September 2019

Highway Safety Plan
FY 2020
South Carolina

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: Yes

S. 405(e) Distracted Driving: Yes

S. 405(c) State Traffic Safety Information System Improvements: Yes

S. 405(f) Motorcyclist Safety Grants: Yes

S. 405(d) Impaired Driving Countermeasures: Yes

S. 405(g) State Graduated Driver Licensing Incentive: Yes

S. 405(d) Alcohol-Ignition Interlock Law: Yes

S. 405(h) Nonmotorized Safety: Yes

S. 405(d) 24-7 Sobriety Programs: Yes

S. 1906 Racial Profiling Data Collection: Yes

Highway safety planning process

Data Sources and Processes

The South Carolina Department of Public Safety (SCDPS), Office of Highway Safety and Justice Programs' (OHSJP) Statistical Analysis and Research Section (SARS) collects and analyzes information concerning traffic collisions on South Carolina's roadways. OHSJP statisticians perform analysis on traffic data to determine when and where collisions are occurring, the demographics involved in collisions, and the specific causes of collisions. This information is presented to OHSJP staff to be used for the planning and implementation of appropriate countermeasures (e.g., enforcement and education initiatives) and program development efforts to help reduce traffic collisions, injuries, and fatalities. The SARS also houses a staff person who performs data entry services. Specifically, several fields of information from completed traffic collision reports are inputted by operators into the Traffic Collision Master File. Responsibilities of this section are far-ranging and encompass programming, consultation, descriptive analysis, inferential statistical analysis, report preparation, etc. The current databases maintained and used for statistical analysis 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 SCDPS on the Traffic Collision Report Form (TR-310), which is designed and printed by the OHSJP. Data from the TR-310 is either electronically reported or entered by data entry staff into the Traffic Records Master File. Data entered into the Traffic Records Master File are retrieved by OHSJP statisticians and used for performing statistical studies for various users, including law enforcement agencies, governmental units, attorneys, engineers, media representatives, and private users. These studies, conducted upon written request, are primarily descriptive in nature and focus on a specific traffic collision topic ranging from collisions at a specific intersection or section of roadway, to collisions during specific months in selected counties, to rankings of specific intersections in a county or jurisdiction.

South Carolina Traffic Fatality Register

The OHSJP maintains the Traffic Fatality Register as an up-to-date preliminary process of counting traffic

fatalities. Comparisons with previous years through the same date are required as an ongoing assessment of traffic safety programs. Data for this file are received through the Highway Patrol Communications Office and TR-310s received from all investigative agencies.

The Traffic Fatality Register is used daily to record the latest available information concerning persons who die in traffic collisions in South Carolina, including passengers, pedestrians, bicyclists, etc. Through the Traffic Fatality Register, a report is generated daily and distributed to highway safety committees and program stakeholders, and to community and constituent groups. The South Carolina Department of Transportation (SCDOT), South Carolina Law Enforcement Division (SLED), South Carolina Criminal Justice Administration (SCCJA), National Highway Traffic Safety Administration (NHTSA) Region 4 office, and local law enforcement agencies are among the recipients of this critical fatality and seat belt use data distributed through SARS.

Fatality Analysis Reporting System (FARS)

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

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

SAFETYNET

SAFETYNET is an automated information management system designed to support Federal and State Motor Carrier Safety Programs by allowing monitoring of the safety performance of Interstate and Intrastate commercial motor carriers. The OHSJP and the State Transport Police collaborate in maintaining this data. OHSJP uses the crash data from the Traffic Collision Master File to upload information regarding commercial vehicle activity. Data is uploaded weekly to the Motor Carrier Management Information Systems (MCMIS) carrier's profile nationwide.

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.

FFY 2020 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS

Phase 1

The FFY 2020 Problem Identification process began with a statewide statistical overview conducted by the SARS housed within the Office of Highway Safety and Justice Programs (OHSJP) to give a picture of the highway safety problems in general in the State of South Carolina. The overview included an identification of problems and priority counties in the state regarding traffic safety issues and concerns and was presented to the OHSJP Management staff and Program Coordinators. The analysis utilized traffic data trends showing all counties in the State of South Carolina in six statistical categories regarding fatal and severe-injury crashes

(number DUI-related, percentage DUI-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related).
Additional data was provided relative to occupant protection statistics, such as statewide safety belt use, child passenger safety seat use, and unbelted occupant traffic fatalities. In addition, traffic statistics were provided for vulnerable roadway users (motorcyclists, moped riders, pedestrians, and bicyclists). Priority areas for highway safety initiatives for FFY 2020 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis).
Phase 2
OHSJP management staff met on several occasions to determine funding priorities (programmatic and geographic) and develop a plan for project development for FFY 2020. During these meetings, OHSJP staff identified areas of the state where highway safety problems exist that are void of grant-funded projects or other efforts to reduce crashes and fatalities. The project development plan included, based on an estimate of federal funds being available in FFY 2020, soliciting quality grant applications from entities in those geographic areas where the greatest highway safety problems exist and for the type of projects that are likely to have the most impact.
It was the consensus of the OHSJP staff, based on the meetings outlined above and the review of evidence-based statewide statistical data and project development ideas and efforts, that certain types of projects were strategic to achieving the proposed performance measures by reducing the state's mileage death rate and the number of injury crashes. While project applications were considered from all nationally and state-identified program areas, the group recommended that projects considered strategic and evidence-based in reducing the number of traffic injuries and deaths on South Carolina's streets and highways be given priority consideration.
SOUTH CAROLINA PERFORMANCE MEASURES
Listed in the table below are South Carolina’s Highway Safety Performance Measures which are consistent with the performance measures developed by USDOT in collaboration with the Governor’s Highway Safety Association (GHSA). The table contains data points used to determine appropriate targets for success outlined in the Highway Safety Plan (HSP). Data-driven targets for each performance measure have been established and placed in the appropriate corresponding program area within the HSP. These performance targets will allow the OHSJP to track the state’s progress toward meeting each target from a specific baseline.
Justification for Performance Targets
A description of the traffic safety performance measures, corresponding goals with established performance targets, justification for the targets, and grant projects selected for South Carolina’s FFY 2020 Highway Safety Plan are individually referenced by program area throughout this document. Grant projects identified for funding in this plan will be implemented through local and statewide traffic safety enforcement programs that are proven to be effective in preventing traffic violations, crashes, injuries, and fatalities in areas of South Carolina most at risk for such incidents.
PROCESS FOR SETTING TARGETS IN THE HSP
When setting targets in the HSP for the core performance measures, the statisticians of the SARS performed an extensive analysis of the data related to each measure. South Carolina utilized an eight -data-point graphical analysis with a five-year rolling average for all but one of the performance measures. The exception was the seatbelt use rate performance measure, which utilizes a year-to-year analysis. For all the measures, after the data

points were plotted and the graphs were created, a trend line was added that could be used to predict future values. Trend lines were reviewed using linear and non-linear equations with R-squared (best fit measure) values, the feasibility of the predicted trend values, and the 2018 preliminary data. Also, an analysis was conducted on the feasibility of getting the five-year average down given the upward trend of some measures and the recent high fatality values the past few years.

The statisticians then performed additional data analyses, often examining the data on an annual basis to determine the percent change from year to year. If, for example, the five-year moving average displayed a general downward trend for the total number of fatalities, but an examination of the fatality count by year revealed a significant increase in fatalities from 2014 to 2015 and 2015 to 2016, the target value from the trend line equation may have proven unfeasible. When this occurred, the statisticians, after consultation with other OHSJP staff, would adjust the target value based on additional data analyses and examination of highway safety projects, proposed countermeasures, and other factors unique to South Carolina which could impact the possibility of reaching a lofty target based solely on trend line data. Unique factors examined included vehicle miles traveled, population changes, economic impact, legislative roadblocks, cultural dynamics, and policy issues. South Carolina used a variety of models as part of its trend analyses. Graphical models such as linear, logarithmic, and polynomial were used to determine a best fit, often depending on the normality of data for each performance measure. For example, a linear trend for the total number of fatalities may not have been the best fit due to the large and often unpredictable fluctuation in this figure from year to year.

