement in the appropriate level of care. The risk assessment and/or the biopsychosocial assessment provide the basis for diagnostic classification according to the "Diagnostic and Statistical Manual of Mental Disorders, Fifth Edition". The diagnostic classification determines the following: placement in the PRIME FOR LIFE curriculum, Individual and Group Counseling, and/or Intensive Outpatient Services offered by a certified ADSAP provider; or referral to a higher level of care within the network of county alcohol and drug abuse authorities.

Outlined on the following pages are additional elements of comprehensive prevention programs implemented in South Carolina and aimed at reducing impaired driving, reducing recidivism of violators of alcohol control laws, and assisting individuals in breaking addiction cycles. These programs promote communication strategies that highlight and support specific policies and program activities as well as promote activities that educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving.

- *Promote Responsible Alcohol Service*

SCOSUS has mandated that state-funded AOD commissions across the state offer a merchant education component as part of their consolidated contract. The class is required only for servers who have violated the law, and such training has been required by the court in addition to any fines/fees levied by the judge. The class is also offered to merchants to take on a voluntary basis to reduce liability and as a proactive measure of training for their staff.

Currently, the SCIDPC is in support of the S.260, Responsible Alcohol Server Training Act, which was introduced during the 2023-2024 legislative session. The South Carolina General Assembly meets annually, and follows a two-year legislative cycle called a "session." The General Assembly convened the 126th legislative session in January 2025, and this session ends in 2026. The Responsible Alcohol Server Training Act would provide for the establishment, implementation, and enforcement of a mandatory alcohol server training and education program; this bill goes beyond the current requirement, which specifies mandated training only after a serving violation has been issued. All servers of alcoholic beverages and their managers would be required to obtain an alcohol server certificate in order to serve alcohol in licensed or permitted businesses. New hires would have 120 days from their hire date to complete the training and receive their certificate.

The AOD commissions utilize a merchant education curriculum known as the Palmetto Retailer Education Program (PREP); the courses are successfully marketed to alcohol retail outlets in the AOD commissions' counties. PREP helps reduce underage access to alcohol and tobacco in the community by educating the participants on "best practices" for preventing alcohol sales to minors, recognizing signs of intoxication, and intervening with patrons who are already intoxicated. In addition, successful completion of the course can lower liability risks for businesses and their employees. The goal of PREP is to provide managers and servers/sellers with the knowledge and skills to comply with state, community, and establishment-level alcohol and tobacco policies and awareness of the potential consequences for failing to comply with such policies. The two-to-four-hour session covers many relevant issues including:

- Alcohol and tobacco laws and consequences
- Checking IDs
- Fake IDs
- Keg registration
- Conflict resolution
- Refusing over service
- Reducing liability of employees and businesses

Program Outcomes include the following:

Attitudinal Outcomes

- Recognize that they have a legal responsibility not to sell alcohol or tobacco to underage persons
- Recognize the value of making choices that fulfill their job responsibilities
- Recognize that avoiding the sale of alcohol or tobacco to underage persons is more important than making a sale

Knowledge Outcomes

- Understand key state laws that govern the sale of alcohol and tobacco in South Carolina
- Understand the importance of their role in refusing to sell to underage persons
- Understand the correct procedure for checking an ID
- Understand they must ID anyone who appears to be under the age of 35
- Understand that if caught making an underage sale, they will be penalized
- Understand how the manager can be a resource for sales staff
- Understand the effects of alcohol use and alcohol absorption rates
- Know when and where to seek help if concerned about their own or another's use
- Understand how to identify intoxicated customers
- Understand how to refuse service to underage youth and intoxicated customers

Performance Outcomes

- State the laws and consequences related to the sale of alcohol and tobacco in South Carolina
- List the responsibilities of sales staff
- State the potential penalties for clerks who sell alcohol or tobacco to underage persons

- Calculate the required date of birth for sales of alcohol and tobacco
- List the three valid forms of identification
- Locate the date of birth on a valid form of identification
- Apply the calculated required date of birth and compare it to the customer's date of birth
- Describe how to detect a fake ID
- Explain how to handle difficult situations in refusing sales

Local county agencies provide PREP throughout the state. PREP is approved by the SC Department of Revenue (SCDOR) and SCOSUS. County authorities were each required to implement merchant education programming in State Fiscal Year (SFY) 2023 and the local agencies collectively served 747 retail staff. There is a standardized PREP post-test used across the system that allows standardization of outcomes. Primarily, the test is graded for pass or fail. Among those who passed in SFY 2023, the average score was 94.3%. (SCDAODAS/SCOSUS 2023 Prevention Outcomes Annual Report).

South Carolina continues to have an effective underage drinking program by continuing to promote policies and practices to prevent drinking by individuals under age 21. The state passed legislation in an attempt to strengthen underage drinking laws and to further discourage adults from providing alcohol to those under the age of 21 in any context. In June 2007, legislation was passed which enacted the *Prevention of Underage Drinking and Access to Alcohol Act of 2007*. In terms of preventing underage drinking while driving, specifically, South Carolina driver's licenses are tamper-resistant and are designed to prevent persons under 21 from obtaining alcoholic beverages and to prevent persons of any age from making alcoholic beverages available to persons under the age of 21. In February 2011, the South Carolina Department of Motor Vehicles began the process of phasing in a vertical driver's license format for those under the age of 21, making the license more distinguishable from those held by drivers over 21.

According to data provided by the South Carolina Department of Probation, Parole, and Pardon Services (SCDPPPS), the agency in charge of administering the Ignition Interlock Device Program (IIDP), there were about 22,660 individuals eligible for the ignition interlock program in June 2024. In CY 2024, there were approximately 1,211 monthly active drivers participating in the IIDP. South Carolina's Zero Tolerance Law is also presented as **Attachment 3**.

▪ *Promote Transportation Alternatives*

Transportation alternative programs provide a challenge for the state of South Carolina, since the state is predominantly a rural state. The metropolitan areas that do exist are considerably smaller than other major metropolitan areas of the country, and public transportation options are somewhat scarce. There are currently no statewide designated driver or safe-ride programs. However, there are some individual programs that provide safe-ride services in cooperation with local drinking establishments. A few college prevention programs in the state offer safe-ride services as well.

▪ *Conduct Community-Based Programs*

The state of South Carolina has a variety of community-based programs which address prevention strategies at the local level in a variety of settings and utilize a variety of resources. The state incorporates school-based program initiatives, including the State Department of Education

environmental strategies; local school district educational standards; associational educational opportunities, such as “Alive at 25”; programs sponsored and implemented by the state’s alcohol and other drug abuse agencies and commissions; and a variety of traffic safety efforts to reach the community at large and school/college-aged young people with significant messaging about the dangers of alcohol use and impaired driving.

Schools

South Carolina continues to benefit from comprehensive and coordinated alcohol and other drug abuse prevention, including evidence-based school and community programs and strategies. SCOSUS administers its programs statewide through certified, local Alcohol and Drug Abuse commissions serving all forty-six (46) counties in the state, providing prevention and treatment services and serving as coordinating bodies in partnership with law enforcement to conduct compliance checks, party dispersals, underage drinking enforcement, and other prevention activities.

The 2021 South Carolina Youth Risk Behavior Survey (YRBS) indicated that:

- 19.2% of high school students had at least one drink of alcohol on at least one day during the 30 days before the survey;
- 9.3% of high school students drank four or more drinks of alcohol in a row within a couple of hours on at least one day during the 30 days before the survey;
- 14% of high school students rode in a vehicle driven by someone who had been drinking alcohol; and
- 3.5% of high school students drove a vehicle in the past thirty days after drinking alcohol.

The YRBS has been conducted in South Carolina in high schools every other year since 1991 and in middle schools since 2005. The surveys, conducted in the spring of odd-numbered years by The Office of Student Intervention Services at the SC Department of Education, are part of a national effort to monitor priority health risk behaviors that contribute markedly to the leading causes of death, disability, and social problems among youth and adults in the United States. The year 2021 provides the latest survey data.

SCOSUS’s Prevention Outcomes Annual Report, prepared by the Pacific Institute for Research and Evaluation (PIRE), describes numerous evidence-based prevention strategies that have been implemented in schools in South Carolina. The report also documents positive changes in alcohol use, as well as risk factors that predict alcohol use and high-risk behavior, including impaired driving.

The state of South Carolina does not mandate an impaired driving, substance abuse, or other related curriculum in schools; however, the state has defined educational standards in the area of impaired driving and other drug abuse. The “Alcohol, Tobacco and Other Drugs,” content area of the mandated educational standards specifies a variety of learning objectives for all grades. These objectives address knowledge about alcohol and other substances and their negative effects and call for developing competency in resisting media messages promoting the use of alcohol. However, currently, there are no standards that directly include impaired driving or other specific highway safety issues.

In SFY 2023, the local county agencies served school-aged youth between the ages of 10-17 using

ten different curriculum-based evidence-based programs. SCOSUS requires the use of a standard survey that is composed of SAMSHA's National Outcome Measures and other measures from SAMSHA's Core Measures Initiative. The counties are required to use the standard survey at the beginning of the multi-session program and the end. In SFY23, there was a statistically significant ($p<.05$) positive change from pre to post-test for four of the five measures (perceived risk, disapproval of use, perceived peer norms and perceived parental attitudes) for middle school students and all five measures (perceived risk, decision making, disapproval of use, perceived peer norms and perceived parental attitudes) for high school students. In SFY23 there were two statistically significant changes in substance use-reductions in e-cigarettes, or vapes, marijuana, and alcohol for middle school students. (DAODAS/SCOSUS Prevention Outcomes Annual Report).

Before FFY 2023, South Carolina did not have a statewide student organization that addressed impaired driving or traffic safety. In FFY 2023, a grant project intended to implement a statewide Students Against Destructive Decisions (SADD) program was funded. SADD is an organization uniquely positioned to impact teenage alcohol use and driving behaviors. This project was approved for continued funding in FFY 2025 and has been recommended again for FFY 2026. Funding will be used toward activities related to opening new SADD chapters in schools across the state, recruiting SADD Advisors, hosting regional trainings for the new and existing Advisors, and working with existing chapters and other traffic safety stakeholders to hold teen traffic safety events across the state. In FFY 2025, the OHSJP approved two additional projects to address teenage alcohol use and driving behaviors: a youth education grant project sponsored by a County Coroner's Office, and a grant project to provide a customized, interactive teen driver safety program. These projects have also been recommended for FFY 2026.

Many schools in the state have implemented the Southeastern Chapter of the National Safety Council's (SCNSC) "Alive at 25" program, with many school districts requiring successful completion of this program by students to secure campus parking privileges. Based on data provided by the local chapter of the SCNSC, "Alive at 25" is a virtual program and classes are easily accessible to students throughout the state. As of 2024, 250,711 students have completed the program since it was launched in 2007. "Alive at 25" is also required for young people convicted of underage alcohol possession who opt for the Alcohol Diversion Program and is available for other offenses such as speeding tickets. The course is a highly interactive 4.5-hour program encouraging young drivers between the ages of 15 and 24 to take responsibility for their driving behavior. Skill practices and on-the-spot defensive driving techniques help increase driver confidence levels. Instructors (law enforcement and first responder professionals) use workbook exercises, interactive media segments, group discussions, role-playing, and short lectures to assist young drivers in developing attitudes and strategies that will keep them safer on the roadways. A significant component of the training deals with the issue of impaired operation of a motor vehicle.

SCHP, a division of the SCDPS, operates a Community Relations Program that includes significant emphasis on underage drinking and impaired driving. The SCHP's cadre of CROs (one for each of the seven SCHP Troops statewide) incorporates the issue of DUI in every school, community, and faith-based organization presentation. Each year the CROs conduct presentations in high schools statewide. In addition, the OHSJP previously maintained a program called *Families of Highway Fatalities*, which has established a group of family members statewide who have lost a family member or members in a traffic crash. This program was relocated in early 2017 to be maintained by the SCHP. These family members serve as spokespersons about traffic safety, including the issue

of DUI, in a variety of contexts, and they conduct additional presentations in schools throughout the state.

Several colleges and universities in South Carolina have alcohol and substance abuse prevention efforts that address impaired driving issues among students. Existing programs utilize a variety of strategies, including the provision of information, interactive demonstrations, and environmental changes. Colleges recently have expanded their prevention efforts to include law enforcement participation in surrounding communities. College programs generally subscribe to a harm-reduction model rather than directly preventing alcohol consumption. Programs such as those that promote designated drivers or provide safe rides for alcohol-impaired students are intended to prevent impaired driving. This presents a challenge for colleges that have become accustomed to a culture of tolerance for alcohol use, particularly among underage students.

Several colleges in South Carolina utilize the AlcoholEdu survey and online curriculum. The survey has been used as a source of vital needs assessment data for developing prevention strategies. Major campuses do not prohibit alcohol use, and some sell alcohol in campus sports venues. For the campuses that prohibit alcohol sales, tailgating and other drinking events are generally tolerated, though measures are taken to reduce consequences such as driving after drinking.

The OHSJP, in conjunction with the SCDPS agency contractor, has made significant efforts to gear its anti-impaired driving messaging to reach the major offending age group in the state: males aged 20 to 34. Television and radio advertising, particularly relative to major campaign blitzes for the statewide *Sober or Slammer!* effort, reaches a variety of age groups, but focuses on 20-to-34-year-old males. The OHSJP incorporates into its diversity outreach strategies information gleaned from data included in the Triennial Highway Safety Plan and the Strategic Highway Safety Plan. In addition to the general motoring public, diversity among paid media campaigns includes Caucasian, African American, and Hispanic youth, and rural male audiences. The information has been utilized in all efforts of the OHSJP relative to enforcement mobilization strategies, particularly in terms of media outreach.

For FFY 2026, the OHSJP has plans to reach drivers at popular statewide events, like the annual Carolina Country Music Festival in Myrtle Beach, SC, the Carolina Cup in Camden, SC, and college sporting events. Among these community outreach events, various messages such as DUI, designated drivers, safety belts, and distracted driving will be displayed on various platforms including, but not limited to, radio, in-venue signage, programs, banners, billboards, and PA announcements.

Campaign media efforts, including television and radio advertising, as well as billboard messaging, are also utilized by the OHSJP to encourage the public to plan a sober ride home by requesting a rideshare.

Employers

Currently, in South Carolina, there are no statewide traffic safety employer programs that provide information and technical assistance to employers and encourage them to offer programs to reduce underage drinking and impaired driving by employees and their families. There are some strategies in place that provide related services and could serve as mechanisms for delivering timely and effective information relative to impaired driving and other traffic safety issues to employees of large businesses and small companies in the state. Employers utilizing Employee Assistance Programs (EAP) from private providers to implement screening and intervention services could

conceivably provide information on impaired driving issues as well.

South Carolina has Drug Free Workplace legislation consistent with federal legislation. Employers are able to receive substantial discounts on workers' compensation insurance for using programs such as those offered by the Council on Alcohol and Drugs. These programs are designed to educate employers, employees, and the public at large about (1) the dangers of substance abuse, especially the abuse of illicit drugs; (2) the impact of such abuse on the workplace; (3) the most appropriate, effective, and legally accepted means for employers to address their problems with substance abuse in the workplace; (4) the rights and responsibilities of employers and employees; (5) the status of legislative, regulatory, and legal developments at the state level; and (6) the role of employers in national efforts to combat drug abuse. These programs could benefit from adding current, accurate, and South Carolina-specific information about impaired driving.

Community Coalitions and Traffic Safety Programs

In addition to participating in the efforts of the SCIDPC, SCOSUS is responsible for the administration of the state's Underage Drinking Action Group. UDAG is a subcommittee of the Governor's Council on Substance Abuse Prevention and Treatment. UDAG is dedicated to the reduction of underage drinking in the state and is composed of a multi-disciplinary team of stakeholders. Participants hail from the following agencies and groups: SCDPS, SCOSUS, the SC Department of Social Services, the SC DOT, MADD SC, the University of South Carolina, Clemson University, the Pacific Institute for Research and Evaluation, the SC DOE, the College of Charleston, the BHSA, the SC Association of Prevention Professionals and Advocates, SLED, and the SC Petroleum Marketers. Although the UDAG's last meeting occurred prior to the beginning of the COVID-19 pandemic, UDAG launched a successful media campaign, which continues today, to ensure that parents in the state are aware of the liabilities associated with social hosting and the legal implications of providing alcohol to minors in any context. The campaign, which has utilized television, radio, and billboard advertising, is known as *Parents Who Host Lose the Most*. The campaign encourages parents and the community to send a unified message that teen alcohol consumption is unhealthy, unsafe, and unacceptable. The campaign has been implemented at state and local levels during celebratory times when underage drinking parties are prevalent, such as the homecoming, holiday, prom, and graduation seasons.

Additionally, SCOSUS regularly engages and coordinates initiatives with the state Alcohol Enforcement Team Coordinators' (AETs) enforcement initiative known as *Out of Their Hands*. This program is based on a three-stage process incorporating merchant education, public awareness, and an enforcement component. The initiative enlists the support of AETs from local law enforcement agencies in each of the state's sixteen judicial circuits to enforce underage drinking laws, enact controlled party dispersal enforcement activity, conduct public safety checkpoints, perform ID checks, and conduct compliance checks of retail establishments serving alcohol. Local prevention specialists complement the enforcement tactics with widespread community outreach and awareness-raising. The AET model went statewide in July 2007 and remains operational. The AET model specifies a multi- or single-jurisdictional alcohol law enforcement approach (depending on the needs and participation of law enforcement within the target area) in a community to:

- reduce youth access to alcohol utilizing various strategies (social and retail access);
- measure, track, and improve merchant compliance with alcohol laws;
- provide research-based merchant education;

- build community support for enforcement of underage drinking laws through media advocacy and community coalition maintenance and development; and
- develop local law enforcement support for underage drinking prevention and enforcement efforts.

In SFY 2023, underage drinking law enforcement operations were conducted through the AET. These operations included 28 party patrols, 239 saturation patrols, 4,084 alcohol compliance checks, five shoulder taps/third-party transfers, and 722 public safety checkpoints. AET awareness activities included holding town hall meetings, doing educational sessions for youth and/or adults, conducting local media campaigns, and casual contacts (law enforcement officers making community contacts with youth or merchants to keep a high visibility presence in the community). In SFY23 AETs also highlighted the enforcement work with media placements (articles, TV stories, etc.) and presentations.

The Law Enforcement Support Services (LESS) division is housed in the OHSJP. This division is staffed by a Law Enforcement Network Coordinator and a Law Enforcement Liaison (LEL). The staff has oversight over the state's Law Enforcement Network (LEN) system, which was formed in 2003. The LESS division works to establish and maintain relationships between the OHSJP and law enforcement agencies around the state and to garner law enforcement support of and participation in statewide enforcement mobilization campaigns, including the two annual DUI mobilization crackdowns, known as *Sober or Slammer!*. LELs also encourage Law Enforcement Network agencies to engage in multi-jurisdictional enforcement activity to include checkpoints and saturation patrols. Law Enforcement Network support grants are provided to those established networks around the state. The sixteen (16) networks correspond to the state's sixteen (16) judicial circuits. The networks have been established to coordinate and promote law enforcement efforts in the state, disseminate information among agencies, and provide needed training for the more than 300 law enforcement agencies within the state. The support grants are provided to assist the networks with meeting room costs, recognition awards, the costs to attend training and/or conferences, and educational materials. The networks traditionally have been a key component of the *Sober or Slammer!* (*SOS*)/*Drive Sober or Get Pulled Over* sustained enforcement initiatives and the *Buckle Up, South Carolina. Click It. Don't Risk It!* effort.

Agencies participating in the LEN will be encouraged to participate in the state's high-visibility Law Enforcement Challenge for FFY 2026. The campaign will include enforcement and educational strategies in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2026. The DUI enforcement campaign will include specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, from December 2025 through September 2026. These enforcement efforts will be supported by monthly media components.

**Impaired Driving Countermeasures Education for Young People
Grant Project Applications for FFY 2026**

Agency	Project Location	Project Title
Students Against Destructive Decisions (SADD), Inc.	Statewide	A Comprehensive Approach to Reducing Teen Crashes: South Carolina SADD
Spartanburg County Coroner's Office	Spartanburg County	SC Highway Safety Education
TJohnE Productions, Inc.	Statewide	ThinkFast Interactive Teen Driver Safety Program

Strategies

In order to assist in strengthening the prevention aspect of the state's impaired driving countermeasures program, the OHSJP adopts the following strategies for FFY 2026:

1. The OHSJP will continue to provide grant funding for the LEN to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the system. The OHSJP will continue to provide training to LENs through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer Certification courses.
2. OHSJP staff will continue to provide LEL services to both state and local law enforcement agencies.
3. The public will be educated about the dangers of drinking and driving through the statewide distribution of educational materials, presentations at health and safety fairs, and statewide impaired driving campaigns.
4. The OHSJP will continue to support SCOSUS's underage drinking campaign, *"Parents Who Host Lose the Most."* The campaign encourages parents and the community to send a unified message that teen alcohol consumption is unhealthy, unsafe, and unacceptable.
5. The OHSJP will continue to support the National Safety Council's "Alive at 25" initiative.
6. In FFY 2026, the OHSJP will recommend for approval three projects to address youth alcohol use and driving behaviors. One project will be awarded to increase the number of SADD chapters statewide; a project geared towards the implementation of a statewide comprehensive teen driver safety program will be awarded, and funds will be provided for a highway safety education project in Spartanburg County.
7. OHSJP staff will coordinate statewide public information and education efforts to promote compliance with impaired driving laws. An overarching theme of all campaign efforts will be utilized by the OHSJP and the SCDPS. The theme will continue to be *Highways or Dieways*, with the tagline, *"The choice is yours."*

8. The state will continue to implement a statewide impaired driving campaign, *Sober or Slammer!*, which consists of a high-visibility enforcement and education effort to reduce DUI traffic crashes, injuries, and fatalities. The DUI enforcement campaign will include specialized DUI enforcement activities by participating state and local law enforcement agencies, during the Christmas/New Year's holidays (2025-2026) and through the Labor Day 2026 holiday. These enforcement efforts will be supported by monthly media components.

Educational efforts will again be supported by media components to support campaign efforts and will focus on the twenty priority counties designated within the state's Triennial Highway Safety Plan and the Impaired Driving Countermeasures Plan.

9. The OHSJP, in conjunction with the SCDPS agency contractor, will continue to make significant efforts to gear its anti-impaired driving messaging to reach the major offending age group in the state, males aged 20 to 34, during FFY 2026. Television and radio advertising, particularly relative to major campaign blitzes for the statewide *Sober or Slammer!*, reaches a variety of age groups, but focuses on 20-to-34 year-old males. The OHSJP incorporates into its diversity outreach strategies information gleaned from data included in the Triennial Highway Safety Plan and the Strategic Highway Safety Plan. In addition to the general motoring public, diversity among paid media campaigns includes Caucasian, African American, and Hispanic youth, and rural male audiences. The information has been utilized in all efforts of the OHSJP relative to enforcement mobilization strategies, particularly in terms of media outreach.

III. CRIMINAL JUSTICE SYSTEM

The Criminal Justice System in South Carolina, though not perfect, has sought to reduce recidivism in terms of alcohol-related crimes using collaborative efforts among law enforcement, prosecution, adjudication, criminal and administrative sanctions, and communications. Close coordination at the state, county, and municipal levels within the context of multi-disciplinary efforts has made some strides in increasing deterrence and the perception that impaired drivers will face severe consequences if caught committing the crime of DUI.

■ Laws

South Carolina amended its DUI law in February 2009. Though South Carolina's DUI law was strengthened, it remains problematic for a number of reasons and likely does not function in the state at the deterrence level outlined by the NHTSA-produced *Countermeasures That Work* document, or at deterrence levels desired by the average South Carolinian. However, the new legislation did allow the state to move forward with enacting harsher penalties for impaired driving and for breath test refusals associated with DUI arrests, which are outlined throughout this section. The following is a summary of where the current DUI law stands in the state as compared to the model elements of a DUI law outlined in NHTSA's "Uniform Guidelines for State Highway Safety Programs – Highway Safety Program Guideline No.8 – Impaired Driving." The document states that DUI laws should define offenses to include:

- Driving while impaired by alcohol or other drugs (whether illegal, prescription, or over-the-counter) and treating both offenses similarly.

In the state of South Carolina, it is unlawful for a person to drive a motor vehicle while under the influence of alcohol to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired, under the influence of any other drug or a combination of other drugs or

substances which cause impairment to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired, or under the combined influence of alcohol and any other drug or drugs or substances which cause impairment to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired (SC Code of Laws §56-5-2930). Attached is a copy of South Carolina's DUI law (**Attachment 4**).

- Driving with a BAC limit of .08 grams per deciliter, making it illegal "per se" to operate a vehicle at or above this level without having to prove impairment.

According to the South Carolina Code of Laws §56-5-2933, driving with an unlawful alcohol concentration (DUAC), it is unlawful for a person to drive a motor vehicle within the state while his blood alcohol concentration is .08 or more. A person who violates the provisions of this section is guilty of the offense of DUAC.

- Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense.

In South Carolina, there are enhanced sanctions for driving a motor vehicle with a high BAC (i.e., .15 BAC or greater). DUI offenders with a BAC level of .15 or above at the time of arrest are subject to pre-DUI conviction licensing actions. On a first offense, the license is suspended for 30 days; on a second offense, it is suspended for 60 days. Restricted driver's licenses are granted for employment or education purposes, and temporary driving privileges are available for offenders who enroll in an Alcohol and Drug Safety Action Program and request a hearing within 10 days. The hearing fee is \$200, and the license fee is \$100.

- Zero Tolerance for underage drivers, making it illegal "per se" for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater).

The state of South Carolina implements a Zero Tolerance Law for underage drivers, making it illegal "per se" for people under age 21 to drive with any measurable amount of alcohol in their system. SC Code of Laws §56-1-286 (A) states "The Department of Motor Vehicles must suspend the driver's license, permit, or nonresident operating privilege of, or deny the issuance of a license or permit to a person under the age of twenty-one who drives a motor vehicle and has an alcohol concentration of two one-hundredths of one percent or more..."

- Repeat offender with increasing sanctions for each subsequent offense.

According to the South Carolina Code of Laws §56-5-2930 and §56-5-2933, there are increased sanctions for repeat DUI offenders. The criminal fines and jail time increase with each subsequent offense. The fines for driving under the influence are provided below:

(A) It is unlawful for a person to drive a motor vehicle within this state while under the influence of alcohol to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired, under the influence of any other drug or a combination of other drugs or substances which cause impairment to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired, or under the combined influence of alcohol and any other

drug or drugs or substances which cause impairment to the extent that the person's faculties to drive a motor vehicle are materially and appreciably impaired. A person who violates the provisions of this section is guilty of the offense of driving under the influence, and upon conviction, entry of a plea of guilty or of nolo contendere, or forfeiture of bail must be punished as follows:

(1) for a first offense, by a fine of four hundred dollars or imprisonment for not less than forty-eight hours nor more than thirty days. However, in lieu of the forty-eight hour minimum imprisonment, the court may provide for forty-eight hours of public service employment. The minimum forty-eight hour imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions the court considers proper. However, the court may not compel an offender to perform public service employment in lieu of the minimum forty-eight hour sentence. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of five hundred dollars or imprisonment for not less than seventy-two hours nor more than thirty days. However, in lieu of the seventy-two hour minimum imprisonment, the court may provide for seventy-two hours of public service employment. The minimum seventy-two hour imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions as the court considers proper. However, the court may not compel an offender to perform public service employment in lieu of the minimum sentence. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of one thousand dollars or imprisonment for not less than thirty days nor more than ninety days. However, in lieu of the thirty-day minimum imprisonment, the court may provide for thirty days of public service employment. The minimum thirty days imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions as the court considers proper. However, the court may not compel an offender to perform public service employment instead of the thirty-day minimum sentence. Notwithstanding the provisions of Sections 22-3-540, 22-3-545, and 22-3-550, a first offense charged for this item may be tried in magistrates court;

(2) for a second offense, by a fine of not less than two thousand one hundred dollars nor more than five thousand one hundred dollars, and imprisonment for not less than five days nor more than one year. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of not less than two thousand five hundred dollars nor more than five thousand five hundred dollars and imprisonment for not less than thirty days nor more than two years. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of not less than three thousand five hundred dollars nor more than six thousand five hundred dollars and imprisonment for not less than ninety days nor more than three years. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars;

(3) for a third offense, by a fine of not less than three thousand eight hundred dollars nor more than six thousand three hundred dollars, and imprisonment for not less than sixty days nor more than three years. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of not less than five thousand dollars nor more than seven thousand five hundred dollars and

imprisonment for not less than ninety days nor more than four years. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of not less than seven thousand five hundred dollars nor more than ten thousand dollars and imprisonment for not less than six months nor more than five years; or

(4) for a fourth or subsequent offense, by imprisonment for not less than one year nor more than five years. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by imprisonment for not less than two years nor more than six years. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by imprisonment for not less than three years nor more than seven years.

Punishments under South Carolina's DUAC law (56-5-2933) are as follows:

(A) It is unlawful for a person to drive a motor vehicle within this state while his alcohol concentration is eight one-hundredths of one percent or more. A person who violates the provisions of this section is guilty of the offense of driving with an unlawful alcohol concentration and, upon conviction, entry of a plea of guilty or nolo contendere, or forfeiture of bail must be punished as follows:

(1) for a first offense, by a fine of four hundred dollars or imprisonment for not less than forty-eight hours nor more than thirty days. However, in lieu of the forty-eight-hour minimum imprisonment, the court may provide for forty-eight hours of public service employment. The minimum forty-eight-hour imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions the court considers proper. However, the court may not compel an offender to perform public service employment in lieu of the minimum forty-eight-hour sentence. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of five hundred dollars or imprisonment for not less than seventy-two hours nor more than thirty days. However, in lieu of the seventy-two hour minimum imprisonment, the court may provide for seventy-two hours of public service employment. The minimum seventy-two hour imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions as the court considers proper. However, the court may not compel an offender to perform public service employment in lieu of the minimum sentence. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of one thousand dollars or imprisonment for not less than thirty days nor more than ninety days. However, in lieu of the thirty-day minimum imprisonment, the court may provide for thirty days of public service employment. The minimum thirty days imprisonment or public service employment must be served at a time when the person is not working and does not interfere with his regular employment under terms and conditions as the court considers proper. However, the court may not compel an offender to perform public service employment instead of the thirty-day minimum sentence. Notwithstanding the provisions of Sections 22-3-540, 22-3-545, and 22-3-550, a first offense charged for this item may be tried in magistrate's court;

(2) for a second offense, by a fine of not less than two thousand one hundred dollars nor more than five thousand one hundred dollars, and imprisonment for not less than five days nor more than one year. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars. If the person's alcohol concentration is at least ten

one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of not less than two thousand five hundred dollars nor more than five thousand five hundred dollars and imprisonment for not less than thirty days nor more than two years. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of not less than three thousand five hundred dollars nor more than six thousand five hundred dollars and imprisonment for not less than ninety days nor more than three years. However, the fine imposed by this item must not be suspended in an amount less than one thousand one hundred dollars;

(3) for a third offense, by a fine of not less than three thousand eight hundred dollars nor more than six thousand three hundred dollars, and imprisonment for not less than sixty days nor more than three years. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by a fine of not less than five thousand dollars nor more than seven thousand five hundred dollars and imprisonment for not less than ninety days nor more than four years. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by a fine of not less than seven thousand five hundred dollars nor more than ten thousand dollars and imprisonment for not less than six months nor more than five years; or

(4) for a fourth or subsequent offense, by imprisonment for not less than one year nor more than five years. If the person's alcohol concentration is at least ten one-hundredths of one percent but less than sixteen one-hundredths of one percent, then the person must be punished by imprisonment for not less than two years nor more than six years. If the person's alcohol concentration is sixteen one-hundredths of one percent or more, then the person must be punished by imprisonment for not less than three years nor more than seven years.

In the state of South Carolina, the following criminal sanctions may be ordered by the court:

Mandatory minimum fines:

1st Offense*: Refusal and BACs below .10% = \$400
 BACs from .10% through .15% = \$500
 BACs of .16% and above= \$1000

2nd Offense†: Refusal and BACs below .10% = \$2,100
 BACs from .10% through .15% = \$2,500
 BACs of .16% and above= \$3,500

3rd Offense‡: Refusal and BACs below .10% = \$3,800
 BACs from .10% through .15% = \$5,000
 BACs of .16% and above= \$7,500

4th Offense: Refusal and BACs below .10% = No suspension of fine below that of the next preceding minimum fine
 BACs from .10% through .15% = No suspension of fine below that of the next preceding minimum fine
 BACs of .16% and above= No suspension of fine below that of the next preceding minimum fine

Incarceration — Mandatory minimums:

1st Offense: Refusal and BACs below .10% = 48 hours in jail or public service
 BACs from .10% through .15% = 72 hours in jail or public service
 BACs of .16% and above = 30 days in jail or public service

2nd Offense: Refusal and BACs below .10% = 5 days
 BACs from .10% through .15% = 30 days
 BACs of .16% and above= 90 days

3rd Offense: Refusal and BACs below .10% = 60 days
 BACs from .10% through .15% = 90 days
 BACs of .16% and above= 6 months

4th Offense: Refusal and BACs below .10% = 1 Year
 BACs from .10% through .15% = 2 Years
 BACs of .16% and above= 3 Years

*: 1st offense allows for a fine (which cannot be suspended) or incarceration/public service sentencing

†: 2nd offense fines may be suspended, but not below \$1,100

¥: 3rd offense fines may not be suspended below those defined for 2nd offense

The chart below further illustrates that fines, incarceration, and license suspensions increase with each subsequent DUI conviction. All convictions carry some license suspension and require the installation of ignition interlock devices.