Performance Targets (Annual Goals)

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

Processes Participants

Description of Highway Safety Problems

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Development of the Funding Guidelines

With the completion of the Problem Identification process, staff developed the 2020 Highway Safety Funding Guidelines. This document set guidelines for the submission of grant applications for highway safety funding in accordance with the priorities established through the problem identification process and basic federal requirements of the Section 402 program. Under the new performance-based process, the guidelines stipulated that "Applicants who do not demonstrate a traffic safety problem/need will not be considered for funding." In order to place funding where the problems exist, the guidelines further specified that "priority consideration will be given to applicants proposing major alcohol countermeasures, occupant protection, speed enforcement, and education/outreach projects 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:

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

NHTSA/FHWA Common Core Measures		2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2016-2020
C-1	Traffic Fatalities	949	906	863	832	818	852	890	915	1,011
C-2	Serious Injuries	3,724	3,558	3,417	3,367	3,315	3,241	3,199	3,089	2,781
C-3	Fatalities/VMT	1.90	1.83	1.76	1.70	1.66	1.71	1.75	1.75	1.819
NHTSA Core Measures		**2006-2010**	**2007-2011**	**2008-2012**	**2009-2013**	**2010-2014**	**2011-2015**	**2012-2016**	**2013-2017**	**2020 Goal**
C-3R	Fatalities/VMT - Rural	3.46	3.32	3.20	3.00	2.78	2.73	2.63	2.54	2.53
C-3U	Fatalities/VMT - Urban	0.40	0.39	0.40	0.48	0.66	0.80	0.97	1.08	1.07
C-4	Unrestrained Passenger Vehicle Occupants	411	371	335	301	280	279	291	290	289
C-5	Alcohol Impaired Driving Fatalities	402	380	357	345	336	327	333	326	325
C-6	Speed Related Fatalities	370	341	315	306	300	316	339	357	356
C-7	MC Fatalities	115	118	121	127	129	146	157	157	145
C-8	Unhelmeted MC Fatalities	85	89	90	93	96	107	114	113	112
C-9	Driver Age 20 or Younger Inv in Fatal Crashes	142	131	122	114	112	114	114	113	112
C-10	Pedestrian Fatalities	103	100	103	103	107	113	119	126	125
Additional State Measures										
C-11	Bicycist Fatalities	15	15	13	14	14	15	17	18	17
C-12	Moped Fatalities	13	17	22	25	28	32	36	34	33

A-1	Number Seatbelt Citations*	Unavail.	151,290	195,240	238,775	239,429	231,485	214,720	194,784	no goal required
A-2	Number Impaired Driving Arrests*	Unavail.	15,243	19,681	24,357	25,137	24,906	23,902	22,740	no goal required
A-3	Number Speeding Citations*	Unavail.	297,964	359,867	434,068	427,708	411,676	400,246	392,538	no goal required

* During grant-funded enforcement activities

Annual Tracking		2010	2011	2012	2013	2014	2015	2016	2017	2020 Goal
B-1	Observed Seatbelt Use	85.4%	86.0%	90.5%	91.7%	90.0%	91.6%	93.9%	92.3%	92.0%

(1) described the state's identified highway safety problems ;

(2) provided information on the priority funding areas and the types of projects desired by OHSJP based on the problem identification process;

(3) described allowable and unallowable activities/program costs;

(4) provided information on project funding eligibility;

(5) provided information on how applications would be reviewed and evaluated;

(6) provided a checklist for grant application completion;

(7) detailed funded applicants responsibilities; and
(8) explained the specific requirements for applications submitted under the various program areas.

Solicitation Process

Once the guidelines were completed, a full page postcard was mailed to approximately 700 recipients, including state and local law enforcement agencies, state agencies, school districts, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state on November 16, 2018. The postcard informed recipients of the grant opportunity and invited them to attend the Funding Guidelines Workshop. It also referred recipients to the OHSJP's website at https://scdps.sc.gov/ohsjp which contained instructions for the preparation of the grant application document. An electronic version of the postcard was emailed on November 14, 2018 to all participants of the South Carolina Law Enforcement Network. The application deadline was Friday, February 1, 2019 at 5:00 p.m. Applicants were provided names and telephone numbers of highway safety staff to contact for assistance.

Workshops for Potential Applicants

A Funding Guidelines Workshop was held in Columbia on December 6, 2018, at SCDPS with approximately 60 individuals in attendance. During the workshop, attendees were provided with an explanation of the highway safety problem in South Carolina; a description of the various program areas eligible for funding; an explanation of allowable costs; a description of the types of projects for which priority consideration would be given; a description of the criteria by which applications would be reviewed; specific instructions on the proper completion of the grant application; and a presentation on how to write a winning grant proposal. During the workshop, everyone also received a packet of all items covered in order to review as the material was being presented and to have a reference for their records. Additionally, the workshop included a complete overview of the online grant application and instructions on how to complete and submit the application. Meeting participants came from across the state and represented all sectors of the highway safety community (education, enforcement, etc.). Participants were informed that two sample completed grant applications would be available on the SCDPS website to assist in the preparation of applications.

Highway Safety Strategies and Projects

Each countermeasure strategy and project South Carolina plans to implement to reach the performance targets utilizing Section 402 and Section 405 funding streams during the FFY 2020 grant year is described. The systematic data collection and analysis used in the project selection process supports the successful implementation of an evidence-based traffic safety

enforcement program in this state.

Strategies for Project Selection

The deadline for Highway Safety grant applications for FFY 2020 funding was Friday, February 1, 2019, at 5:00 p.m. Grant applications moved through a multi-stage review process. The first stage of the review process involved the Grants Administration Manager, Planning and Evaluation Coordinator, Occupant Protection/Police Traffic Services Program Coordinator and the Impaired Driving Countermeasures Program Coordinator for OHSJP reviewing and discussing the applications submitted by the due date and time. A second stage of the review process involved additional meetings to discuss grant applications in detail and included the OHSJP Director, the Grant Programs Manager, the Grants Administration Manager, the Business manager and the Planning and Evaluation Coordinator. Applications for continued and new highway safety activities received from state agencies, political subdivisions, and private, non-profit organizations were reviewed at both stages in accordance with the review criteria listed below:

The degree to which the proposal addressed a nationally or state-identified problem area. Primary consideration was granted to those projects which addressed major impaired driving countermeasures, occupant protection, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years.

The extent to which the proposal met the published criteria within the specific emphasis area.

The degree to which the subgrantee identified, analyzed, and comprehended the local or state problems. Applicants who did not demonstrate a traffic safety problem/need were not recommended for funding.

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.

The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.

The extent to which the estimated cost justified the anticipated results.

The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area; the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.

The ability of the applicant to successfully implement the project based on the experience of the agency in implementing similar projects; the capability of the agency to provide necessary administrative support to the project. For continuation projects, the quality of work and the responsiveness to grant requirements demonstrated in past funding years; current or past grant performance; results of past monitoring visits; and the timeliness and thoroughness of required

reports.

The first segment of the staffing allowed for the individual to review the application against established criteria and determine the written quality of the grant application. Individual proposals were discussed based on supplemental considerations, such as current or past grant performance; success in attaining self-sufficiency (if a past subgrantee); likelihood of project to significantly reduce 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 the discussion and/or information gathering, a vote of all reviewers was taken as to whether to recommend denial or approval.

The second stage of the grant review process was held to reach a general consensus on each of the grant applications. Upon the conclusion of the two stages of staffing meetings, the third portion of the review process began. Each project was further reviewed and evaluated to ensure that all projects recommended for funding met the established criteria and the final recommendation would reflect the best use of grant funds to address a highway safety issue. Ranking priority for projects recommended for funding was given to (1) ongoing grant applications for the overall management and administration of the Highway Safety grant program; (2) continuation grant applications; (3) new grant applications located in priority counties or addressing one of the Funding Guidelines priority areas; and (4) new grant applications which demonstrated a highway safety problem and were located outside priority counties.

Enter list of information and data sources consulted.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Coordination with HSP and the Strategic Highway Safety Plan (SHSP)/State Highway Safety Improvement Program (HSIP)

The state views the coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety. This coordination is evidenced by the performance measures meetings with Metropolitan Planning Organizations (MPO) and SC DOT, which are conducted by both the OHSJP and SC DOT. The coordination is also evidenced by joint enforcement

efforts such as the establishment of the Safety Improvement Teams (SIT) for work zones, and the Target Zero teams, which are funded under SCDOT 164 funding.

South Carolina completed the update of its Strategic Highway Safety Plan (SHSP) in March 2015. The updated plan, titled "Target Zero" (http://www.scdps.gov/docs/Target%20Zero_Final_w_Signatures_15APR15.pdf) was developed in consultation and coordination with federal, state, and local safety partners with the goal of eliminating traffic fatalities and reducing serious traffic-related injuries.

The emphasis areas for Target Zero were identified using a data-driven process and include performance measures such as the number and rate of fatalities and serious injuries. The major problem areas for SC remain similar to those identified in the 2007 SHSP with only slight changes in terminology. The nine emphasis areas are: roadway departure; intersection and other high-risk roadway locations; occupant protection; impaired driving; excessive speed; other high-risk drivers; vulnerable roadway users; commercial motor vehicles; and safety data collection, access, and analysis. In an effort to coordinate the SHSP with the HSP, the SHSP Manager was actively involved in many of the SHSP steering committee meetings. Data analyses performed by the SARS for the purpose of identifying the emphasis areas for the updated SHSP were also utilized in the setting of performance measures and targets in the FFY 2020 HSP. The state views the coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety.

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

The performance measures that are common to South Carolina's HSP, SHSP and the state's HSIP are the number of traffic fatalities, number of severe traffic injuries, and the traffic fatality VMT rate. The Federal Highway Administration (FHWA) and SCDOT are responsible for the development of the HSIP. The SCDPS, SCDOT, FHWA, and other local, state and federal agencies and safety advocates collaborated on the creation of the SHSP. The state's HSP, though developed by OHSJP, reflect multiple partnerships among a variety of federal, state, and local agencies. The number of traffic fatalities, number of severe traffic injuries, and the traffic fatality VMT rate performance measures are mutually identified in the HSP and SHSP with evidence-based targets within emphasis areas that were developed through extensive data analysis. At the current time in the State of South Carolina, the performance measures for the state's HSIP have not yet been developed. Therefore, there is no document to check against to determine if targets are identical between the HSP and HSIP. However, it should be noted that the performance measures and goals contained within this HSP were mutually agreed upon by

SCDPS's OHSJP Director, Grant Programs Manager, SCDOT SHSP Manager and State Safety Engineer, and the Federal Highway Administration's (FHWA) Safety and Traffic Engineer for South Carolina, all of whom serve on the state's SHSP steering committee. The SCDOT State Safety Engineer and the FHWA-SC Safety and Traffic Engineer also are involved in the development of the Highway Safety Improvement Program for South Carolina. It is understood that the performance measures common to the state's HSP, SHSP and HSIP are and will be defined identically and appropriately aligned.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

13	C-3R South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2005-2016	In Progress
14	3 U South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2005-2016	In Progress
15	C-12 South Carolina Moped Fatalities, with Five Year Trend Analysis, 2006-2017	In Progress
16	Timeliness	In Progress
17	Accuracy	In Progress
18	Completeness	In Progress
19	Accessibility	In Progress
20	Uniformity	In Progress
21	Data Integration	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Report on Meeting Targets for Performance Measures

C-1: To decrease the upward trend of traffic fatalities from 1,020 (State Preliminary) in 2016 to 960 by December 31, 2019 with a five year average of 988 from 2015-2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,038 traffic fatalities in 2018, with an estimated five year average of 969 for 2014-2018. This is an increase of 5.1% from the 988 traffic fatalities in 2017. If this trend continues, the state does not anticipate meeting its goal of 960 traffic deaths in 2019 and the average 988 traffic deaths from 2015-2019.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Program-Area-Level Report

C-2: To decrease serious traffic injuries by 6.66%, from the 2012-2016 baseline average of 3,199 to 2,986 for 2015-2019 by December 31, 2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 2,627 serious traffic injuries in 2018, with an estimated five year average of 2,962 for 2014-2018. This is a decrease of 7.9% from the 2,851 serious traffic injuries in 2017 (state data). The state anticipates meeting its goal of 2,986 serious traffic injuries average from 2015-2019.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Program-Area-Level Report

C-3: To decrease traffic fatalities/VMT by 10.2%, from the 2016 baseline of 1.87 to 1.68 by December 31,

2019 with a five year average of 1.79 from 2015-2019.
UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1.85 traffic fatalities/VMT in 2018, with an estimated five year average of 1.81 for 2014-2018. This is an increase of 3.9% from the 1.78 traffic fatalities/VMT in 2017. If this trend continues, the state does not anticipate meeting its goal of 1.68 traffic fatalities/VMT in 2019 and the average 1.79 traffic fatalities/VMT from 2015-2019.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Program-Area-Level Report

C-4: To decrease unrestrained motor vehicle occupant fatalities by 2.9% from the 2016 baseline of 315 to 306 by December 31, 2019.
UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 349 unrestrained motor vehicle occupant fatalities in 2018, with an estimated five year average of 311 for 2014-2018. This is an increase of 14.1% from the 306 unrestrained motor vehicle occupant fatalities in 2017. If this trend continues, the state does not anticipate meeting its goal of 306 unrestrained motor vehicle occupant fatalities in 2019.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Program-Area-Level Report

C-5: To decrease the alcohol-impaired driving fatalities by 7.6% from the 2012-2016 baseline average of 331 to 306 by December 31, 2019.
UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 333 alcohol-impaired driving fatalities in 2018, with an estimated five year average of 325 for 2014-2018. This is an increase of 6.4% from the 313 alcohol-impaired driving fatalities in 2017. If this trend continues, the state does not anticipate meeting its goal of 306 alcohol-impaired driving fatalities in 2019.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

C-6: To decrease speeding-related fatalities by 2.9% from the 2016 baseline of 381 to 370 by December 31, 2019.
UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 378 speeding-related traffic fatalities in 2018, with an estimated five year average of 372 for 2014-2018. This is a decrease of 9.1% from the 416 speeding-related traffic fatalities in 2017. If this trend continues, the state anticipates meeting its goal of 370 speeding-related traffic fatalities in 2019.