	Refusal up to BAC of .09	BAC .10-.15	BAC .16 and above
DUI 1st	\$400 Fine	\$500 Fine	\$1000 Fine
	Or 48 hrs. to 30 Days in Jail	72 hrs. to 30 Days in Jail	30-90 Days in Jail
	6 Mo. DL Suspension	6 Mo. DL Suspension	6 Mo. DL Suspension
DUI 2nd	Refusal up to BAC of .09	BAC .10-.15	BAC .16 and above
	\$2100-\$4100 Fine	\$2500-\$5500 Fine	\$3500-\$6500 Fine
	5 Days up to 1 Year in Jail	30 Days up to 2 Years in Jail	90 Days up to 3 Years in jail
DUI 3rd	1 year DL Suspension	1 year DL Suspension	1 year DL Suspension
	Refusal up to BAC of .09	BAC .10-.15	BAC .16 and above
	\$3800-\$6300 Fine	\$5000-\$7500 Fine	\$7500-\$10,000 Fine
DUI 4th	60 Days up to 3 Years in Jail	90 Days up to 4 Years in Jail	120 Days up to 5 Years
	2-4 year DL Suspension	2-4 year DL Suspension	2-4 year DL Suspension
DUI 4th	Refusal up to BAC of .09	BAC .10-.15	BAC .16 and above

	1-5 Years in Jail	2-6 Years in Jail	3-7 Years in Jail
Great Bodily Injury	2-4 year DL Suspension	2-4 year DL Suspension	2-4 year DL Suspension
	\$5,100-\$10,100	Causing Death	\$10,100-\$25,100
	30 days – 15 years		1 year – 25 years
Suspension for term plus 3 years			Suspension for term plus 5 years

In addition, fourth or subsequent DUI offenders must install ignition interlock devices on their vehicles for life.

- BAC test refusal with sanctions at least as strict as or stricter than a high BAC offense.

The state of South Carolina has an Implied Consent law that imposes stricter sanctions for BAC refusals than high BAC offenses (see §56-5-2950 of the SC Code of Laws). In South Carolina, “a person who drives a motor vehicle in this state is considered to have given consent to chemical tests of his breath, blood, or urine for the purpose of determining the presence of alcohol or drugs or the combination of alcohol and drugs if arrested for an offense arising out of acts alleged to have been committed while the person was driving a motor vehicle while under the influence of alcohol, drugs, or a combination of alcohol and drugs. A breath test must be administered at the direction of a law enforcement officer who has arrested a person for driving a motor vehicle in this state while under the influence of alcohol, drugs, or a combination of alcohol and drugs. At the direction of the arresting officer, the person first must be offered a breath test to determine the person's alcohol concentration.” The person does not have to take the test or give the samples, but his privilege to drive must be suspended or denied for at least six months if he refuses to submit to the test, and his refusal may be used against him in court. A person's privilege to drive must be suspended for at least one month if he takes the test or gives the samples and has an alcohol concentration of fifteen one-hundredths of one percent or more. Convicted DUI offenders who refused a breath test are given the lowest tier of penalties in the statute; therefore, South Carolina law does not align with this recommendation. SC DUI penalties increase by range of BAC, so those who refuse end up with lighter sanctions than high BAC offenders.

- Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions.

DUI Licensing, Punishments, and Fines: In the state of South Carolina the following sanctions may be ordered by the court or by the licensing authority:

Licensing Action

- Suspension/Revocation: South Carolina has post-conviction, court-ordered licensing actions. Suspension periods are six months for a first offense, one year for a second offense within 10 years, two years for a third offense within 10 years, four years for a third offense within five years, and seven years for a fourth offense within 10 years. An offender's license is revoked for subsequent offenses. The license reinstatement fee is \$300 - \$600. Under South Carolina law, the licensing agency publishes the names and addresses of the persons who have had their licenses suspended for DUI. A person whose license is permanently revoked

for a fourth or subsequent offense may petition the court for reinstatement under the provisions found in SC Code of Laws 56-1-385.

- Driving while suspended: The penalties for driving on a suspended license as a result of a DUI conviction include imprisonment of 10-30 days, a possible fine of \$300, and an extended license suspension period equal to the original suspension time period. Offenders whose licenses were revoked are subject to 1 additional year of license revocation.
- Conditional licensing: Allowed for offenders for employment or education purposes. A route-restricted license may be issued after the mandatory minimum suspension if an offender participates in an alcohol/drug education/treatment program.

- Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270).

South Carolina Code of Laws §61-4-110 prohibits the possession and/or consumption of any alcoholic beverage in the passenger area of a motor vehicle located on a public highway. In South Carolina, it is unlawful for a person to have in his possession, except in the trunk or luggage compartment, beer or wine in an open container in a motor vehicle of any kind while located upon the public highways or highway rights of way of this state. This section must not be construed to prohibit the transporting of beer or wine in a closed container, and this section does not apply to vehicles parked in legal parking places during functions such as sporting events where law enforcement officers are on duty to perform traffic control duties. A person who violates the provisions of this section is guilty of a misdemeanor and, upon conviction, must be fined not more than one hundred dollars or imprisoned not more than thirty days. For purposes of this section, beer or wine means any beer or wine containing one-half of one percent or more of alcohol by volume.

- Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.

Pursuant to SC Code of Laws §56-5-6520, the driver and every occupant of a motor vehicle, when it is being operated on the public streets and highways of this state, must wear a fastened safety belt which complies with all provisions of federal law for its use. The driver is charged with the responsibility of requiring each occupant seventeen years of age or younger to wear a safety belt or be secured in a child restraint system. Drivers are not responsible for occupants seventeen years of age or younger who have a driver's license, special restricted license, or beginners' permit not wearing a seat belt.

Additionally, according to SC Code of Laws §56-5-6540 (E), a law enforcement officer must not stop a driver for a violation of this article except when the officer has probable cause that a violation has occurred based on his clear and unobstructed view of a driver or an occupant of the motor vehicle who is not wearing a safety belt or is not secured in a child restraint system.

The NHTSA "Uniform Guidelines for State Highway Safety Programs – Highway Safety Program Guideline No.8 – Impaired Driving" also state that DUI laws should include provisions to facilitate effective enforcement that:

- Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs).***

The state of South Carolina does not have any laws that authorize law enforcement to conduct sobriety checkpoints. However, the state does have a law that places limits on the use of checkpoints or roadblocks. While there is no legislation to authorize the implementation of sobriety checkpoints, there is case law that supports the usage of public safety checkpoints in the state (see **Attachment 5**). Therefore, officers may conduct public safety checkpoints and, in that context, issue citations for DUI. Many such checkpoints are conducted each year by both state and local law enforcement agencies in the state as a deterrent strategy to impaired driving.

- Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers.***

South Carolina currently does not have any provisions that authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers. However, there are no laws prohibiting their use either. These devices may be used to detect ambient alcohol in the context of a traffic stop and assist an officer in determining reasonable suspicion. However, SC is a one-breath-test state, and officers must be cautious in how they utilize the devices to avoid losing the ability to place the individual on the DataMaster breath-testing instrument. While there is no law to support the usage of passive alcohol sensors, the device is often used to enforce underage drinking laws at the discretion of the law enforcement officer.

- Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs.***

South Carolina's Implied Consent law (§56-5-2950) authorizes law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including a preliminary breath test and screening and confirmatory test for alcohol or other impairing drugs if there is reasonable suspicion that the offender is under the influence of an impairing substance other than alcohol. The offender however must first be offered and/or administered a breath test.

- Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.***

Law enforcement in South Carolina is not required to conduct mandatory BAC testing of all drivers involved in fatal crashes. However, it should be noted that according to the most recent available FARS data (2023), the United States BAC reporting rate for deceased drivers was 59%, and South Carolina's BAC reporting rate was 73%. Under South Carolina's Felony DUI law (§56-5-2945, et. seq.), law enforcement must have probable cause to believe a driver is under the influence of intoxicants when involved in a crash resulting in death in order to require BAC testing. This has created challenges for the state in terms of the reporting of BAC results for fatal crashes and has subjected the state to the mercy of the FARS imputation model to determine the state's level of alcohol impairment involved in fatal crashes, particularly as this relates to surviving drivers.

The NHTSA "Uniform Guidelines for State Highway Safety Programs – Highway Safety Program Guideline No.8 – Impaired Driving" also state that DUI laws should establish effective penalties that

include:

- Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test.***

South Carolina has a law that establishes penalties that include administrative license suspension or revocation for failing or refusing to submit to a BAC test (Reference SC Code of Laws §56-5-2951). The Department of Motor Vehicles must suspend the driver's license, permit, or nonresident operating privilege of or deny the issuance of a license or permit to a person who drives a motor vehicle and refuses to submit to a test provided for in §56-5-2950 or has an alcohol concentration of fifteen one-hundredths of one percent or more. The arresting officer must issue a notice of suspension which is effective beginning on the date of the alleged violation of §56-5-2930, §56-5-2933, or §56-5-2945.

- Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the state's "per se" level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock.***

The state of South Carolina currently does not have a law that establishes administrative license suspension penalties of at least 90 days for first-time DUI offenders that incur an administrative license violation and suspension for a BAC of .15 or Greater. If a driver is arrested for DUI and registers a BAC of .15 or Greater and that driver has no prior offenses (prior offenses include DUI, Driving with an Unlawful Alcohol Concentration, Felony DUI, implied consent, BAC of .15 or Greater, implied consent under 21 years of age, and BAC of .02 or Greater under 21 years of age), then a driver's license suspension period of one month will apply (SC Code §56-5-2951(I)(1)(b)). Drivers may enroll in the Ignition Interlock Device Program for this suspension period, but participation in the Ignition Interlock Device Program can never be for a period of time less than three months. Additionally, drivers with violations that took place prior to May 19, 2024, may also elect to have a route restricted driver's license issued to them for the suspension period, which will allow them to drive only to and from: work (or for work), college, ADSAP, or court ordered drug treatment. Drivers with violations that took place on or after May 19, 2024, do not have the route restricted driver's license option. Also, Drivers may challenge this suspension through a contested case hearing and may apply for a temporary alcohol license, which allows them to drive without any restrictions, pending the outcome of their contested case hearing. Drivers with violations that took place on or after May 19, 2024, who ask for a contested case hearing to challenge the suspension, and have the suspension upheld following the contested case hearing, are required to participate in the Ignition Interlock Device Program for a minimum of three months and this requirement cannot be "waited out."

- Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment.***

According to SC Code of Laws §56-5-2930; §56-5-2933; §56-5-2945; §56-5-2947; §56-5-2910; §56-5-2941; and §56-5-2942, there are enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization, or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment. See comments in the previous section.

- Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from the use of alcohol and other drugs, and frequent monitoring.

South Carolina has laws that include penalties to require an assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from the use of alcohol and other drugs, and frequent monitoring. Whether for a first offense or subsequent offense, the offender must enroll in and successfully complete an Alcohol and Drug Safety Action Program (ADSAP) certified by SCOSUS. An assessment of the extent and nature of the alcohol and drug abuse problem of the applicant must be prepared and a plan of education or treatment, or both, must be developed for the applicant. The Alcohol and Drug Safety Action Program shall determine if the applicant successfully completed the services.

- Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.

(A) Currently, the state of South Carolina does not have a law that establishes the punishment of driver's license suspension for people under the age of 21 for any violation of the law involving the use or possession of alcohol or illicit drugs. However, it is unlawful for a person under the age of twenty-one to purchase, attempt to purchase, consume, or knowingly possess alcoholic liquors. Possession is *prima facie* evidence that it was knowingly possessed. It is also unlawful for a person to falsely represent his age for the purpose of procuring alcoholic liquors. Notwithstanding another provision of law, if the law enforcement officer has probable cause to believe that a person is under age twenty-one and has consumed alcohol, the law enforcement officer or the person may request that the person submit to any available alcohol screening test using a device approved by the State Law Enforcement Division (SLED).

(B) A person who violates the provisions of this section is guilty of a misdemeanor and, upon conviction, must be fined not less than one hundred dollars nor more than two hundred dollars or must be imprisoned for not more than thirty days, or both.

(C) A person who violates the provisions of this section is also required to successfully complete a SCOSUS-approved alcohol prevention education or intervention program. The program must be a minimum of eight hours, and the cost to the person may not exceed one hundred fifty dollars (SC Code of Laws §63-19-2450).

■ *Enforcement*

In FFY 2026, the OHSJP will continue the implementation of the Law Enforcement Challenge, a statewide DUI challenge. The Challenge includes high-visibility enforcement and education in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2026. The enforcement component

of the campaign is conducted by SCHP, predominately; however, significant attention and resources are used to recruit and partner with local law enforcement agencies statewide. SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. SCHP and the State Transport Police (STP) along with other local law enforcement partners will engage in specialized impaired driving enforcement activity (saturation patrols and public safety checkpoints) from December 2025 through September 2026. The enforcement efforts will be supported by monthly media components.

The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts. Based on their contributions, participating agencies will receive either a recognition plaque or certificate for their efforts. This recognition is consistent with the NHTSA Guidance and recommendations received by the OHSJP from the NHTSA Region 4 Office. Law Enforcement Liaisons will encourage agencies within the Law Enforcement Network (LEN) system in the state to participate in these enforcement events. Educational efforts will utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty (20) priority counties which represent approximately 70% of the state's alcohol-impaired driving fatalities and serious injuries over the five-year period 2019 to 2023 and are designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.

Multi-jurisdictional enforcement efforts conducted by agencies participating in the South Carolina LEN have produced significant DUI enforcement activity over the years, and LEN participation has increased substantially. For example, LEN participation in FFY 2024 increased 17% compared to FFY 2023, and FFY 2025 numbers show a continued increase.

A high-visibility statewide enforcement and education campaign *Buckle Up, South Carolina. Click It. Don't Risk It!* is conducted each year around the Memorial Day holiday to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and outreach elements in order to increase safety belt and child restraint use among the state's population. In FFY 2026, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries, especially during nighttime hours. The emphasis on nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well. Statistics have demonstrated that safety belt usage rates go down after dark, and it is obvious that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI. The SCHP has committed to ongoing nighttime safety belt enforcement activities beyond the occupant protection enforcement mobilization time frame. Additionally, a variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

For FFY 2026, the OHSJP recommended (based on the availability of federal funding) fifty (50) traffic enforcement projects, for approval to the SC Public Safety Coordinating Council; the majority of these projects are located in priority counties in the state. Of the 50 enforcement projects, nine (9) are DUI enforcement projects which, if funded, would fund activity hours in the counties of Berkeley (3 projects), Dorchester (1 project), Lexington (1 project), Pickens (2 projects), Aiken (1 project), and York (1 project). Three of these seven projects will be implemented in county sheriffs' offices. These projects will fund enforcement project activity hours focused on impaired driving and the enforcement of traffic behaviors that are associated with DUI violators. Grant project officers would be required to work schedules that are evidence-based between the hours of 3 p.m. and 6 p.m.

which FARS data demonstrates to be those during which the most DUI-related traffic fatalities occur in the state. Project officers would also work roadways that have the highest number of alcohol-impaired driving-related collisions within their respective jurisdictions.

During the FFY 2026 grant cycle, if funded, officers assigned to impaired driving enforcement grant projects will participate in high visibility enforcement operations (saturation patrols and public safety checkpoints) and have an appropriate, corresponding increase in the number of DUI arrests due to enhanced impaired driving countermeasures enforcement efforts.

If funded, IDC enforcement projects would be required to participate in all aspects of the *Sober or Slammer!* sustained DUI enforcement campaign to include educational/community activities, at least one (1) specialized DUI enforcement activity (checkpoints and saturation patrols) per month, and four (4) nights of specialized DUI enforcement activity during the Christmas/New Year's and Labor Day enforcement crackdowns. Also, officers assigned to the projects will be required to actively participate in their local Law Enforcement Network. The IDC enforcement activity performing officers are required to be Standardized Field Sobriety Testing (SFST) certified. The IDC enforcement projects that were recommended for approval by the OHSJP to the SC Public Safety Coordinating Council for FFY 2026 funding include the following:

Impaired Driving Countermeasures Enforcement Grant Project Applications for FFY 2026

Agency	Project Location (County)	Project Title
Berkeley County	Berkeley	DUI Enforcement 2025-2026
Central Police Department	Pickens	Impaired Driving Enforcement Officer
City of Easley Police Department	Pickens	Impaired Driving Countermeasures
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures Enforcement
Lexington County Sheriff's Department	Lexington	Impaired Driving Countermeasures Enforcement
North Augusta Department of Public Safety	Aiken	DUI Enforcement Grant
Town of Moncks Corner Police	Berkeley	Moncks Corner Traffic Enforcement Unit
Town of Summerville	Berkeley, Charleston, and Dorchester	Summerville Police Department Specialized DUI Enforcement
York County Sheriff's Office	York	Alcohol-Impaired Driving Enforcement Program

Additionally, of the fifty (50) enforcement projects the OHSJP recommended for approval, forty-one (41) are Police Traffic Services projects, which would fund activity hours for qualified traffic enforcement officers in municipalities located in the priority counties of Aiken, Anderson, Beaufort, Berkeley, Charleston, Dorchester, Florence, Greenville, Horry, Lancaster, Lexington, Pickens, and Spartanburg, as well as enforcement projects in eight county sheriffs' offices (Berkeley, Georgetown, Jasper, Kershaw, Lancaster, Lexington, Sumter, and York). If funded, these projects would also encompass DUI enforcement efforts; however, they would primarily focus on general traffic enforcement activity, to include speeding and occupant restraint violations; and participation in the statewide enforcement mobilizations. Thirteen (13) of the enforcement projects recommended for approval are Law Enforcement Challenge Grant projects. Officers assigned to

work Law Enforcement Challenge activity hours will conduct enhanced traffic enforcement activity during (at least) four major enforcement mobilizations throughout the grant period, which will include the two *Sober or Slammer!* DUI enforcement campaigns.

South Carolina's AETs, as mentioned in the Community Coalitions and Traffic Safety Programs section of this document, are designed to enforce underage drinking laws in South Carolina. The program is represented in each of the sixteen (16) judicial circuits in the state, providing more intense and consistent enforcement of underage drinking laws. AETs are local multijurisdictional law enforcement partnerships that use best practice enforcement to reduce underage drinking and save lives. One primary focus of the AET units is to address access issues of alcohol to underage persons through the use of a three-stage enforcement/education/awareness process. The three-stage process incorporates merchant education, public awareness, and a variety of enforcement operations. AETs implement compliance checks, controlled party dispersals, public safety checkpoints, and ID checks. Local prevention specialists complement the enforcement tactics with widespread community outreach and awareness-raising. The AETs remain active in their enforcement efforts.

SCCJA continues to be a national leader in the field of providing impaired driving detection, investigation, and prosecution-related training. Since 2010, the SCCJA has provided at least 32 hours of impaired driving and breath testing-related training to thousands of Basic Law Enforcement Academy students. This training includes the 24-hour NHTSA/IACP DUI Detection and Standardized Field Sobriety Testing (SFST) Practitioner Course and the 8-hour DataMaster DMT Operator Course. Basic Law Enforcement students are required to certify in both of these disciplines in order to continue on in training and ultimately graduate from the Academy as a Class 1 Officer.

The NHTSA/IACP DUI Detection and SFST Instructor Development Course are also taught solely at the SCCJA. The core course is intended to span 32 hours; however, the SCCJA has added vital training elements to provide a 39-hour course. This course has helped create over 700 currently active adjunct DUI Detection/SFST Instructors throughout the state. The DUI Detection/SFST Practitioner Course is also offered in the field as a stand-alone course, and while the adjunct instructors are certified to instruct the course, the Impaired Driving Countermeasures Training Coordinator (IDCTC) and other SCCJA instructors are often asked to provide instruction and oversight.

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

The South Carolina Drug Evaluation and Classification Program (DECP) has grown significantly since the SCCJA began coordination of the program in 2009. Before the SCCJA began coordination of the program, there were a total of 50 Drug Recognition Experts (DREs) in the state. Since then, the SC DECP under the SCCJA has trained and certified approximately 300 DREs. As of March 2025, there are 118 active DREs. While new DREs are added to the roster each year, the active DRE number changes due to DREs retiring, moving out of law enforcement or out of state, and for failure to

recertify. The South Carolina DECP in 2020 developed an 8-hour in-service training to assist with the retention and recertification of DREs. The in-service training is hosted by the SCCJA twice a year and allows the DRE to obtain the continuing education credits required for recertification and also ensures uniformity and standardization throughout the state.

Two combined DRE Preschools and Seven-Day Schools are held each year. The potential DREs must pass Preschool in order to advance to the Seven-Day School. Upon successful completion of the Seven-Day School, the DRE candidate must complete the Field Certification and Final Knowledge Examination. The DRE Instructor Development Course is also run concurrently with the DRE Schools. South Carolina has 34 DRE Instructors who are integral to properly teaching the DRE Schools and successfully conducting the Field Certification and Final Knowledge Examination phases. The IDCTC works continuously to promote the use of DREs throughout the state and is making efforts to enhance training opportunities for the state's DREs.

The IDCTC also provides a multitude of ARIDE course opportunities for those trained and experienced in impaired driving enforcement and investigation. A major goal of the IDCTC is to have all South Carolina Highway Patrol troopers (ranked Corporal and below) trained in ARIDE. The increase in ARIDE training should increase the utilization of the state's DREs in the field. The IDCTC will also assist SCCJA's Traffic Safety Officers with Basic Law Enforcement SFST and DataMaster DMT-related trainings, as needed.

**Impaired Driving Countermeasures Training for Law Enforcement
Grant Project Applications for FFY 2026**

Agency	Project Location	Project Title	DRE Trainings	A-RIDE Trainings	SFST Instructor Trainings
South Carolina Criminal Justice Academy	Statewide	Impaired Driving Countermeasures Training for Law Enforcement	2 combined DRE Schools and 2 DRE Instructor Schools	10	3

▪ Publicizing High-Visibility Enforcement

The Public Information, Outreach, and Training (PIOT) section of the OHSJP coordinates with the SCDPS agency contractor to develop and implement media components of the OHSJP's *Sober or Slammer!* campaign and a variety of other major campaigns and emphases. The agency contractor assists with efforts such as media buying, creative production, and evaluation of campaigns. Additionally, diversity outreach components are incorporated within each campaign. The OHSJP will continue efforts to reach under-served audiences and hard-to-reach populations in the upcoming year.

The OHSJP continues to utilize earned media significantly throughout the year to publicize campaign enforcement mobilizations through press events, media advisories, op-ed columns, and various local media events. Utilizing the vehicle of earned media, South Carolina has received media coverage statewide, which not only provides information to the general public, but garners support for highway safety initiatives as well.

SCDPS' OHSJP is utilizing Section 405d Impaired Driving Countermeasures funds in FFY 2026 for paid

media efforts for DUI countermeasures. The state will continue to implement a DUI enforcement effort (*Sober or Slammer!*) which includes specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, as well as two DUI law enforcement crackdowns occurring during the Christmas/New Year's holidays and during the days leading up to and including the Labor Day holiday. *Sober or Slammer!* is a high-visibility enforcement crackdown on impaired driving. It combines paid/earned media with increased DUI enforcement activity in an effort to attack the problem of impaired driving in the state.

In FFY 2024, the OHSJP worked with the agency contractor to develop commercial spots and secure airtime for the development and implementation of the revitalized *Highways or Dieways* effort. During FFY 2026, paid and earned media activities will continue to be utilized to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in impaired driving. These activities will encompass radio and paid social media advertising, YouTube, and billboard advertising. The agency contractor will be used by the OHSJP to secure radio, paid social media, YouTube, and billboard placement during the two major mobilization crackdowns and paid media for strategic points in time deemed high-risk for impaired driving violations. Those times will complement enforcement by the South Carolina Highway Patrol through September 2026. Local law enforcement agencies will be encouraged to participate in special enforcement activities. 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 the implementation of the effort. NHTSA promotes the importance of combining high-visibility enforcement with high-visibility public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals. The OHSJP will employ key strategies to promote its mission and core message of public safety.

■ *Prosecution*

The primary responsibility for prosecuting criminal cases in South Carolina lies with the office of the solicitor. There are 16 Judicial Circuits in South Carolina, and each has an elected solicitor. Solicitors employ assistant or deputy solicitors to assist in the prosecution of cases. In some municipal jurisdictions, cities have also hired city attorneys to assist in the prosecution of cases in municipal courts.

Most first-offense driving under the influence (DUI) cases are tried in magistrate or municipal courts. While some municipal courts have attorney prosecutors, most prosecutions at the first-offense level are done by the arresting law enforcement officer. Some assistance is also given in the magistrate courts by solicitors in some judicial circuits; however, for the majority of the DUI cases, the arresting officer continues to be responsible for the prosecution of his/her own DUI case(s). Subsequent cases are filed in the state's Circuit Courts. At this level, solicitors, or their assistants, are responsible for representing the state of South Carolina in the prosecution of DUI offenses.

In FFY 2026, the OHSJP will recommend a project to continue to fund the activities of a Traffic Safety Resource Prosecutor (TSRP) who would operate through the South Carolina Commission on Prosecution Coordination. The TSRP is a vital resource for DUI prosecution and education. The TSRP would provide in-person and virtual seminars and trainings, newsletters, and technical assistance to solicitors, law enforcement, and the judiciary, as well as local prosecutors. The TSRP is a strong link

in the effort to prosecute impaired drivers at all levels. The TSRP program in the state would reduce the use of diversion programs through its educational efforts. The trainings provided by the TSRP are entitled "Prosecuting the Impaired Driver." The training is conducted a few times each year, along with a separate training for summary court judges held during the Summary Court Judges Orientation Training sponsored by the South Carolina Court Administration. The TSRP also produces newsletters throughout the grant period. The newsletter, *Behind the Wheel*, is distributed to prosecutors and law enforcement officers, as well as through the Law Enforcement Network, on a bi-annual basis from the SCCPC. The newsletter offers basic DUI prosecution information, as well as information regarding impaired driving countermeasures training.

Another important component in the prosecution of impaired drivers is the placement of a DUI prosecutor in each circuit. These assistant solicitors are trained to handle and effectively prosecute DUI cases. In FFY 2026, the OHSJP recommended continued funding for several Special DUI Prosecutor projects housed in Solicitors' Offices across the state. These projects will fund the activity hours for DUI Prosecutors in the Sixth Circuit Solicitor's Office, which includes Chester, Fairfield, and Lancaster counties; in the Fifth Circuit Solicitor's Office, which includes Richland and Kershaw counties; in the Fifteenth Circuit Solicitor's Office, which includes Horry and Georgetown counties; and the Eleventh Circuit Solicitor's Office, which includes Edgefield, Lexington, McCormick, and Saluda counties. Three Special DUI Prosecutor projects housed in law enforcement agencies were also recommended for continued FFY 2026 funding. The grant-assigned Special DUI Prosecutors will dedicate their project activity hours to the prosecution of DUI cases in their jurisdictions. The projects housed within law enforcement agencies will have the added benefit of decreasing the amount of time officers spend preparing DUI cases for court, as opposed to enforcing the traffic laws.

One emerging program in some jurisdictions is a dedicated DUI docket. Under this plan, a prosecutor is responsible for processing cases and meeting deadlines in the preparation of cases for trial. A dedicated magistrate, who has received additional training in the handling of DUI cases, presides over the dockets. The dedicated DUI dockets are finding significant success in the timely adjudication and disposition of DUI cases. However, on the other end of the spectrum is the unorthodox practice common in South Carolina that requires arresting officers to serve as prosecutors in DUI cases. While some of these officers reportedly are effective advocates, they are often facing much more skilled defense attorneys and are faced with legal arguments that they are unprepared to answer. DUI litigation can also be complex, resulting in dismissals and "not guilty" findings in cases in which skilled prosecutors are unavailable. Some members of law enforcement are also not comfortable with stepping into the role of prosecuting cases. This practice could result in a hesitancy to make arrests on the part of law enforcement. This practice of law enforcement serving as the prosecution in DUI cases is a challenging problem which is likely a hindrance to reducing impaired driving.

Plea bargaining is a common occurrence in South Carolina DUI prosecutions at all levels. Solicitors' available time, the intricacy of the DUI law, and the possibility of undesirable results often push prosecution into offering or accepting reduced charges. In addition, law enforcement officers are often asked to participate in plea discussions in summary magistrate or municipal courts, although SCHP does not condone the plea-bargaining practice. Once again, this is an inappropriate role for law enforcement and does not serve justice. Judges may also not participate in plea negotiations without violating certain Canons of Ethics. This is a further demonstration of the need for professional prosecutors in all courts handling DUI litigation.

Following 2019's NHTSA Impaired Driving Assessment, a series of recommendations directed at improving the state's handling of impaired driving enforcement and prosecution were issued. One of the recommendations was to "pilot a program to provide paralegal assistants to law enforcement who prosecute cases without assistance in summary courts." In FFY 2026, the OHSJP recommended the continuation of the South Carolina Highway Patrol (SCHP) Paralegal Project. Since FFY 2021, this project has funded activity hours for a paralegal to a) process and track Rule 5/Brady/discovery requests related to DUI cases and b) coordinate scheduling of Troopers' Office of Motor Vehicle Hearings (OMVH) appearances with Post Sergeants and other supervisory personnel for SCHP Troop 6, which includes Beaufort, Berkeley, Charleston, Colleton, Dorchester, and Jasper Counties. If funded, the efforts of the grant project would work to reduce administrative-related dismissals of DUI cases (as Troopers were routinely scheduled for traffic enforcement during their OMVH appearances, would fail to appear, and the case would be dismissed due to their absence); strengthen DUI cases by ensuring that discovery requests are timely and concerns with cases are identified at conception; and that SCHP law enforcement officers and supervisory personnel can spend more time performing enforcement operations rather than the administrative duties associated with the aforementioned tasks.

Below is a list of the FFY 2026 IDC Prosecution projects that the OHSJP recommended for approval to the SC Public Safety Coordinating Council. If funded, the TSRP training program would provide knowledge and training on the DUI law and proper roadside procedures for prosecutors and law enforcement officers. This would assist in making quality DUI cases that will result in an increased number of DUI convictions statewide. The increased number of stakeholders educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways, higher conviction rates for impaired drivers, and a decrease in the number of impaired driving collisions, injuries, and fatalities. If funded, the Special DUI Prosecutor programs would work to increase the conviction rate of DUI offenders in priority counties, where there is a backlog of DUI cases as well as a problem of effectively prosecuting DUI jury trials. Additionally, if funded, the Paralegal project would assist law enforcement officers in processing and tracking discovery requests, potentially resulting in strengthened DUI cases for prosecution. The Paralegal project, if funded, would also work to reduce the number of administrative-related dismissals of DUI cases by working to coordinate law enforcement officers' schedules with their Sergeants to ensure they are available for their OMVH appearances. The work of the Paralegal project would also reduce the amount of time law enforcement officers and supervisory personnel spend on discovery and other court-related work, so that they may dedicate more time to performing law enforcement operations.

**Impaired Driving Countermeasures Prosecution
Grant Project Applications for FFY 2026**

Agency	Project Location (County)	Project Title
Berkeley County	Berkeley	DUI Prosecutor 2025-2026
City of Goose Creek Police Department	Berkeley	Special DUI Prosecutor
Eleventh Judicial Circuit Solicitor's Office	Edgefield, Lexington, McCormick, and Saluda	11 th Circuit Solicitor's Office-DUI Prosecution
Fifteenth Circuit Solicitor's Office	Horry and Georgetown	15 th Judicial Circuit-DUI Prosecutor

Fifth Circuit Solicitor's Office	Richland and Kershaw	5 th Circuit Solicitor DUI Prosecutor Grant 2025-2026
Sixth Circuit Solicitor's Office	Chester, Fairfield, and Lancaster	DUI Prosecutor
South Carolina Commission on Prosecution Coordination	Statewide	Traffic Safety Resource Prosecutor
South Carolina Department of Public Safety, Highway Patrol	Beaufort, Berkeley, Charleston, Colleton, Dorchester, and Jasper	Special Paralegal for DUI Prosecution
Town of Summerville	Dorchester, Berkeley, Charleston	Summerville Specialized Impaired Driving Prosecutor

■ *Adjudication*

There are generally two “tiers” of criminal trial courts in South Carolina: Summary Courts, which consist of magistrate courts and municipal courts, and the Circuit Courts, also called the General Sessions Courts. Summary Courts hear first-offense DUI cases, and Circuit Courts hear second and subsequent cases. Appellate Courts and the South Carolina Supreme Court hear criminal appeals, including DUI cases. Other courts in South Carolina are the Family Courts, Probate Courts, and Masters in Equity. The South Carolina Supreme Court is the state’s highest appellate court.