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

Progress: In Progress

Program-Area-Level Report

C-7: To decrease the motorcyclist fatalities by 0.76% from the 2012-2016 baseline average of 157 to 156 by December 31, 2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 142 motorcyclist fatalities (including moped operators) in 2018, with an estimated five year average of 156 for 2014-2018. This is a decrease of 2.1% from the 145 motorcyclist fatalities (including moped operators) in 2017. If this trend continues, the state anticipates meeting its goal of 156 motorcyclist fatalities (including moped operators) in 2019.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

C-8: To decrease the unhelmeted motorcyclist fatalities by 1.4% from the 2012-2016 baseline average of 114 to 112 by December 31, 2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 105 unhelmeted motorcyclist fatalities (includes moped operators) in 2018, with an estimated five year average of 113 for 2014-2018. This is an increase of 5% from the 100 unhelmeted motorcyclist fatalities (includes moped operators) in 2017. The state anticipates meeting its goal of 112 unhelmeted motorcyclist fatalities (includes moped operators) in 2019.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Program-Area-Level Report

C-9: To decrease the number of drivers age 20 and under involved in fatal crashes by 6.47% from the 2012-2016 baseline average of 114 to 107 by December 31, 2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 139 drivers age 20 and under involved in fatal collisions in 2018, with an estimated five year average of 122 for 2014-2018. This is an increase of 14.9% from the 121 drivers age 20 and under involved in fatal collisions in 2017. If this trend continues, the state does not anticipate meeting its goal of 107 drivers age 20 and under involved in fatal collisions in 2019.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

C-10: To decrease pedestrian traffic fatalities by 0.7% from the 2016 baseline of 144 to 143 by December 31, 2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 165 pedestrian traffic fatalities in 2018, with an estimated five year average of 139 for 2014-2018. This is an increase of 7.1% from the 154 pedestrian traffic fatalities in 2017. If this trend continues,

the state does not anticipate meeting its goal of 143 pedestrian traffic fatalities in 2019.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

C-11: To decrease bicyclist traffic fatalities by 9.6% from the 2012-2016 baseline average of 17 to 15 by December 31, 2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 22 bicyclist traffic fatalities in 2018, with an estimated five year average of 19 for 2014-2018. This is an increase of 22.2% from the 18 bicyclist traffic fatalities in 2017. If this trend continues, the state does not anticipate meeting its goal of 15 bicyclist traffic fatalities in 2019.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Program-Area-Level Report

B-1: To increase observed seatbelt usage rate by 0.1 percentage points from the 2016 calendar base year 93.9% to 94% by December 31, 2019.

UPDATE: The annual seatbelt observational study indicated an 89.7% observed seatbelt usage rate in 2018, with an estimated five year average of 91.5% for 2014-2018. This is a decrease of 2.6 points from the 92.3% observed seatbelt usage rate in 2017. If this trend continues, the state does not anticipate meeting its goal of 94% observed seatbelt usage rate in 2019.

Performance Measure: C-3R South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2005-2016

Progress: In Progress

Program-Area-Level Report

C-3R: To decrease traffic fatalities/VMT (Rural) by 14.1% from the 2012-2016 baseline average of 2.63 to 2.26 by December 31, 2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 2.79 traffic fatalities/VMT (Rural) in 2018, with an estimated five year average of 2.57 for 2014-2018. This is an increase of 2.6% from the 2.72 traffic fatalities/VMT (Rural) in 2017. If this trend continues, the state does not anticipate meeting its goal of 2.26 traffic fatalities/VMT (Rural) in 2019.

Click or tap here to enter text.

Performance Measure: 3 U South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2005-2016

Progress: In Progress

Program-Area-Level Report

C-3U: To decrease traffic fatalities/VMT (Urban) by 8.1% from the 2016 baseline of 1.36 to 1.25 by December 31, 2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1.07 traffic fatalities/VMT (Urban) in 2018, with an estimated five year average of 1.17 for 2014-2018. This is an increase of 7% from the 1.00 traffic fatalities/VMT (Urban) in 2017. The state does anticipate meeting its goal of 1.25 traffic fatalities/VMT (Urban) in 2019.

Performance Measure: C-12 South Carolina Moped Fatalities, with Five Year Trend Analysis, 2006-2017

Progress: In Progress

Program-Area-Level Report

C-12: To decrease moped traffic fatalities by 4.5% from the 2012-2016 baseline average of 36 to 34 by December 31, 2019.

UPDATE: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 32 moped traffic fatalities in 2018, with an estimated five year average of 35 for 2014-2018. This is an increase of 10.3% from the 29 moped traffic fatalities in 2017. The state anticipates the possibility of meeting its goal of 34 moped traffic fatalities in 2019.

Performance Measure: Timeliness

Progress: In Progress

Program-Area-Level Report

Click or tap here to enter text.

Performance Measure: Accuracy

Progress: In Progress

Program-Area-Level Report

Click or tap here to enter text.

Performance Measure: Completeness

Progress: In Progress

Program-Area-Level Report

Click or tap here to enter text.

Performance Measure: Accessibility

Progress: In Progress

Program-Area-Level Report

Click or tap here to enter text.

Performance Measure: Uniformity

Progress: In Progress

Program-Area-Level Report

Click or tap here to enter text.

Performance Measure: Data Integration

Progress: In Progress

Program-Area-Level Report

Click or tap here to enter text.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	1,011
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	2,781
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.819
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2020	2020	289
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2020	2020	325
6	C-6) Number of speeding-related fatalities (FARS)	Annual	2020	2020	356
7	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	145

8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	112.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2020	2020	112
10	C-10) Number of pedestrian fatalities (FARS)	Annual	2020	2020	125
11	C-11) Number of bicyclists fatalities (FARS)	Annual	2020	2020	17
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	.92
13	C-3R South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2006-2017	Annual	2020	2020	2.53
14	C-3U South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2006-2017	Annual	2020	2020	1.07

15	C-12 South Carolina Moped Fatalities, with Five Year Trend Analysis, 2005-2016	Annual	2020	2020	33
16	Timeliness				
17	Accuracy				
18	Completeness				
19	Accessibility				
20	Uniformity				
21	Data Integration				

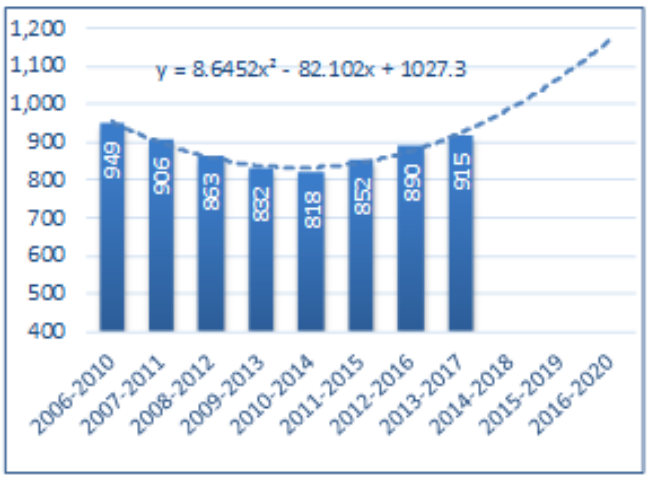
Performance Measure: C-1) Number of traffic fatalities (FARS)

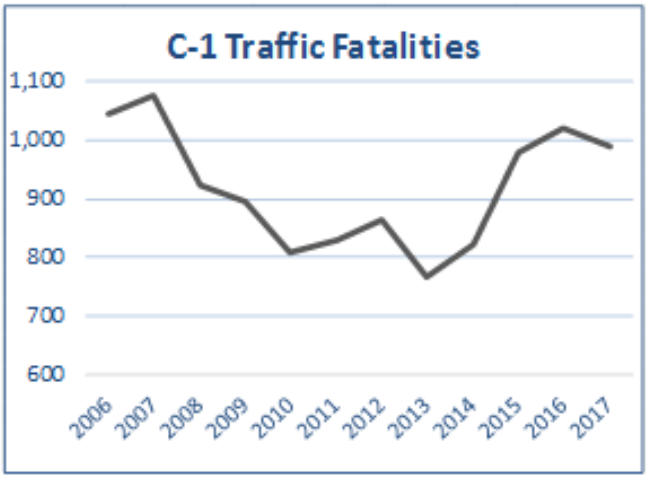
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	1,011	5 Year	2016

Performance Target Justification

Traffic fatalities will increase by 10.5% from a five year baseline moving average of 915 in 2013-2017 to a five year moving average of 1,011 for 2016-2020. Figure C-1: South Carolina Total Traffic Fatalities, 5 Year Moving Average with Trend Analysis, 2006-2017.





Polynomial Projection = $8.6452(11)^2 - 82.102(11) + 1027.3 = 1,170$	2013 = 767
	2014 = 823
	2015 = 979
2012-2016 Average = 890	2016 = 1,020
2013-2017 Average = 915	2017 = 988 (3.1% decrease from 2016, 2017 FARS ARF)
2014-2018 Est. Average = 969	2018 = 1,038 (5.1% increase from 2017, Prelim. State Data)

As shown in Figure C-1 above, the five year moving average with a polynomial trend analysis projects South Carolina will experience a five year average number of 1,170 traffic fatalities by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,038 traffic fatalities in 2018, an increase of 5.1% from 988 in 2017. Given the general upward trend since 2014 and the spikes in fatalities in both 2016 and 2018, as well as year-to-date 2019, the South Carolina Department of Transportation (SCDOT) and OHSJP mutually predict 1,011 average traffic fatalities for 2016-2020.

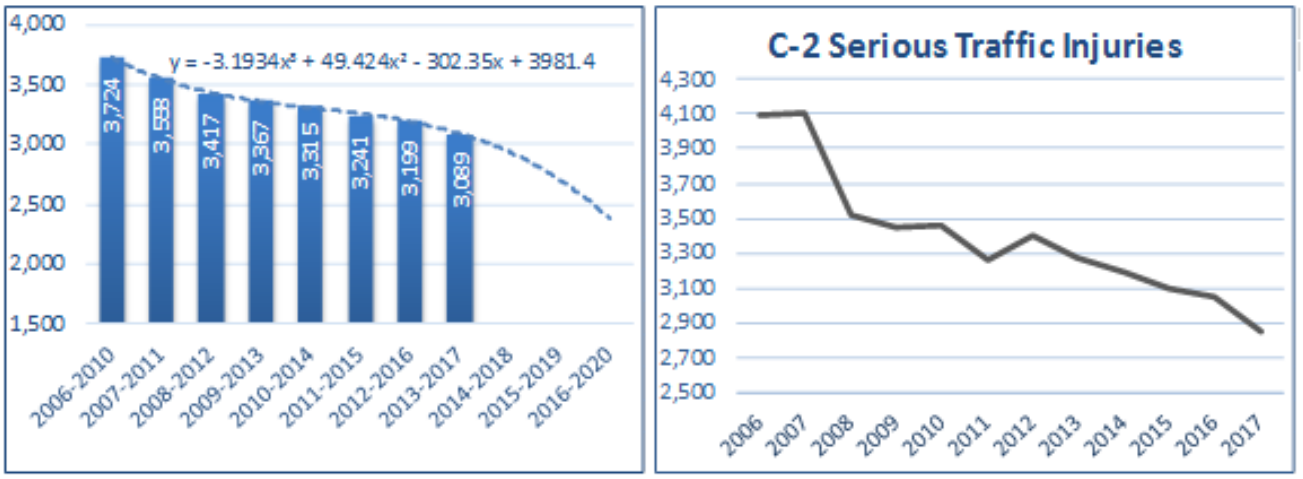
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	2,781	5 Year	2016

Performance Target Justification

To decrease serious traffic injuries by 10% from the 2013-2017 baseline average of 3,089 to 2,781 for 2016-2020. Figure C-2: South Carolina Serious Traffic Injuries, 5 Year Moving Average with Trend Analysis, 2006-2017.



Polynomial Projection =	2013 = 3,266
$-3.1934(11)^3 + 49.424(11)^2 - 302.35(11) + 3981.4 = 2,385$	2014 = 3,189
	2015 = 3,092
2012-2016 Average = 3,199	2016 = 3,049
2013-2017 Average = 3,089	2017 = 2,851 (6.5% decrease from 2016)
2014-2018 Est. Average = 2,962	2018 = 2,627 (7.9% decrease from 2017, Prelim. State Data)

As shown in Figure C-2 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 2,385 serious traffic injuries by December 31, 2020.

Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 2,627 serious traffic injuries in 2018, a decrease of 7.9% from 2,851 in 2017. Given the consistent decreases in serious injuries since 2013 and the change in serious injury definition on the South Carolina traffic report form in 2018, the South Carolina Department of Transportation (SCDOT) and OHSJP mutually predict 2,781 average serious injuries for 2016-2020.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

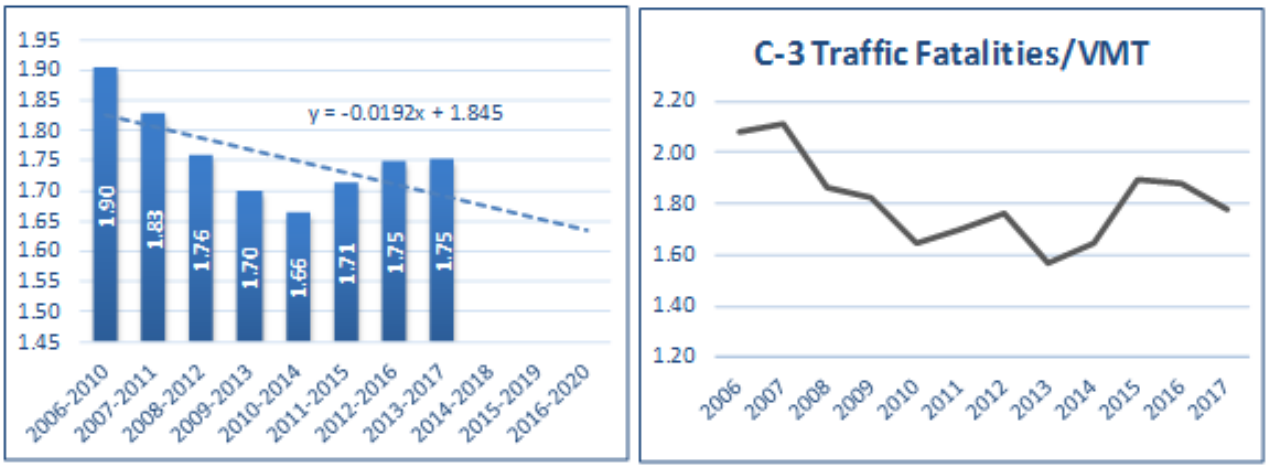
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Percentage	1.819	5 Year	2016

Performance Target Justification

Traffic fatalities/VMT will increase by 3.9% from a five year baseline moving average of 1.75 in 2013-2017 to a five year moving average of 1.819 for 2016-2020.

Figure C-3: South Carolina Traffic Fatalities/VMT, 5 Year Moving Average with Trend Analysis, 2006-2017



SCDOT VMT Estimated Growth: 1% annually for 2019-2020 Estimated Fatality Reduction: 2% annually for 2019-2020 2012-2016 Average = 1.75 2013-2017 Average = 1.75 2014-2018 Est. Average = 1.81	2013 = 1.57 2014 = 1.65 2015 = 1.89 2016 = 1.87 2017 = 1.78 (4.8% decrease from 2016, State Data) 2018 = 1.85 (3.9% increase from 2017, Prelim. State Data)

As shown in Figure C-3 above, the five year moving average with linear trend analysis did not yield any appropriate trends, and no other trend analysis yielded better results. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1.85 traffic fatalities/VMT in 2018, an increase of 3.9% from 2017. After analyzing traffic fatality projections and VMT projections, the South Carolina Department of Transportation (SCDOT) and OHSJP mutually predict 1.819 average traffic fatalities/VMT for 2016-2020.