There are approximately 300 magistrates in South Carolina, each serving the county for which he or she is appointed. They are appointed to four-year terms by the Governor upon the advice and consent of the Senate. Magistrates generally have criminal trial jurisdiction over all offenses subject to the penalty of a fine, as set by statute, but generally not exceeding \$500, or imprisonment not exceeding 30 days, or both. In addition, they are responsible for setting bail, conducting preliminary hearings, and issuing arrest and search warrants. Magistrates have civil jurisdiction when the amount in controversy does not exceed \$7,500.

The council of each South Carolina municipality may establish a municipal court to hear and determine all cases within its jurisdiction. Municipal courts have jurisdiction over cases arising under ordinances of the municipality and criminal jurisdiction equal to magistrates’ courts. Municipal courts have no civil jurisdiction. The term of a municipal judge is set by the council of the municipality, but cannot exceed four years. Approximately 200 municipalities in South Carolina have chosen to create municipal courts. All municipal judges and magistrates must pass a certification examination within one year of their appointment. Each municipal judge must pass a recertification examination within eight years after passing the initial certification examination and at least once every eight years thereafter. Magistrates and municipal court judges must also attend 20 hours of judicial training each year.

The state of South Carolina is divided into 16 judicial circuits. Each circuit has at least one resident circuit judge who maintains an office in the judge’s home county within the circuit. There are 52 circuit judges who serve the sixteen circuits on a rotating basis, with court terms and assignments determined by the Chief Justice based upon recommendations of Court Administration. Circuit court judges are elected by the General Assembly to staggered terms of six years. Circuit courts have limited appellate jurisdiction over appeals from magistrates’ courts and municipal courts. Circuit judges are required to complete 18 hours of annual training.

In FFY 2026, the OHSJP recommended a grant project to continue the implementation of a South Carolina State Judicial Outreach Liaison (SJOL). This grant project would fund the activity hours for

a retired or currently active judge who would function as an educator, writer, consultant, and liaison to share the latest research with the judges of South Carolina. In addition to informing sentencing and interventions in this manner, the SJOL could, upon request, also provide important insight to policymakers attempting to improve impaired driving traffic safety. A SJOL project would provide critical support to improve the delivery of justice in impaired driving through education, communication, community outreach activities, and collegial and ethical collaboration with judges, traffic safety entities, and stakeholders.

If funded, the South Carolina SJOL would: develop a thorough understanding of 1) national and state judicial education programs available on the topics of impaired driving, 2) the judicial serving organizations of South Carolina, and 3) the initiatives and programs of the OHSJP relating to the judiciary. The JOL would also provide training and education to judges and other court officials regarding impaired driving; contact and establish a working relationship with judges and judicial educators to promote judicial education related to sentencing and supervision of DWI offenders, evidentiary issues, legal updates, alcohol/drug testing, and monitoring technology; identify barriers that hamper effective training, education or outreach to the courts and recommend alternative means to address these issues and concerns; and regularly attend and participate in SCLEN and Statewide Impaired Driving Task Force meetings, among other roles and responsibilities such as speaking at state highway safety conferences and state judicial conferences.

As mentioned previously, first-offense DUI cases are handled by magistrate courts and municipal courts. A solicitor or prosecutor often does not appear on behalf of the state when a case is tried at this level. Some municipal courts in more populated jurisdictions have prosecutors, and some solicitors' offices are making efforts to provide prosecutors to magistrate courts. When no assistant solicitor or city attorney is available, the arresting officer is responsible for prosecuting DUI arrests that he or she made. Solicitors or assistant solicitors represent the state in circuit courts.

The practice in South Carolina of law enforcement officers serving as prosecutors in magistrate and municipal courts continues to prove challenging for the state and creates problems for law enforcement officers who best serve their respective communities by engaging in law enforcement as opposed to the judiciary process. Officers are considered reasonably effective by some, but it is clear that there should be a concern with a system which may require an officer to serve as both witness and advocate. It is apparent that justice could be better served by staffing courts with licensed and trained attorneys to represent the state.

Another challenge for South Carolina involves lower-level courts being responsible for the disposition of DUI cases. In South Carolina, magistrate court judges are not required to be attorneys. This creates an ever more critical need for summary court judges to receive considerable annual education on legal issues which arise in DUI adjudication. They currently must receive 18 hours per year in continuing legal education, but none is required to be designated for driving under the influence case processing or law. There is also no current prohibition in the state for part-time summary court judges, who are attorneys, to practice DUI law in jurisdictions other than their own.

Courts in South Carolina appear to be backlogged with DUI cases, with some cases pending for as long as a decade. Increased numbers of DUI arrests by law enforcement over time have likely contributed to this. However, the defense strategy of seeking numerous continuances for DUI cases has significantly contributed to this problem as well.

Some advances have taken place in South Carolina trial courts with respect to DUI adjudication. An emerging program in some jurisdictions is a dedicated DUI docket. Under the program, a prosecutor is responsible for processing cases and meeting deadlines in the preparation of cases for trial. In addition, a dedicated magistrate, who has received additional training in the handling of DUI cases, presides over the dockets. The dedicated DUI dockets are finding significant success in the timely adjudication and disposition of DUI cases. Another successful component in the adjudication of impaired drivers is the placement of a DUI prosecutor in each circuit. These assistant solicitors are specially trained to handle and effectively prosecute driving under the influence cases. There has been significant evidence that these prosecutors have been able to assist in moving dockets and impacting the disposition of DUI cases.

Since FFY 2016, OHSJP has utilized grant funding to support SC MADD's court monitoring effort, which sought to increase accountability in the courtroom in the state's major population areas. Court monitoring provides data on how many cases are dismissed or pled down to lesser offenses or result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. MADD SC will utilize its court monitoring program to record data on DUI court cases to gather relevant statistics so that areas of improvement within the court system and laws can be identified. For FFY 2026, the OHSJP recommended the continuation of MADD SC's Court Monitoring program which would serve the priority counties of Anderson, Berkeley, Charleston, Greenville, Horry, Lexington, Richland, Spartanburg, and York.

Two priority recommendations for the Criminal Justice plan area from the assessment of the state's impaired driving program which are believed to be actionable during the FFY 2026 period are listed below. The state will work with the IDPC to determine the best approach to implementation of the recommendations below and to develop plan for implementation.

- **Eliminate the need for, and procedures which allow, law enforcement to prosecute cases in the Summary Courts and require solicitors and city attorneys to appear and prosecute all driving under the influence cases.**
- **Provide and require annual judicial education for all summary court judges in the adjudication of driving under the influence cases.**

Below is a chart referencing the FFY 2026 Adjudication grant projects the OHSJP recommended for approval to the SC Public Safety Coordinating Council (PSCC):

**Impaired Driving Countermeasures Adjudication
Grant Project Applications for FFY 2026**

Agency	Location	Project Title	IDC Grant Project Type
Mothers Against Drunk Driving	Anderson, Berkeley, Charleston, Greenville, Horry, Lexington, Richland, Spartanburg, and York	MADD SC Court Monitoring	Court Monitoring
South Carolina Judicial Branch Court Administration	Statewide	South Carolina Judicial Outreach Liaison	Education and Training

- *Administrative Sanctions and Driver Licensing Programs*

SCDMV has the authority to suspend the driver's license or privilege and to deny issuance of licenses to drivers who have been convicted of driving under the influence of alcohol and/or drugs. The Department also has the authority to administratively suspend persons who refuse to submit to a test to determine the blood alcohol concentration (BAC) pursuant to lawful contact by law enforcement officers, and those who were tested by law enforcement and whose blood or breath alcohol content equaled or exceeded 0.15 percent. Other administrative suspensions include, but are not limited to, driving while suspended, operating uninsured, and failure to pay a traffic ticket.

- **Administrative License Revocation and Vehicle Sanctions**

The administrative sanctions are addressed in South Carolina Code of Laws §56-5-2950—Implied Consent, which calls for drivers suspected to be under the influence of alcohol to be advised of the following:

- that they have the right to refuse a test,
- that refusal will result in at least a six-month driver's license suspension,
- that the person's refusal to test may be used against the person in court,
- that additional tests may be conducted by a qualified person of the driver's choosing, and at the driver's expense,
- that they have the right to an administrative hearing, if requested within 30 days, and
- that if no hearing is requested, or the suspension is upheld at an administrative hearing, the driver must enroll in the Alcohol and Drug Safety Action Program (ADSAP).

Upon arrest, drivers who refuse testing, or whose test results are in excess of legal blood alcohol limits, are issued a notice of suspension. Within thirty days of the suspension, if the person requests a hearing before the OMVH, the person may apply to the SCDMV for a temporary alcohol license. This temporary license costs \$100, which goes to defray expenses of the SCDMV and the SCDPS, and allows the holder to drive unrestricted pending the outcome of the administrative hearing. This unrestricted driving privilege can continue, even if the suspension is upheld, until the driver receives written notice of the outcome of the hearing by the SCDMV. If the suspension is overturned, the original license or privilege is returned. Absent a request for a hearing, the suspension takes effect. An administrative hearing is held pursuant to the state's Administrative Procedures Act and is limited in scope, to determine, as follows:

- Was the arrest lawful?, and
- Were the driver's rights, as enumerated in the South Carolina Code of Laws §56-5-2950, given both verbally and in writing?, and
- Did the driver refuse a test?, or
- If a test was taken, was the blood alcohol concentration shown to be 0.15 or higher?
- Was the person administering the test qualified to do so?
- Was the test administered pursuant to statute?, and
- Was the breath test machine working properly?

The burden of proof is on the SCDMV and the arresting officer. Evidence presented by the defense may include information about breath test accuracy. Upon conclusion of the hearing, a written order must be issued. Since the hearing is held pursuant to the Administrative Procedures Act, any appeal of the finding must be made to the Administrative Law Court, pursuant to its appellate rules and all rules of evidence must be followed. The suspension is stayed if an appeal is filed.

If the suspension is upheld, the driver may apply for a route restricted license. The determining factors are whether the person is employed or is a college student. If so, the restrictions allow for driving to work, school, ADSAP, or any other court-ordered drug program. In order to qualify for the route restricted license, the person must live more than one mile from work or classes and there must be no viable public transportation available. The SCDMV determines the restrictions and must be notified of changes related to employment or school enrollment.

Periods of suspension are statutory, as follows:

Offense	1 st	2 nd	3 rd	4 th or subsequent
Refusal	6 months	9 months	12 months	15 months
Test result of 0.15 or more	1 month	2 months	3 months	4 months

* All priors must be within 10 years (based on the offense date and include fewer than 21 violations)

Drivers suspended for implied consent violations have the option to lift the suspension by participating in the Ignition Interlock Device Program (IIDP). Drivers who choose to do so must participate in the Program for the remainder of time left in the administrative suspension, but once a driver opts into the Program they must participate for at least three months, even if less time than that remains in the suspension period. Note that participation in the IIDP for implied consent violations is purely optional, and if the driver does not opt in, no obligation to participate in the IIDP survives the suspension period. Essentially, with the immediate availability of temporary alcohol licenses, in order to accommodate due process through a hearing, followed by the near immediate availability of route or IIDP restricted licenses, the impact on the violator is limited to fines that may be imposed by the criminal prosecution with typically no period of hard suspension actually imposed on the violator. Further, participation in the IIDP for these drivers is optional and not required. With penalties minimized during this first experience with administrative sanction, the violator's behavior is even less likely to be impacted or modified.

Vehicle restrictions and sanctions are incorporated into the impaired driving statutes for South Carolina. Upon a second DUI conviction, the SCDMV is to suspend the registration of all vehicles registered to the violator, and the violator must surrender the vehicles' plates. The vehicle(s) are to be immobilized for thirty days. The vehicle owner and family can appeal to the SCDMV for the continued use of the vehicle, if it is generally used by another family member. If the SCDMV refuses to release the vehicle to a co-owner or a regular driver other than the owner, the owner can request a contested case hearing.

For felony DUI convictions, the SCDMV must suspend the license for the period of incarceration plus three years when Great Bodily Injury was caused by the DUI driver. If a fatality resulted, the suspension is for the period of incarceration plus 5 years. Drivers suspended for DUI must enroll in ADSAP before their licenses will be reinstated, but drivers convicted of felony DUI offenses must complete ADSAP before a license will be reissued.

Pursuant to the Ignition Interlock Device program, the bill requires first-time convicted DUI offenders with a BAC of 0.08 or higher at the time of the offense to have an ignition interlock device (IID) installed on any and all vehicles that person intends to drive. The Ignition Interlock Device Program (IIDP) remains "voluntary" only in that convicted drivers subject to the requirement are not forced to drive. However, their licenses will remain suspended indefinitely until they participate

in the IIDP for the required term. Such drivers may no longer “sit out” a suspension. Installation of the device(s) is required for six months for a first offense with a BAC of 0.08 percent or higher, two years for a second offense, three years after a third offense conviction, and for the remainder of the driver’s life for fourth and subsequent offenses. The number of offenses is based on SCDMV records, and the offenses may include substantially similar offenses which occurred in another state. The IID program is administered by the SC Department of Probation, Parole and Pardon Services (SCDPPPS) and has shared responsibilities with the SCDMV and SCOSUS.

The Ignition Interlock Restricted licenses issued by the SCDMV indicate the interlock requirement on the front and back of the licenses. The letters “II” appear in the restrictions section on the front, and “ignition interlock” is spelled out on the reverse. The interlock restriction should be immediately obvious to law enforcement officers, so long as they know what they are looking for. Officers should be periodically reminded to check for the restriction until it becomes second nature for them to do so.

The data recorded by the IIDs must be downloaded at least once every sixty days. S.C. Code § 56-5-2941(E) establishes that drivers in the IIDP are subject to a point system, and sets the penalties for point assessments caused by violations of the Program’s rules. Point accumulations can be penalized by extensions of time in the Program, substance abuse assessments, suspension of the driver’s license, or a combination of these measures. The penalties assessed are as follows:

1. An accumulation of 2 Points and 2.5 points will cause a two-month extension of the required Program term.
2. An accumulation of 3 Points and 3.5 Points will cause a four-month extension of the required Program term, a mandatory substance abuse assessment, and substance abuse treatment if necessary.
3. An accumulation of four points or more will cause a six-month extension of the driver’s Ignition Interlock Restricted license, a mandatory substance abuse assessment, and substance abuse treatment if necessary.

Points are assessed for the following violations. Note that “BrAC” stands for “Breath Alcohol Concentration”:

- Failure to have the IID inspected every 60 days: 1 point
- Each rolling re-test with a BrAC reading between 0.02% and 0.039%: $\frac{1}{2}$ point
- Each rolling re-test with a BrAC reading between 0.04% and 0.15%: 1 point
- Each rolling re-test with a BrAC reading over 0.15%: 2 points
- Each instance when the driver tampers with the IID to limit its effectiveness: 1.5 points
- Each instance when a third party blows into the device for the driver: 1.5 points

As long as the total number of points remains below four points, the driver may appeal point assessments to administrative hearing officers employed by SCDPPPS. However, drivers who accumulate four or more points must appeal the point assessment and suspension by requesting a contested case hearing at the OMVH.

The SCDPPPS reports that 11,846 total drivers have participated in the IIDP as of June 2025. The total number of currently active drivers will vary from day to day, as drivers finish their terms in the Program or begin participating, but the average daily total of drivers in the IIDP has increased since October 1, 2014, when Emma's Law went into effect, and continues to increase as a result of the passing of Act 55, which became effective on May 19, 2024.

Statistically, the interlock device is known to be an effective deterrent to drinking and driving while it is installed on the vehicle. In fact, recidivism drops by almost two-thirds for interlock-restricted drivers who install the devices on their vehicles. A number of thorough evaluations of interlock programs have revealed reductions in recidivism rates that were 75% lower than those for drivers who did not have interlocks installed. While there are a small percentage of violators who do not come into compliance during their interlock-mandated sanctions, the use of interlock devices does provide an opportunity to subject violators to two critical factors: offender monitoring and offender accountability. South Carolina may have an unintended disincentive to comply with the interlock provisions by virtue of the ready and *almost* immediate availability of the Temporary Alcohol License, followed by the route-restricted license to those drivers whose licenses have been suspended for impaired driving, if they are employed or are college students. While the ability to travel to work, school, or alcohol classes may be important for violators, immediate removal of the most restrictive sanctions does little to change behavior patterns in the long term.

Even if the only benefit gained from an interlock program is a reduction in driving after drinking, it has the potential to reduce alcohol-related crashes, injuries, and fatalities. However, a program without participants is difficult to manage, evaluate, and defend. The goals of administrative sanctions are swift and sure consequences for misuse of the driver's license and the immediate ability to remove the privilege afforded by the license when dangerous behavior is established. Immediate replacement of the regular license with a temporary or route-restricted license does not have the desired effect of facilitating behavior modification. If continued driving is important for South Carolinians due to the lack of public transportation, the more effective approach is to remove the option to obtain a restricted license for both first and repeat DUI offenders. DUI offenders who wish to continue to drive during their suspension period should have no other option for restricted driving except with the ignition interlock. This solution benefits all road users.