The vehicle miles traveled (VMT) in SC had a significant increase in 2016 (5.2%) and 2017 (3.0%) compared with previous years. The VMT is expected to continue to rise in the next few years, but at a slower rate per SCDOT projections. The US Energy Information Administration is projecting a lower average cost of regular gas for 2019 than in 2018 ().

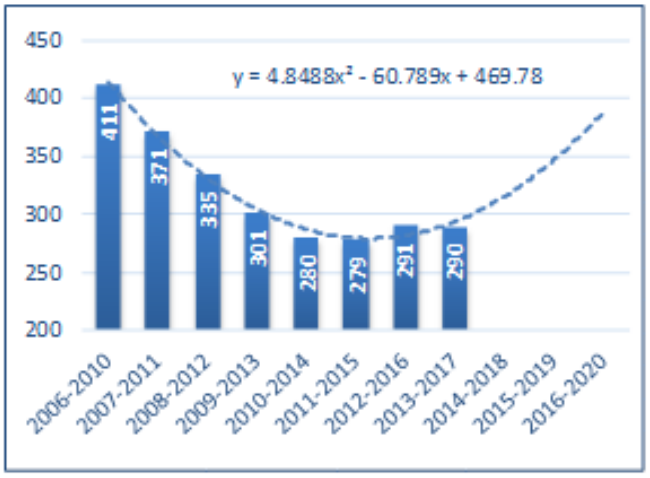
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

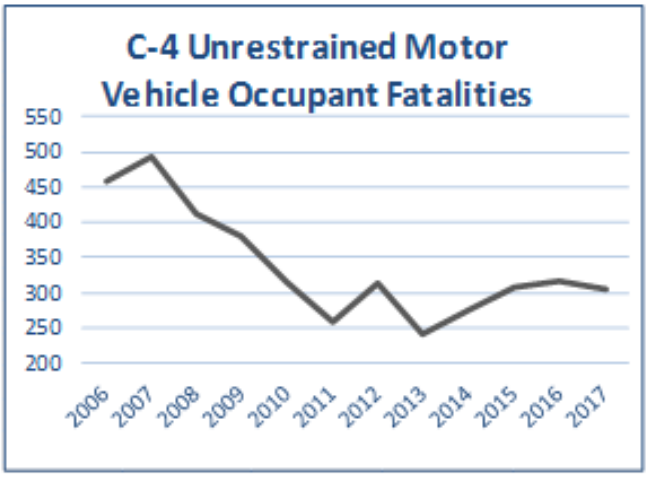
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	289	Annual	2020

Performance Target Justification

To decrease unrestrained motor vehicle occupant fatalities by 0.3% from the 2013-2017 baseline average of 290 to 289 by December 31, 2020. Figure C-4. South Carolina Unrestrained Motor Vehicle Occupant Fatalities, 5 Year Moving Average with Trend Analysis, 2006-2017.





Polynomial Projection = $4.8488(11)^2 - 60.789(11) + 469.78 = 388$	2013 = 242
	2014 = 275
	2015 = 308
2012-2016 Average = 291	2016 = 317
2013-2017 Average = 290	2017 = 306 (3.5% decrease from 2016, 2017 FARS ARF)
2013-2018 Est. Average = 311	2018 = 349 (14.1% increase from 2017, Prelim. State Data)

As shown in Figure C-4 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 388 unrestrained motor vehicle occupant fatalities by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 349 unrestrained motor vehicle occupant fatalities in 2018, an increase of 14.1%

from 306 in 2017. OHSJP believes the efforts to spread public awareness through campaigns will have a significant impact on unrestrained motor vehicle occupant fatalities. Therefore, OHSJP has set a goal of 289 unrestrained motor vehicle occupant fatalities in 2020, an overall decrease of 5.6% in unrestrained motor vehicle occupant fatalities by December 31, 2020 from the 2017 calendar year.

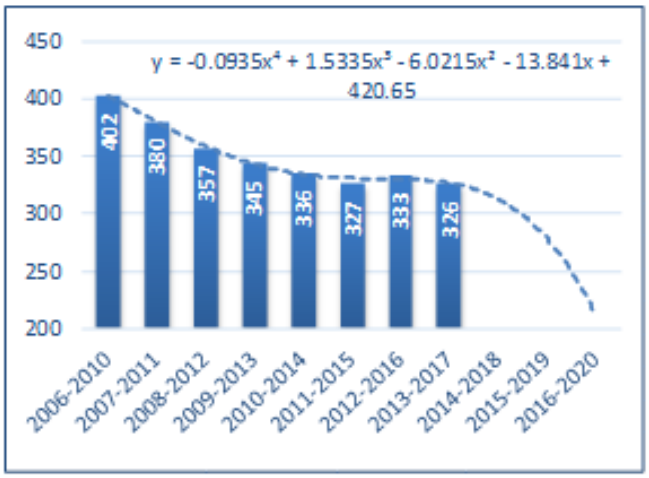
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

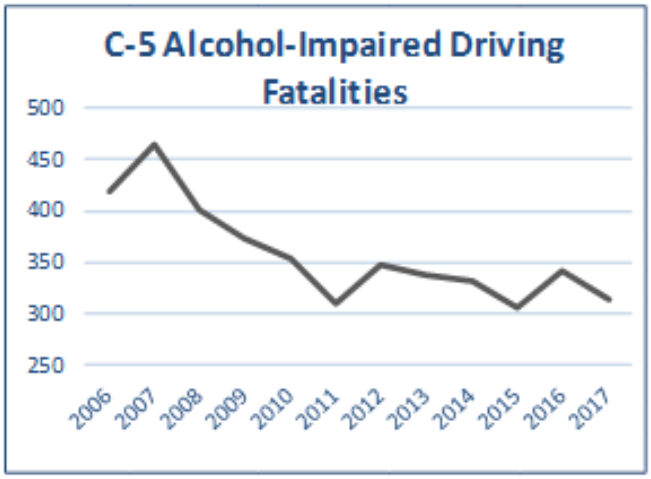
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	325	Annual	2020

Performance Target Justification

To decrease alcohol-impaired driving fatalities by 0.3% from the 2013-2017 baseline average of 326 to 325 by December 31, 2020. Figure C-5: South Carolina Alcohol-Impaired Driving Fatalities, 5 Year Moving Average with Trend Analysis, 2006-2017.





Polynomial Projection = $-0.0935(11)^4 + 1.5335(11)^3 - 6.0215(11)^2 - 13.841(11) + 420.65 = 212$	2013 = 339
2012-2016 Average = 333	2014 = 331
2013-2017 Average = 326	2015 = 306
2014-2018 Est. Average = 325	2016 = 341
	2017 = 313 (8.2% decrease from 2016, 2017 FARS ARF)
	2018 = 333 (6.4% increase from 2017, Prelim. State Data)

As shown in Figure C-5 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 212 alcohol-impaired driving fatalities by December 31,

2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 333 alcohol-impaired driving fatalities in 2018, an increase of 6.4% from 313 in 2017. Based on state preliminary data and state projections, OHSJP will set a goal of 325 alcohol-impaired driving fatalities by December 31, 2020. NHTSA uses an imputation method to account for drivers involved in fatal crashes who have missing blood-alcohol content (BAC) results. During an internal review by the state, it was found that the imputed data elements in a large number of cases were being coded as "unknown alcohol involvement by officer determination" should possibly have been coded as "no alcohol involvement" by officer determination. The 2015 data was recoded per NHTSA coding change and the new change of how SC coded these cases in FARS is now in effect. These cases were imputed as alcohol-involved at a higher rate by the imputation methodology. The state is working to modify its traffic collision report form to provide more accurate data on officer determination of alcohol impairment when paired with missing test results. These cases should be imputed as alcohol-involved less frequently than those cases with "unknown" or missing test results. South Carolina faces unique factors such as: the state's current DUI law, though stronger than previous years, still has major flaws; the expansion of alcoholic beverage sales to Sunday; and annual per capita beer consumption being significantly higher than the state's population rank among the fifty states.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	356	Annual	2020

Performance Target Justification

To decrease speeding-related traffic fatalities by 0.3% from the 2013-2017 baseline average of 357 to 356 by December 31, 2020.