Research has demonstrated that a significant percentage of drivers with suspended, revoked, canceled, or denied licenses continue to drive. Anecdotally, this unlawful behavior is presumed to have the benefit of ensuring that these violators drive more carefully due to their lack of legal driving status. Unfortunately, the statistics do not bear out that presumption. A publication that was sponsored by the AAA Foundation for Traffic Safety in 2011, *Unlicensed to Kill*, showed that drivers who did not have valid license status were much more likely than valid license holders to be involved in a fatal crash. In fact, one in eight drivers in fatal crashes during the research period lacked a valid driver's license. Drivers without valid license status continue to be substantially over-represented in fatal crashes. Thus, the necessity to our culture of driving is outweighed by the dangerous and often disastrous effects of the failure to seriously restrict the driving behavior of offenders without valid licenses through interlock devices and monitoring of the offender.

The involvement of SCOSUS with the IIDP provides an opportunity for a treatment mechanism to be added to the drinking and driving prevention, which is the interlock's ultimate benefit. Adding

treatment and monitoring provides the opportunity to effect a meaningful change in behavior patterns for drinking drivers, while still affording them the ability to attend work, school, or alcohol/drug treatment sessions. Many interlock programs do not involve the addition of the alcohol assessment and treatment. The current coalition of the SCDMV, SCDPPPS, and SCOSUS provides a forum for the discussion of the development of a DUI-tracking system, which could help the state to determine the extent of its impaired driving problem, the impact of various interventions, sanctions, and treatments on offenders whose violations showed varied levels of impairment, and the likelihood of recidivism. It could also provide a centralized database to ensure that violators are effectively monitored from their detection throughout their sanctions and the review of post-sanction violations. It should be noted that the SCUTTIES project will serve as the foundation for the state's DUI tracking system.

Persons who have a lifetime IID requirement may, after five years, apply to SCDPPPS to have the restriction removed. If not granted, additional hearings may be requested at five-year increments thereafter. While the SCDPPPS has responsibility for oversight of violators of many types, the nature of dangerous and risky driving behaviors is a matter of daily review and expertise for the administrators of the SCDMV. Such determinations should not be based solely on legislatively-set time frames, but should be made in collaboration with the licensing authority based on the totality of the driving behavior of the violator, including driver license sanctions that are non-driving related, but which show the likelihood of future violations through a continued tendency toward non-compliance.

- **Programs**

South Carolina has a number of programs for individuals under 21 years of age that are meant to address the prevention of underage alcohol consumption and risky behaviors. Some of these programs relate directly to driving, while others are more general in nature and address an overall healthier lifestyle. One example, Power of Parents, is a research-based program geared toward the prevention of underage drinking by actively involving parents.

Driver education through public high schools has not been as widely offered recently as it was in the past due to budget cuts, and, thus, there are fewer opportunities to address behavioral issues and driving in a behind-the-wheel forum. Most driver education is now provided by independent businesses. It should be noted that the Network of Employers for Traffic Safety (NETS) has recently been offering its very successful and informative *Novice Driver's Roadmap* in electronic format as a free download. The document is a coaching guide for parents who are teaching their teenagers to drive. There are, however, a number of complementary programs and efforts underway by prevention advocates to curb underage drinking and to address the social norms related to youth and alcohol and other drugs.

The Graduated Driver License (GDL) program in South Carolina provides for application for a beginner's permit at age 15. The beginner's permit must be held for six months, which allows for practice driving with an adult in the vehicle. The driving practice must total 40 hours, of which ten must be nighttime driving.

At 15½ years of age, the permit holder is eligible to apply for a conditional license. The conditions which apply to this stage of licensure are meant to provide more learning time with less risk and distraction. Nighttime driving is restricted from 6 p.m. to 6 a.m. EST and 8 p.m. to 6 a.m. EST.

Passenger restrictions require the conditional license holder to transport no more than two passengers under 21 years of age. This restriction, however, is lifted if the conditional driver is transporting students to and from school, or the passengers are members of the driver's family. However, neither of these circumstances has been demonstrated to mitigate distraction. Both nighttime and passenger restrictions may be lifted at age 16½. At age 17, drivers are eligible for a regular driver's license. The documents for each license phase are easily recognizable.

A new license format was introduced in 2010, and the previous format was phased out in 2021. The current licenses have two photographs of the driver—one on the left and a smaller copy on the lower right-hand side of the document. Documents for persons under age 21 are distinguished by their vertical formats. The larger photo is at the top of this document with the notation on the right side of the document that the driver is under 21 years of age. The date upon which the driver/permit holder turns 21 is shown in green at the bottom. The old-format licenses had the minor driver indicator along the top of the license. The SC Department of Motor Vehicles provides its examiners with fraudulent document recognition training.

A Zero Tolerance law for persons under age 21 is in place, which provides that driving with a BAC of 0.02 or above results in administrative license suspension. The Alcohol and Drug Safety Action Program administered by SCOSUS is also required for impaired minor drivers. The immediate ability to assess and address alcohol usage for these young drivers provides an avenue to address the core causes of alcohol misuse and abuse at a time when behaviors may be more easily and readily impacted. The state has a primary enforcement seatbelt law in place.

The Alcoholic Beverage Control (ABC) Act does not require server or seller training for employees of liquor retailers. Enforcement of laws regulating liquor licenses is the purview of the SLED. Agents assigned to this task work in conjunction with other law enforcement to address issues such as sales to minors and over-service of alcoholic beverages in on-premises establishments. In order to prevent the sale of alcohol to minors and over-service of alcohol, SCOSUS has sponsored and teaches the Palmetto Retailers Education Program (PREP). This training includes information regarding fraudulent document recognition in order to prevent the use of fraudulent or altered identity documents. Unfortunately, the class is required only for servers who have violated the law, and such training has been required by the court in lieu of a fine.

Other well-known national training programs are available within the state as well. Server training for all retail employees should be a prerequisite for alcohol sales to prevent dangerous violations of the liquor code, rather than as a sanction for non-compliance. Resources often limit the availability of enforcement personnel to administratively sanction the license holders when their employees violate the ABC Act or related regulations. As a result, little incentive exists for retailers to ensure that their employees are well-trained and operating within the statutory framework.

Improved driver license security and training of examiners have helped to prevent counterfeiting of driver's licenses and identification cards, as well as to prevent minors from applying for and receiving authentic documents based on fraudulent information and identity.

Strategies

In order to assist in strengthening the criminal justice component of South Carolina's Impaired

Driving Countermeasures Program, the OHSJP will implement the following strategies during FFY 2026, if approved by NHTSA:

1. The SCDPS will continue to implement a statewide enforcement effort, the Law Enforcement Challenge, which has been successful over the last decade. Participation is provided from the vast majority of the state's law enforcement agencies in statewide campaign blitzes and crackdown efforts. The Law Enforcement Challenge will continue to incorporate *Sober or Slammer!*, which consists of a high-visibility enforcement and education campaign effort to reduce impaired driving crashes, injuries, and fatalities in the state.
2. The OHSJP will fund impaired driving countermeasures enforcement projects in the following counties: Berkeley, Dorchester, Lexington, Pickens, Aiken, and York. The projects will fund activity hours for qualified officers to perform DUI enforcement activities in areas that are high-risk for impaired driving-related collisions.
3. In FFY 2026, the OHSJP will fund a grant project that would provide DUI training courses such as SFST, A-RIDE, DRE, and DUI Detection and Interrogation for state troopers and local law enforcement officials through SCCJA's Impaired Driving Countermeasures for Law Enforcement grant.
4. The state's Traffic Safety Resource Prosecutor will coordinate at least four training programs for prosecutors, law enforcement officers, judges, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases.
5. In FFY 2026, the OHSJP will fund Special DUI prosecutors in the Fifth, Sixth, Eleventh, and Fifteenth Judicial Circuits, as well as the Berkeley County Sheriff's Office, the Town of Summerville Police Department, and the City of Goose Creek Police Department to prosecute DUI-related traffic cases in an effort to increase DUI convictions within these counties and reduce the number of DUI case dismissals.
6. In FFY 2026, the OHSJP will fund the continuation of the South Carolina Highway Patrol (SCHP) Paralegal Project, which has funded activity hours for a paralegal to a) process and track Rule 5/Brady/discovery requests related to DUI cases and b) coordinate scheduling of Troopers' Office of Motor Vehicle Hearings (OMVH) appearances with Post Sergeants and other supervisory personnel for SCHP Troop 6, which includes Beaufort, Berkeley, Charleston, Colleton, Dorchester and Jasper Counties.
7. SLED will provide technical support to local law enforcement on BAC testing procedures and use of the equipment, and to prosecutors through courtroom testimony.
8. In FFY 2026, the OHSJP will fund the continuation of MADD SC's Court Monitoring Program. The Court Monitoring program is designed to monitor DUI cases and essentially reduce DUI recidivism through accountability of the judicial system in the state.
9. In FFY 2026, the OHSJP will fund a grant project to continue the implementation of a South Carolina State Judicial Outreach Liaison (SJOL). This grant project would fund the activity hours for a retired or currently active judge who would function as an educator, writer, consultant, and liaison to share the latest research with the judges of South Carolina.
10. The OHSJP will hold a DUI Recognition Ceremony honoring those law enforcement agencies and officers who have excelled in DUI enforcement during CY 2025.

11. BAC reports from coroners and SLED will continue to be entered into a database to track BAC testing results.
12. The OHSJP will work through the Legislative Subcommittee of the SCIDPC to explore possible legislative recommendations to improve impaired driving countermeasures enforcement and adjudication.
13. The OHSJP will continue to provide grant funding for the Law Enforcement Networks to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the system. The OHSJP will continue to provide training to LENs through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer Certification courses.
14. A high-visibility statewide enforcement and education campaign (*Buckle Up, South Carolina. Click It. Don't Risk It!*) will be conducted around the Memorial Day holiday of 2026 to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media; paid social media; increased enforcement activity by state and local law enforcement agencies; and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations.
15. The OHSJP will continue to support the SCOSUS AET project focusing on educational and enforcement strategies to reduce underage alcohol consumption and underage DUI.
16. In FFY 2026, the OHSJP will fund a continuation grant project focused on the Traffic Safety Officer curriculum in the state and will continue a Traffic Safety Instructor program (TSO/TSI). If funded, the TSO/TSI Program would be responsible for providing the following classes: DUI Detection and SFST, DUI Detection and SFST Reinstatement, Speed Measurement Device (SMD) Instructor, SMD Instructor Recertification, SMD Operator, SMD Operator Reinstatement, SMD Operator Recertification, At-Scene Traffic Collision Investigation, Technical Traffic Collision Investigation, Traffic Collision Reconstruction, Traffic Collision Reconstruction Refresher, Motorcycle Collision Investigation, Pedestrian and Bike Collision Reconstruction, Commercial Vehicle Collision Reconstruction, Motorcycle/Pedestrian/Bike Collision Reconstruction Refresher, Advanced Collision Investigation, Datamaster DMT Operator Certification, and Datamaster DMT Operator Recertification.

IV. COMMUNICATION PROGRAM

South Carolina has adopted and implemented a comprehensive approach that coordinates marketing, media relations, and advocacy to address a variety of traffic safety issues in the state. Advertising efforts are based on research from traffic data analysis and market research. OHSJP uses a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns. Additionally, the OHSJP, with the help of the agency's Office of Public Affairs and SCHP CROs, oversees earned media efforts, such as issuing news releases, conducting a variety of press events, and coordinating media interviews. South Carolina has developed a year-round communication plan to support policies and programs that address the state's many and varied traffic safety issues.

Primary among the state's highway safety challenges is the problem of DUI. The SCDPS's OHSJP will continue to conduct a high-visibility enforcement and education campaign in FFY 2026 utilizing the *Sober or Slammer!* initiative. The campaign effort runs periodically from early December through

Labor Day of each federal fiscal year. The campaign entails enforcement mobilization, public information/education, and evaluation components, to include paid and earned media. The OHSJP's strategy focuses predominantly on SCHP for the enforcement component of the campaign, while also focusing efforts on recruiting and partnering with local law enforcement agencies statewide. Specialized DUI enforcement will be conducted from December 2025 through September 2026, and two DUI mobilization crackdowns will occur during the Christmas/New Year's holiday season and the Labor Day holiday period. The SCHP will be encouraged to recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts. The State Transport Police will also participate in the campaign initiatives.

Paid and earned media components are used to support the enforcement effort. To assess the public's awareness of and reaction to campaign messages prior to and after the campaigns each year, the agency contractor works with a selected firm to develop and conduct pre- and post-campaign surveys. The results from these campaigns are used to help shape future strategies for messaging. Paid media components used to support the enforcement effort will be supported by a variety of outreach methods, which may include radio, television, social media, and billboard advertising. Radio spots with a strong anti-impaired driving enforcement message will air during strategic times throughout the year in support of designated SCHP DUI enforcement weekends. These spots are produced in English and Spanish to appeal to five separate audiences (general, youth, African American, Hispanic, and rural male). Media buys for both radio and television advertising include purchased airtime and matched donated airtime.

An additional enforcement strategy which improves the detection of impaired drivers has been utilized for the last couple of years during the state's occupant protection mobilization (*Buckle Up, South Carolina. Click It. Don't Risk It!*) in and around the Memorial Day holiday. The strategy involves conducting nighttime safety belt enforcement and emphasizing the importance of buckling up. This same strategy will be put in place in FFY 2026.

The SCDPS's communication strategies are based on research using traffic-related data and market research. The OHSJP Statistical Analysis and Research Section (SARS) maintains the South Carolina traffic collision database and is the core of data analysis within the agency. The support functions provided by the staff serve as the basis for the majority of traffic safety programs in the state. For the Christmas/New Year's SOS campaign, the agency contractor works with a selected firm to develop and conduct pre- and post-campaign surveys to assess the public's awareness of and reaction to campaign messages prior to and after the campaign. Survey results contain proper analysis that is used to help develop future campaign efforts. The survey contents are developed by the market research firm with the approval of SCDPS staff.

In addition to the campaign efforts above, the state's communication program conducts the following initiatives:

- A School Bus Safety and a Rail Safety educational campaign in August and in September, respectively. The School Bus Safety paid social media campaign will educate motorists on the appropriate times and instances in which to stop for a school bus. The Rail Safety paid social media campaign would serve to remind motorists that trains cannot stop in time to avoid colliding with a vehicle. The OHSJP will continue coordinating with South Carolina Operation Lifesaver in an effort to provide maximum outreach for this campaign by sharing the paid social media statewide.

- An annual Memorial Service for Highway Fatality Victims of the preceding calendar year. Family members are invited to participate in a service conducted at a local church, or virtually, in remembrance of their lost loved ones.

Each of these ongoing initiatives allows the OHSJP to inject impaired driving countermeasures messaging for the benefit of the general motoring public.

Strategies

In order to maintain the high-quality communications component of the state's impaired driving countermeasures effort in FFY 2026, the OHSJP will implement the following strategies:

1. Highway Safety staff will continue statewide public information and education efforts to promote compliance with occupant protection laws and impaired driving laws. An overarching theme of all campaign efforts will be continued by OHSJP and the SCDPS. The theme will continue to be *Highways or Dieways*, as seen below:



2. OHSJP staff will continue a high-visibility enforcement and education campaign initiative known as *Sober or Slammer!* The campaign will run periodically from December 2025 through September 2026, and will continue to feature high visibility enforcement and earned media statewide, but will focus on twenty (20) targeted counties which represent the vast majority of the state's alcohol-impaired driving fatalities and serious injuries. The campaign will once again feature two major DUI enforcement crackdowns during the Christmas/New Year's 2025-2026 and Labor Day 2026 holiday periods. The enforcement efforts will also be supported by paid and earned media, as well as messaging on the SCDPS website and social media platforms. Billboard and alternative messaging images for FFY 2026 will build on the presentation of the *Highways or Dieways* campaign.
3. All major mobilization emphases of the OHSJP will include messages to reach the diverse population of the state. The OHSJP incorporates into its diversity outreach strategies information gleaned from data included in the Highway Safety Plan and the Strategic Highway Safety Plan. The information has been utilized in all efforts of the OHSJP relative to enforcement mobilization strategies, particularly in terms of media outreach.
4. The OHSJP plans to conduct a Memorial Service for Highway Fatality Victims of 2025 in FFY 2026.
5. OHSJP staff will continue to expand partnerships with agencies, such as the SC Department of Transportation, SC Department of Motor Vehicles, event venues, and colleges/universities to get

information regarding DUI, distracted driving, occupant protection, and other issues and countermeasures presented before all diverse populations in the state.

V. ALCOHOL AND OTHER DRUG MISUSE

The state of South Carolina has a variety of venues available for the provision of proper screening, assessment, treatment, and rehabilitation services for DUI offenders.