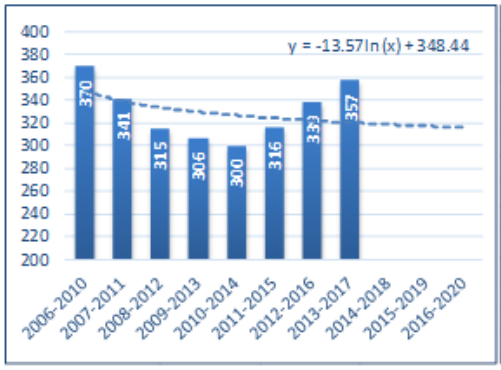
Figure C-6: South Carolina Speed Related Traffic Fatalities, 5 Year Moving Average with Trend Analysis, 2006-2017.

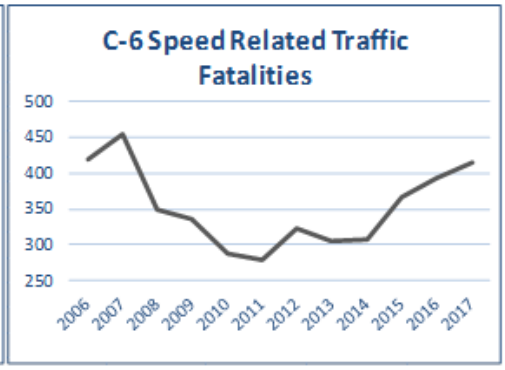
As shown in Figure C-6 above, the five year moving average with a logarithmic trend analysis projects South Carolina will experience a five year average number of 316 speeding-related traffic fatalities by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 378 speeding-related traffic fatalities in 2018, a decrease of 9.1% from 2017. Based on the state preliminary data and state projections, OHSJP will set a goal of 356 speeding-related traffic fatalities by December 31, 2020.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year



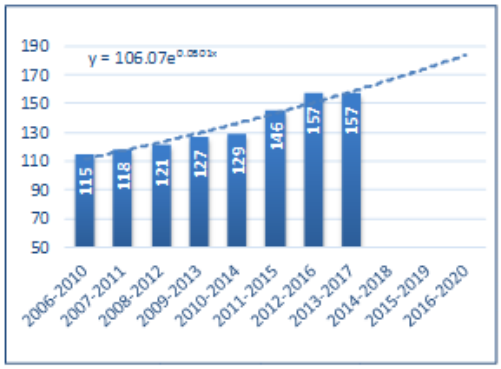


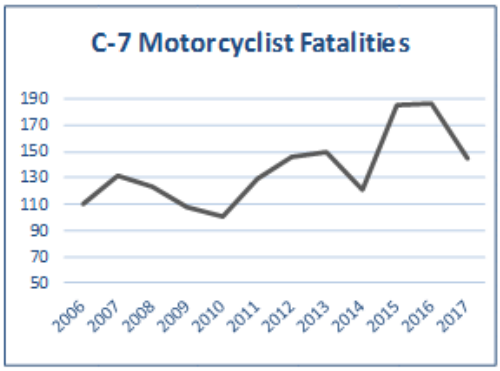
Logarithmic Projection = -13.57ln(11) + 348.44 = 316 2012-2016 Average = 339 2013-2017 Average = 357 2014-2018 Est. Average = 372	2013 = 305 2014 = 307 2015 = 366 2016 = 393 2017 = 416 (5.9% increase from 2016, FARS ARF) 2018 = 378 (9.1% decrease from 2017, Prelim. State Data)

C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	145	Annual	2020

Performance Target Justification

To decrease motorcyclist fatalities by 7.6% from the 2013-2017 baseline average of 157 to 145 by December 31, 2020. Figure C-7: South Carolina Motorcyclist Fatalities, 5 Year Moving Average with Trend Analysis, 2006-2017.

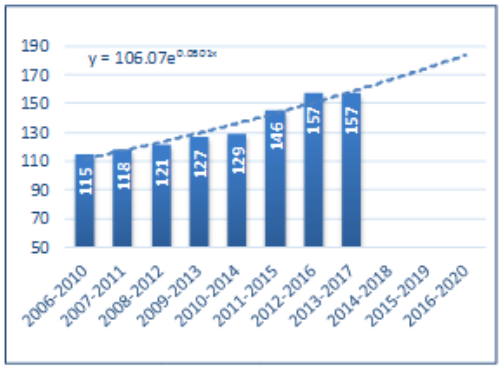


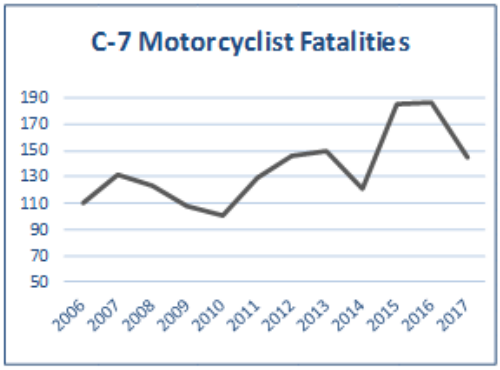


Exponential Projection = $106.07e^{0.0501(11)}$ = 184 2012-2016 Average = 157 2013-2017 Average = 157 2014-2018 Est. Average = 156	2013 = 149 2014 = 121 2015 = 185 2016 = 186 2017 = 145 (22% decrease from 2016, FARS ARF) 2018 = 142 (2.1% decrease from 2017, Prelim. State Data)

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

As shown in Figure C-7 above, the five year moving average with exponential trend analysis projects South Carolina will experience a five year average number of 184 motorcyclist fatalities by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 142 motorcyclist fatalities (including moped operators) in 2018, a 2.1% decrease in motorcyclist fatalities from 2017. Based on the state preliminary data and state projections, OHSJP will set a goal of 145 motorcyclist fatalities in 2020, a 7.6% reduction in motorcyclist fatalities by December 31, 2020 from the 2013-2017 baseline five year average. It should be noted that there are factors in South Carolina that may impact, both





Exponential Projection = $106.07e^{0.0501(11)}$ = 184	2013 = 149
2012-2016 Average = 157	2014 = 121
2013-2017 Average = 157	2015 = 185
2014-2018 Est. Average = 156	2016 = 186
	2017 = 145 (22% decrease from 2016, FARS ARF)
	2018 = 142 (2.1% decrease from 2017, Prelim. State Data)