▪ *Screening and Assessment*

South Carolina has established the Alcohol and Drug Safety Action Program, a screening, referral, and treatment system for DUI offenders that provides levels of treatment matched to the needs of individual offenders and ensures compliance through monitoring. ADSAP is conducted by local agencies/commissions certified by SCOSUS. ADSAP is mandated upon administrative license suspension and upon conviction as a component of sentencing rather than being tied only to driver's license reinstatement. Treatment is mandatory for all offenders. Courts are notified when offenders fail to enroll in a certified ADSAP program within 30 days of conviction or upon failure to participate in the plan of education or treatment. The courts may hold the individuals in contempt of court if they cannot show cause as to why no enrollment occurred within the 30 days or why no progress had been made in the plan of education or treatment. However, because of demands on the court systems and significant backlogs of court cases, non-compliant offenders are rarely charged with contempt.

Offenders are screened using the Behavioral Health Screen, review of their driving records, and clinical interviews, and then are consequently assigned to appropriate levels of intervention. Since all offenders are screened through the ADSAP system and completion of ADSAP is required as a condition of all DUI sentences, pre-sentence screening by probation or other agencies is not available and is not necessary.

Certified ADSAPs are operated by county alcohol and drug abuse authorities. Each agency certified as an ADSAP provider offers a continuum of care in accordance with the American Society of Addiction Medicine Levels of Care. The required minimum services to be provided through the continuum of care are the PRIME FOR LIFE curriculum (Level 0.5); Individual and Group Counseling (Level I); Intensive Outpatient Services (Level II); and referral linkages to higher levels of care. All ADSAP clients are required to receive a DUI risk assessment and/or clinical biopsychosocial assessment for placement in the appropriate level of care. The risk assessment and/or the biopsychosocial assessment provide the basis for diagnostic classification according to the "Diagnostic and Statistical Manual of Mental Disorders, Fifth Edition". The diagnostic classification determines the following: placement in the PRIME FOR LIFE curriculum, Individual and Group Counseling, and/or Intensive Outpatient Services offered by a certified ADSAP provider; or referral to a higher level of care within the network of county alcohol and drug abuse authorities.

Criminal Justice System

A person convicted of DUI in South Carolina, whether for a first offense or subsequent offense, must enroll in and successfully complete the ADSAP certified by SCOSUS. As indicated above, ADSAP is mandated upon conviction as a component of sentencing rather than being tied only to driver's license reinstatement. Treatment is mandatory for all offenders. Courts are notified when offenders fail to enroll in a certified ADSAP program within 30 days of conviction or upon failure to participate

in the plan of education or treatment. The courts *may* hold the individuals in contempt of court if they cannot show cause as to why no enrollment occurred within the 30 days or why no progress had been made in the plan of education or treatment.

An assessment of the extent and nature of the alcohol and drug abuse problem of the applicant must be prepared and a plan of education or treatment, or both, must be developed for the applicant. The ADSAP shall determine if the applicant has successfully completed the services. The applicant must attend the first ADSAP available after the date of enrollment. SCOSUS shall determine the cost of services provided by each certified ADSAP. Each applicant shall bear the cost of services recommended in the applicant's plan of education or treatment. The cost may not exceed five hundred dollars for education services, two thousand dollars for treatment services, and two thousand five hundred dollars in total for all services. An applicant may not be denied services due to an inability to pay. Inability to pay for services may not be used as a factor in determining if the applicant has successfully completed services. An applicant who is unable to pay for services shall perform fifty hours of community service as arranged by the ADSAP, which may use the completion of this community service as a factor in determining if the applicant has successfully completed services. The court must be notified whether an offender failed to enroll in a certified program within thirty days or failed to participate in the plan of education or treatment. As indicated previously, the court *may* hold the individual in contempt of court if the individual cannot show cause as to why no enrollment occurred within the mandated thirty days or why no progress has been made on the plan of education or treatment.

Medical and Health Care Settings

Prisma Health-Richland Hospital is an ACS Level 1 Trauma Center in South Carolina. Like all Level 1 Trauma Centers in the state, it utilizes the Screening, Brief Intervention, and Referral to Treatment (SBIRT) process. Upon admission, all trauma patients are tested for BAC and have to complete the SBIRT process. Hospital staff, such as nurses, physicians, or residents, conduct the Alcohol Use Disorders Identification Test. Patients who are determined to display alcohol abuse are referred to the trauma psychiatrist for intervention.

In addition to identifying injured drivers, trauma centers are potential sources of identification of impaired drivers. Historical data indicates that a substantial proportion of injured drivers that were tested for BAC within Trauma Centers had BACs above the legal limit. Many of these drivers are not identified by law enforcement, or charged with DUI. Currently, South Carolina law prohibits healthcare providers from reporting impaired injured drivers to law enforcement. At least two states have enacted laws that not only allow such reporting but classify impaired driving as a mandatory reportable condition like gunshot wounds.

■ *Treatment and Rehabilitation*

As indicated above, South Carolina has established the ADSAP, a screening, referral, and treatment system for DUI offenders that provides levels of treatment matched to the needs of individual offenders and ensures compliance through monitoring. ADSAP is conducted by local agencies certified by SCOSUS.

ADSAP referral forms were developed with collaboration among the SCJB; the SCCPC; the SCDMV; the SCDPPPS; SCOSUS; and local Alcohol and Drug Abuse certified ADSAP providers. The ADSAP

referral forms are designed to enable communication among the Court, ADSAP provider, and SCDPPPS (if appropriate). ADSAP is mandated upon administrative suspension. In addition, ADSAP is mandated upon conviction as a component of sentencing, rather than being tied only to driver's license reinstatement. Treatment is mandatory for all offenders. Courts are notified when offenders fail to enroll in a certified ADSAP program within 30 days of conviction or upon failure to participate in the plan of education or treatment.

Under SC Code of Laws §56-5-2930, courts may hold the individuals in contempt of court if they cannot show cause as to why no enrollment occurred within the 30 days, or why no progress had been made in the plan of education or treatment. The section wording does not mandate a contempt charge, thus non-compliant offenders are rarely charged with contempt. It is not clear the extent to which this reflects judicial attitudes or demands on court systems already having significant backlogs of court cases.

Offenders are screened using the Behavioral Health Screen, review of driving record, and clinical interview. Clients are referred to levels of treatment based on the American Society of Addiction Medicine criteria (ASAM).

In Fiscal Year 2024, 13,031 individuals enrolled in ADSAP statewide. ADSAP uses the PRIME FOR LIFE curriculum developed by the Prevention Research Institute (PRI). The PRI program has been extensively evaluated and is used in many states. Offenders referred to ADSAP are subject to being admitted to a higher level of treatment if behaviors or additional information indicate a problem.

Offenders are expected to pay for all ADSAP services either through insurance or self-pay. Provisions are made for clients that can demonstrate indigence. Providers make special efforts to inform offenders of the availability of financial options so that no offender avoids treatment because of financial concerns.

Responsibility for monitoring impaired drivers falls primarily with the ADSAP programs, which are certified by SCOSUS. Local drug and alcohol agencies in the state's 46 counties provide the ADSAP program. ADSAP screening and monitoring are utilized in pre-adjudication ALR, post-adjudication sentencing, and, on a limited basis, with post-adjudication ignition interlock device (IID) supervision.

In the ALR setting, ADSAP is a condition of a temporary alcohol license or restricted license. In the post-adjudication setting, ADSAP is a condition of the sentence, and failure to comply may result in a contempt of court charge. Also, in the post-adjudication setting, substance abuse education and treatment is a condition of reinstatement of driving privileges after completing a term of IID monitoring.

Effective May 19, 2024, all convicted DUI offenders with a BAC of .08 or above at the time of the offense are required to enroll in the IID program. The IID Program provides a post-adjudication tool for monitoring the alcohol use, restricting vehicle operation, and altering the drinking behavior of repeat offenders. The IIDP is coordinated by SCDPPPS. Non-compliance can result in further court sanctions. SCDMV monitors the licensing of an IIDP participant. The SCDMV has a key role in maintaining offender records and issuing offender notices. SCDMV collaborates with SCDPPPS, ADSAP, and the courts in tracking non-compliance.

In South Carolina, first-offense DUI is prosecuted in the state's summary courts. Second or

subsequent DUI offenses are prosecuted in the state's circuit courts. Probation and parole services are only available to the circuit courts. Probation supervision of first-offender DUI cases does not exist.

- *Monitoring Impaired Drivers*

The state of South Carolina does not currently have a comprehensive DUI-tracking system which monitors DUI offenders through all phases of their arrests, convictions, and treatment experiences. Individual components of the process, including SCOSUS and courts, have individual monitoring systems in place. However, the state understands the importance of exploring the development of a comprehensive DUI-tracking system which can monitor individuals throughout the process.

SCDPS has put in place an electronic reporting system for law enforcement agencies to report traffic collision data which allows the reporting and capture of citation information electronically, including DUI citations. This system serves as the underpinning for the development of a DUI-tracking system in the state. The OHSJP has begun the process of establishing this foundation through its statewide TRCC and the state's Traffic Records Strategic Plan. The project for the electronic reporting of all traffic citations, SCUTTIES, was completed and deployed on January 1, 2018.

Strategies

In order to improve the alcohol and other drug misuse screening, assessment, treatment, and rehabilitation component of the state's impaired driving countermeasures program, the OHSJP will adopt the following strategies for FFY 2026:

1. The OHSJP will continue working through the state's TRCC to complete the processes associated with developing a foundation for a statewide DUI-tracking system to track and monitor DUI offenders throughout the arrest, prosecution, adjudication, treatment, and rehabilitation process.
2. The SCIDPC will continue to explore the prospects of introducing legislation to designate impaired driving as a mandatory reportable condition for all healthcare providers.
3. The OHSJP will continue research through SCOSUS to determine the possibility of having screening and brief intervention referrals and treatment available in all health settings in the state.

VI. PROGRAM EVALUATION AND DATA

OHSJP uses a variety of evaluation and data analysis processes to gauge funding priorities, determine major traffic safety priority areas, and determine the level of success of its various projects and programs.

Each year, the OHSJP conducts a problem-identification process to determine the nature of the highway safety problems being experienced in the state and the locations of traffic safety problems. OHSJP staff members work to identify problem or priority counties based on data provided by the OHSJP's in-house SARS. From the work in problem identification, the OHSJP staff develops the Highway Safety Funding Guidelines document which determines priority areas for highway safety funding and establishes the expectations for the year's upcoming grant projects. The funding of

impaired driving highway safety projects consistently remains a major area of concern for the OHSJP. Funding of impaired driving countermeasures projects is based on nationally established priority areas, state-identified priority areas, the Infrastructure Investment and Jobs Act, and best practices from around the nation.

The OHSJP addresses its responsibility through:

- Developing and preparing the Triennial HSP and Annual Grant Application (AGA)
- Establishing priorities for highway safety grants and programs
- Providing information and assistance to prospective funding recipients on program benefits, procedures for participation, and the development of plans
- Encouraging and assisting local units of government to improve their highway safety planning and oversight efforts
- Reviewing the implementation of state and local highway safety plans and programs, regardless of funding source, and evaluating the implementation of those plans and programs funded by the Infrastructure Investment and Jobs Act.
- Monitoring the progress of activities and the expenditure of federal funds contained in the AGA
- Coordinating the AGA with other federal- and state-supported programs that impact highway safety.
- Assessing program and grantee performance through data analysis and grant reviews.

Data presented to document grant requests is verified by the OHSJP using FARS and state crash data. However, the OHSJP does assist applicants with data to support the grant applications if requested and to report on the progress of implemented grant projects. While the OHSJP tracks the output of each grant, it also understands the need to address countermeasure success by evaluating the impacts and outcomes of the activities undertaken within the grant. Requiring baseline data, performance measures, and projected outcomes as a part of the grant submission helps to establish a focus on data and analysis, and generates more thoughtful and creative proposals over time.

The mass media program uses comprehensive impact surveys that are conducted by the communication contractor to assess general perceptions and opinions of drivers relative to DUI enforcement and to identify changes. Research consists of pre- and post-measure surveys conducted before the campaign starts and immediately following its completion.

Assisting grant applicants in understanding the Office's priorities also helps to establish a statewide mission and vision for highway safety improvement. A review of the available data also provides information on emerging issues. Clear delineation of the priorities, the process, and the evaluation methodologies prevent misunderstandings and assists the state and its grantees in meeting their goals both individually and collectively. Analysis of projects based on cost-effectiveness or cost-per-activity helps to establish baselines that can provide information to the state and to grantees, which then guides expectations for what and how much is to be accomplished, based on a realistic past experience. Requiring baseline data, performance measures, and projected outcomes as a part of the grant submission also helps to establish a focus on data and analysis and will generate more thoughtful and creative proposals over time.

The OHSJP maintains a records system that uses data from other sources to fully support the impaired driving program. The state also has a statewide Traffic Records Coordinating Committee (TRCC) that represents the interests of all public and private-sector stakeholders and the wide range of disciplines that need information. South Carolina's TRCC is a two-tiered committee structured as follows:

The TRCC Executive Group oversees new policies and approves projects designed to improve the SC Traffic Records System. This group ensures that planned projects align with the priorities of their respective agencies, as well as the Traffic Records Strategic Plan (TRSP). Each member of this group is responsible for designating the appropriate TRCC Working Group members.

The TRCC Working Group consists of technical and managerial persons designated by members of the TRCC Executive Group. The Working Group represents those entities responsible for the various components that constitute the Traffic Records System in South Carolina. This group is also responsible for the development of the state Traffic Records Strategic Plan (TRSP), which is approved by the TRCC Executive Group.

The TRCC includes representation from the state agencies responsible for components of the Traffic Records System (TRS), along with representatives of local law enforcement. The state's Traffic Records Strategic Plan (TRSP) was originally developed by the TRCC Working Group and subsequently approved by the TRCC Executive Group at a meeting held on June 4, 2009. Since then, the plan has been updated annually, with the 2024-2026 version approved by the TRCC Executive Group on April 27, 2025.

The TRSP helps South Carolina spend limited resources wisely, thus getting the largest benefit for the investment of money and staff time. A strategic plan is a way for South Carolina to ensure that new efforts are aimed squarely at needed improvements to the data, and those resources are allocated in a systematic manner. In addition, as situations change and South Carolina reacts to new opportunities or requirements, the strategic plan can help to put those changes and opportunities into context. It is easier to judge impact when the state knows the direction it is heading and what resources are required to get there. For that reason, it is also acknowledged that a strategic plan is a "living" document which serves as an integral part of the management of the traffic records system in general and for each of the particular components of that system.

The OHSJP will perform an administrative and an impact evaluation on the Impaired Driving Countermeasures program. FARS and statewide alcohol-impaired fatality and injury data will be used to evaluate the success of the goals and objectives of the impaired driving countermeasures program.

The Impaired Driving Program for South Carolina is heavily data-dependent and uses the state's crash data and FARS data extensively to address the locations and volume of impaired driving crashes. The data utilized is specific to various demographic groups as well, so that the messaging for various populations can be made relevant. South Carolina's experience in this regard is in line with much of the nation, in that the young male is the most likely to be involved in an alcohol-related crash. Data related to the efforts to mitigate this problem are available, including a number of arrests. Education and treatment providers also use data related to the DUI driver and the

evaluation of the outcomes of their efforts to change behavior. Some crashes are tracked and related to locations of liquor-licensed establishments by the Alcohol Enforcement Team Coordinator in order that countermeasures applied might more specifically address possible locations where over-service of alcohol is occurring.

Some data are not available because of the state's statutory scheme. No authority exists for BAC testing for surviving drivers of fatal crashes, unless those drivers are reasonably suspected of alcohol or drug impairment. Some BAC data collected by medical facilities or by coroner's offices is unavailable due to privacy concerns. Other challenges to getting BAC data are that such data are not posted to driver files and that SLED's lab does not aggregate BAC data from the various locations and entities within South Carolina that collect and analyze such samples. There are numerous potentials for addressing this issue, but all involve coordination and cooperation. Legislative authority to perform chemical tests of the blood alcohol content of surviving drivers in fatal crashes would not only provide statistical information about causes of fatalities, but it would also serve to protect those who were **not** driving impaired.

Lacking legislation, solutions can include asking officers to encourage such drivers to voluntarily submit to BAC testing. Where time and convenience are an issue, the use of evidentiary Preliminary Breath Testing Devices might be helpful, if approved. Cooperation of medical personnel is a matter of trying to induce cooperation through an explanation of the purpose and use of the information, as well as assurance that the data is legally shared with NHTSA, pursuant to the Federal Register, as follows: Page 15039 of the Federal Register/Volume 68, No 59/Thursday, March 27, 2003/Notices, provides the following summary:

NHTSA is publishing this notice to inform hospitals and other healthcare organizations of its status as a "public health authority" under the medical privacy requirements of the Health Insurance Portability and Accountability Act of 1996.

Without the ability to obtain more of the missing data, the state does not have a way of determining its true rate of impaired driving crashes and fatalities, except through imputation of the missing data. Because such a significant portion of the applicable data is missing, it is impossible to determine if the available data are skewed toward those surviving drivers who were likely to be most impaired because of their actions or appearance and were thus tested.

Other important missing data for the state include driver distraction data. These two missing data types are imperative to forming a true picture of the crash's causes and consequences in South Carolina. As a result, a subcommittee of the TRCC could be convened to address what each of the data collectors, users, and managers of the relevant data can contribute to the development of a solution. One person or group cannot solve the problem, but a concerted effort by several groups can certainly move toward improvement in the situation.

The SCCATTS continues to play a part in contributing to better data collection and availability, but a functional DUI-tracking system can provide benefits to each of the groups responsible for addressing the problems caused by impaired driving, including treatment providers, educators, law enforcement officials, prosecutors and adjudicators, data collectors and users, the SLED Laboratory, Liquor Licensing and Enforcement agents, and the SCDPPPS, which is, in concert with SCOSUS and the SCDMV, responsible for the management of the IIDP. Each of these entities can gain both

efficiency and improved operations through the data provided by a comprehensive DUI tracking system.

SCDMV maintains a system of records that enables the state to identify and maintain a complete driving history of impaired drivers, including commercial drivers. The SCDMV licenses and manages records for almost four million drivers. The records contain information about the identity, age, types, and dates of document issuance, and driving behaviors, including license sanctions and traffic convictions for South Carolina drivers. Some information about driver education is captured on the record as well. Law enforcement has access to driver history records through the SCDMV member information system, and courts may obtain information through an ordered subpoena or attorney's request.

SCCATTs is a collaborative effort among the SCDPS, SCDMV, SCDOT, SCJB, and SCDHEC Injury Surveillance System. It was originally created to address the shortcomings of a system that predominantly generated and processed traffic collision reports and traffic citations manually. The goal of SCCATTs is to enhance highway safety through the timely collection, analysis, and response to pertinent data.

OHSJP uses the data collected from the collision report to provide up-to-date preliminary numbers for highway fatalities across the state. This data is also utilized to create the SC Collision Fact Book, as required by statute, and by law enforcement for traffic safety initiatives. Annually, the data is compiled into the fact book that provides statistical information regarding crash data statewide. The data is also used by OHSJP to provide collision experience studies.

Data collected through the SCCATTs electronic citation application is transmitted to SCDMV and SCJB through interfaces with SCUTTIES. This system, designed to automate the process of citations issued and adjudicated through the courts, is hosted by the SCDMV. SCDMV partnered with the SCDPS and SCJB to develop eCitation interfaces between each agency's traffic records system to collect, track, and disseminate citation data initiated by law enforcement.

For FFY 2026, the TRSP will focus on maintaining, upgrading, and enhancing the state's core Traffic Records Systems as it shifts to a new Traffic Records Management System.

Strategies

In an effort to improve the state's data and evaluation systems, particularly as these relate to the issue of impaired driving, the state intends to implement the following strategies in FFY 2026:

1. Time and resources will be dedicated to support TRCC's focus of maintaining, upgrading, and enhancing the state's core Traffic Records Systems.
2. The OHSJP will continue to work through the state's TRCC to complete the processes associated with implementing a statewide DUI-tracking system to track and monitor DUI offenders throughout the arrest, prosecution, adjudication, treatment, and rehabilitation process.
3. The OHSJP will improve its Problem Identification process to include more local input from traffic safety stakeholders and local community members statewide.

4. The OHSJP will continue to work through the TRCC to address any missing impaired driving data and develop solutions.

VII. IMPAIRED DRIVING ASSESSMENT

Under the Infrastructure, Investment, and Jobs Act, states considered as “high-range,” with a VMT of .60 or more, for impaired-driving-related fatalities are required to conduct a NHTSA-facilitated Impaired Driving Assessment within the three years prior to the application due date to qualify for Section 405d Impaired Driving Countermeasures funding.

According to the most recent FARS data, from 2019 to 2024, South Carolina’s average VMT alcohol-impaired driving fatality rate for this time period was approximately 0.70. For FFY 2026, South Carolina is applying for Section 405(d) funding as a “high-range” state for alcohol-impaired driving fatalities. South Carolina conducted a NHTSA-facilitated Impaired Driving Assessment on June 2-6, 2025. The recommendations from the 2025 Impaired Driving Assessment are addressed in a separate section of this document and will be utilized to formulate strategies to improve impaired driving countermeasures in the state of South Carolina. The state of South Carolina included significant impaired driving countermeasures strategies as part of its FFY 2024-FFY 2026 Highway Safety Plan, also submitted to NHTSA. (Please see **Attachment 6** for a copy of the Final Assessment Report.)

The recommendations from the Assessment will continue to be utilized to formulate additional strategies to improve impaired driving countermeasures in the state of South Carolina. The OHSJP officially states that this Impaired Driving Plan was presented to the SC Impaired Driving Prevention Council for review and was approved at its July 22, 2025 meeting.

The following section contains a listing of all recommendations issued to the state by the Impaired Driving Assessment Team. The recommendations are listed under headings for the major program areas outlined in the *Impaired Driving Section* of NHTSA’s *Uniform Guidelines for State Highway Safety Programs* document, and they are covered by the Impaired Driving Assessment. The categories are Program Management and Strategic Planning, Prevention, Criminal Justice System, Communication Program, Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation, and Program Evaluation and Data. It should be noted that the South Carolina Impaired Driving Prevention Council (SCIDPC), the state’s impaired driving task force, has four subcommittees: Education and Prevention; Enforcement, Prosecution, and Adjudication; Treatment, Rehabilitation, and Diversion; and Legislative. Each subcommittee has a Chair and Vice-Chair. The Executive Group of the SCIDPC, composed of each subcommittee’s Chair and Vice Chair, will meet to discuss and assign each recommendation, which was not specific to the OHSJP’s areas of responsibility (Program Management and Strategic Planning), to a subcommittee based on that group’s interest/expertise. The subcommittees are responsible for providing and proposing possible avenues in which the state can implement each assigned recommendation. Thus, the SCIDPC will use the recommendations provided by the Assessment Team as a blueprint by which its work will be guided.

VIII. SC 2025 IMPAIRED DRIVING ASSESSMENT RECOMMENDATIONS

Please see the list below of the recommendations from the NHTSA-facilitated 2025 South Carolina Impaired Driving Program Assessment. As mentioned earlier, the recommendations are listed under

headings for the major program areas outlined in the *Impaired Driving Section* of NHTSA's *Uniform Guidelines for State Highway Safety Programs*, Highway Safety Program Guideline No. 8. The South Carolina Impaired Driving Prevention Council will utilize the recommendations provided by the Assessment Team as a blueprint by which its work will be guided. (Please see **Attachment 6** for a copy of the Final Assessment Report.)

I. Program Management and Strategic Planning

A. State and Tribal DWI Task Forces or Commissions

- Expand the member participation of the South Carolina Impaired Driving Prevention Council to include organizations where additional support is needed.
- Ensure that the activities of regional, county, or city task forces and the South Carolina Impaired Driving Prevention Council are mutually shared.
- Promote the participation of regional, county, or city task forces and coalitions to serve on the South Carolina Impaired Driving Prevention Council.

B. Strategic Planning

- Document the effectiveness of the mini grants to the smaller law enforcement agencies.

C. Program Management

- Continue utilization of the Law Enforcement Liaisons, Traffic Safety Resource Prosecutor, and Judicial Outreach Liaison to assist the Office of Highway Safety and Justice Programs in addressing the impaired driving problem in the State.

D. Resources

- **Develop a central depository for the collection of the post-mortem blood test results.**
- **Increase the collection of post-mortem blood test results.**

II. Prevention

A. Responsible Alcohol Service

- Require age identification verification for all alcohol sales in the State.
- Require state, county, municipal, and tribal law enforcement agencies to collect information about where impaired drivers had their last drink and use this information to monitor vendor compliance with regulations.

B. Community-Based Programs

B-1. Schools

- **Encourage the ongoing use of youth surveys to track risky behaviors including alcohol and other drug use.**
- Establish curriculum requirements in South Carolina Driver Education that specifically address alcohol and other drug impairment.
- Provide school-based programming addressing underage drinking.

B-2. Employers

- Offer information and technical assistance to employers and encourage them to offer programs to reduce underage drinking and impaired driving for employees and their families.

B-3. Community Coalitions and Traffic Safety Programs

- Promote the establishment of and provide statewide support for the development of community-based impaired driving coalitions.
- Increase the excise tax on distilled spirits in South Carolina.
- Enhance the role of and revitalize member participation in the South Carolina Impaired Driving Prevention Council and share Council recommendations with lawmakers.
- Establish a statewide impaired driving prevention conference.

B-4. Transportation Alternatives

- No recommendation(s).

III. Criminal Justice System

A. Laws

- Simplify the primary laws dealing with the offense of driving under the influence.
- Create a zero tolerance “per se” law for driving under the influence of drugs.
- Create a criminal sanction, in addition to the administrative license suspension, for minors operating motor vehicles while between the 0.02 and the 0.08 blood alcohol concentration threshold.
- **Develop a procedure for the issuance of electronic warrants (E-warrants).**
- **Pass a law creating a criminal offense for refusing to take a breath or blood test when legally required under implied consent laws.**
- **Soften or eliminate the statutory language that requires videotaping throughout a driving under the influence investigation, arrest, and processing.**

B. Enforcement

- Modify the “one test” provision in the law to enable non-evidential preliminary breath testing.
- Remove the requirement to videotape the arrest and breath test of a person arrested for impaired driving beyond what may be captured with a body worn camera, and clarify that not every aspect of the process will appear in the video.
- Implement an electronic search warrant system that enables officers to apply for a search warrant electronically and for a judge to electronically review, sign, and return an approved warrant to the applying officer.
- Explore ways to attract and retain officers in the Drug Evaluation and Classification Program.
- Provide regular updated training for law enforcement officers on how to detect violations of the ignition interlock law and on how to properly charge a violator.
- **Identify and correct the causes of an 88 percent non-compliance rate when a mandatory ignition interlock is required.**
- Evaluate if a “charge and release” policy would be feasible and help reduce the obligated time of officers in impaired driving cases.
- **Eliminate the need for, and procedures which allow, law enforcement to prosecute cases in the Summary Courts and require solicitors and city attorneys to appear and prosecute all Driving Under the Influence cases.**

C. Prosecution

- Increase the number of prosecutors available for impaired driving prosecution in Magistrates and Municipal Courts.
- Provide funding and increase efforts to assure a dedicated Driving Under the Influence prosecutor in each Circuit.
- Expand efforts to create and operate a dedicated Driving Under the Influence docket in all higher volume jurisdictions.
- Create incentives or provide funding for Solicitors to hire more assistants to prosecute impaired driving cases.
- Continue utilization of the Traffic Safety Resource Prosecutor (TSRP) and expand the program to add a second TSRP.

D. Adjudication

- **Eliminate the need for, and procedures which allow, law enforcement to prosecute cases in the Summary Courts and require solicitors and city attorneys to appear and prosecute all driving under the influence cases.**
- **Provide and require annual judicial education for all summary court judges in the adjudication of driving under the influence cases.**
- Prohibit part-time judges from practicing criminal law including defending driving under the influence cases in other courts.
- Expand dedicated driving under the influence dockets into other jurisdictions.
- **Encourage the development of driving under the influence problem-solving courts in more jurisdictions.**
- Require timely disposition of driving under the influence cases and make members of the judiciary accountable for moving dockets.

E. Administrative Sanctions and Drivers Licensing Programs

E-1. Administrative License Revocation and Vehicle Sanctions

- **Require mandated Ignition Interlock Device training to all law enforcement officers in basic officer training and continuing education.**
- Issue a clearly distinguishable driver license to all individuals who are statutorily mandated to comply with Ignition Interlock Device Program requirements.
- Evaluate the Ignition Interlock Device Program management to determine if it should be managed by the South Carolina Department of Motor Vehicles as a condition of driver license qualification.

E-2. Programs

- Evaluate Graduated Driver License driver crash involvement statistics to determine if South Carolina age requirements for licensure should be increased.
- Evaluate Graduated Driver License driver crash involvement to determine if electronic devices should be restricted while operating a motor vehicle for inexperienced drivers.

IV. Communication Program

- Conduct focus groups to ensure that messaging resonates with the intended audience.

- **Conduct a media campaign focused on cannabis-impaired driving awareness and the consequences associated with it.**
- Develop press materials that law enforcement agencies can use to publicize their high-visibility enforcement campaigns and the consequences of driving impaired by drugs other than alcohol.

V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

A. Screening and Assessment

A-1. Criminal Justice System

- Use a driving under the influence specific risk/needs screening and assessment tool for community supervision (probation and parole).
- **Encourage development of driving under the influence problem-solving courts in more jurisdictions.**
- **Promote accountability and better enforce adherence to mandatory treatment screening and program participation.**

A-2. Medical and Other Settings

- Continue to expand the use of Screening, Brief Intervention, and Referral to Treatment programs in medical settings.

B. Treatment and Rehabilitation

- Provide protocols to determine how quickly treatment begins and better enforce adherence to placement criteria.
- **Monitor alcohol and/or other drug treatment completion and not just enrollment as part of driver license reinstatement.**

VI. Program Evaluation and Data

A. Evaluation

- Integrate other traffic record data such as citation data and roadway inventory data along with crash data determining the problem identification phase of project selections.
- Develop a public information evaluation process to ensure that safety messaging is reaching the intended target audiences and is having the desired impact.

B. Data and Records

- **Create a way to determine whether a Driving Under the Influence charge results from alcohol, other drugs, or a combination of both.**
- **Create a statewide toxicology result database incorporating the data from the existing toxicology datasets.**
- Utilize the Traffic Records Coordinating Committee to determine useful traffic and health datasets to include in South Carolina Integrated Online Network that would help define problem areas and could be used in developing countermeasures.

C. Driver Records Systems

- Develop a program for law enforcement officers to electronically report implied consent failure notification to the South Carolina Department of Motor Vehicles.

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Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: _____ Fiscal Year: _____

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

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

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at _____ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at _____ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at _____ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - o *Legal citation(s):*

- The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.
 - o *Legal citation(s):*
 - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
 - Coverage of all passenger motor vehicles;
 - Minimum fine of at least \$25;
 - Exemptions from restraint requirements.
- Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).
- The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).
- The State's comprehensive occupant protection program is provided as follows:
 - o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - o The name and title of the State's designated occupant protection coordinator is _____.
 - o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

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

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).

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

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

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

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

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:

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

- Annual grant application at _____ (location)
describes how the spending supports the State's impaired driving program and achievement of its performance targets.
- The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

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

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

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

- The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citations:*
 - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
 - _____
 - Identify all alcohol-ignition interlock use exceptions.
- The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
 - Identify all alcohol-ignition interlock use exceptions.

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

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

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
 - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;

- Identify all alcohol-ignition interlock use exceptions.

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

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

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

[Check at least one of the boxes below and fill in all blanks under that checked box.]

Law citation. The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

Program information. The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

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

The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

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

DISTRACTED DRIVING AWARENESS GRANT

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

DISTRACTED DRIVING LAW GRANTS

Prohibition on Texting While Driving

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

○ *Legal citations:*

- Prohibition on texting while driving;
- Definition of covered wireless communication devices;
- Fine for an offense;
- Exemptions from texting ban.

Prohibition on Handheld Phone Use While Driving

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

○ *Legal citations:*

- Prohibition on handheld phone use;
- Definition of covered wireless communication devices;
- Fine for an offense;
- Exemptions from handheld phone use ban.

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;
 - Definition of covered wireless communication devices;
 - Fine for an offense;
 - Exemptions from youth cell phone use ban
- **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

 - *Legal citations:*
 - Prohibition on viewing devices while driving;
 - Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

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

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

- **Motorcycle Rider Training Course**
 - The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
 - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
 - In the annual grant application at _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

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

Reduction of Fatalities and Crashes Involving Motorcycles

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

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

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

- Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

_____.

AND

The State's law appropriating funds for FY ___ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

_____.

- Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

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

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

_____ (location(s)).

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

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

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

_____ (location(s)).

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

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

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

Driver Education and Driving Safety Courses

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

○ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
_____.

○ Applying as a documentation State—

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

_____ (location).

Peace Officer Training Programs

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

○ Applying as a law State—

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

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

- Applying as a documentation State—

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

(location).

- Applying as a qualifying State—

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

(location).

_____.

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

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

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

- The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____.
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____.

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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Signature Governor's Representative for Highway Safety

Date



Printed name of Governor's Representative for Highway Safety