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

negatively and positively, the selected target. From a negative perspective, the state's helmet law is only applicable to individuals under the age of 21. In addition, the state endures tremendous legislative lobby efforts from advocacy groups, such as ABATE, which have been successful in derailing attempts to prevent a universal helmet law from being enacted. From the positive side, a recent move by the SC Department of Motor Vehicles (SCDMV) has potentially improved motorcycle safety in the state. Supported by the South Carolina Motorcycle Safety Task Force, the SCDMV began on June 3, 2013, the implementation of an existing policy which had previously not been enforced. The SCDMV is no longer issuing automatic renewals of motorcycle beginner's permits, but is requiring that individuals seeking permit renewals must make an effort to pass the motorcycle operator skills test in order to receive a motorcycle endorsement on their driver's license. SC decided to emphasize their existing policy to prevent motorcyclists from continuously renewing their beginner permits rather than applying for a motorcycle license. The SC Motorcycle Safety Task Force believes that this policy implementation exerts some pressure among the riding community to seek motorcycle safety training in order to acquire skills necessary for passing the SCDMV motorcycle rider skills test. On May 19, 2018, the legislature passed several changes to the laws on moped classification as a motor vehicle, licensing, and registration requirements. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped and the moped must be registered with the SC Department of Motor Vehicles (SCDMV). A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a moped license without regard to his/her eligibility for or status of any other driver's license, but this license can be revoked, suspended, or canceled by the license as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH. Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

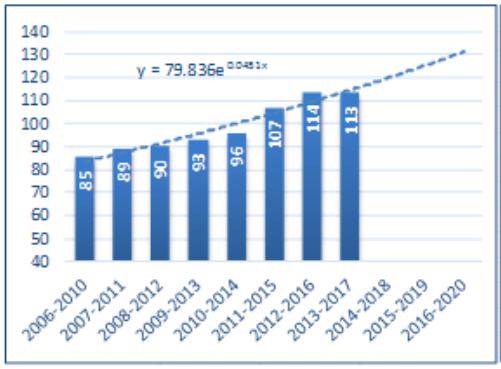
Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

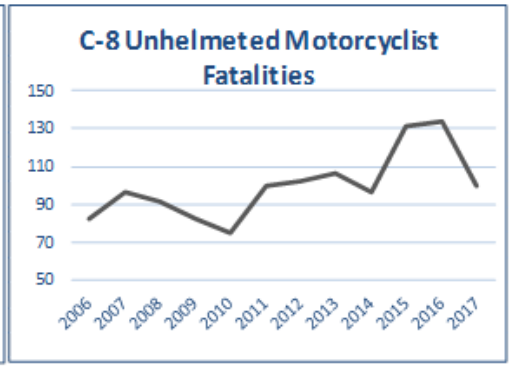
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	112.00	Annual	2020

Performance Target Justification

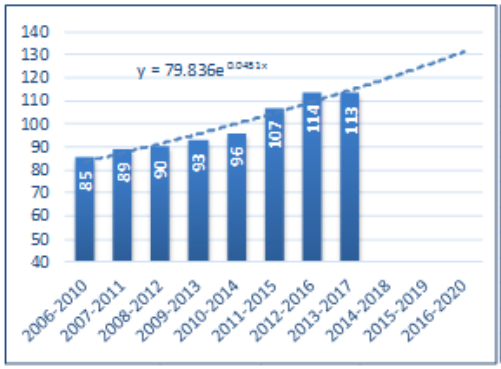
To decrease unhelmeted motorcyclist fatalities by 0.9% from the 2013-2017 baseline average of 113 to 112 by December 31, 2020. Figure C-8: South Carolina Unhelmeted Motorcyclist Fatalities, 5 Year Moving Average with Trend Analysis, 2006-2017.

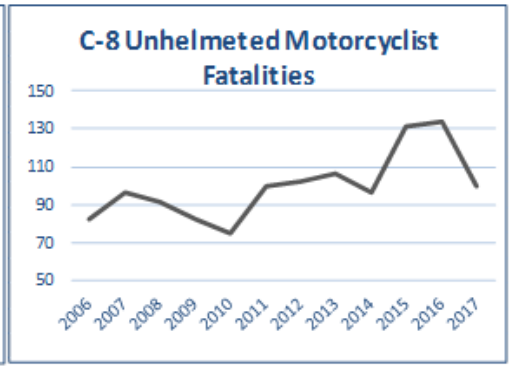




Exponential Projection = $79.836e^{0.0451(11)} = 131$	2013 = 106
	2014 = 96
	2015 = 131
2012-2016 Average = 114	2016 = 134
2013-2017 Average = 113	2017 = 100 (25.4% decrease from 2016, FARS ARF)
2014-2018 Est. Average = 113	2018 = 105 (5% increase from 2017, Prelim. State Data)

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





Exponential Projection = $79.836e^{0.0451(11)} = 131$	2013 = 106
	2014 = 96
	2015 = 131
2012-2016 Average = 114	2016 = 134
2013-2017 Average = 113	2017 = 100 (25.4% decrease from 2016, FARS ARF)
2014-2018 Est. Average = 113	2018 = 105 (5% increase from 2017, Prelim. State Data)

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

As shown in Figure C-8 above, the five year moving average with exponential trend analysis projects South Carolina will experience a five year average number of 131 unhelmeted motorcyclist fatalities by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 105 unhelmeted motorcyclist fatalities (includes moped operators) in 2018, a decrease of

5% from 2017. Based on the state preliminary data and state projections, OHSJP will set a goal of 112 unhelmeted motorcyclist fatalities by December 31, 2020. The state of South Carolina does not have a universal helmet law and has strong legislative grass-roots lobbying efforts in place to fight against helmet law changes. This presents challenges in improving motorcycle safety in general and in saving motorcyclists' lives on the highways in particular. Other states that have a universal helmet law are experiencing a decrease in unhelmeted motorcyclist fatalities. With no legislation in place to require the use of helmets for individuals 21 and over, it is expected that this problem will continue to present a challenge for the state to drive down the number of unhelmeted motorcycle fatalities. On May 19, 2018, the legislature passed several changes to the laws on moped classification as a motor vehicle, licensing, and registration requirements. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped and the moped must be registered with the SC Department of Motor Vehicles (SCDMV). A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a moped license without regard to his/her eligibility for or status of any other driver's license, but this license can be revoked, suspended, or canceled by the license as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH. Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

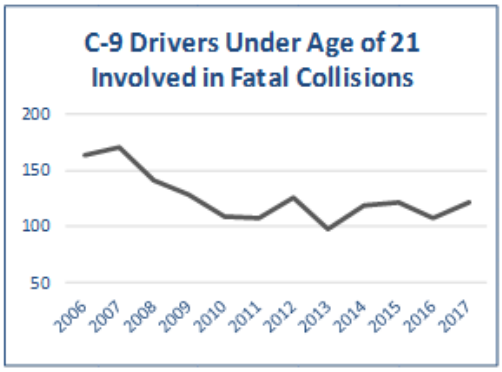
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	112	Annual	2020

Performance Target Justification

To decrease the number of drivers age 20 and under involved in fatal crashes by 0.9% from the 2013-2017 baseline average of 113 to 112 by December 31, 2020. Figure C-9. South Carolina Drivers Age 20 and Under Involved in Fatal Collisions, 5 Year Moving Average with Trend Analysis, 2006-2017.

As shown in Figure C-9 above, the five year moving average with power trend analysis projects South Carolina will experience a five year average number of 106 drivers age 20 and under involved in fatal collisions by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 139 drivers age 20 and under involved in fatal collisions in 2018, an increase of 14.9% from 2017. Based on the model and preliminary state data showing a significant increase in 2018, OHSJP will set a goal of 112 drivers age 20 and under involved in fatal collisions by December 31, 2020.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

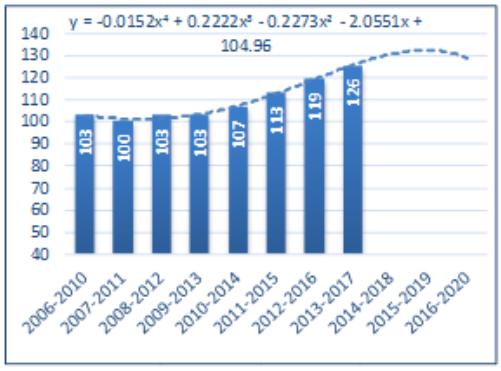


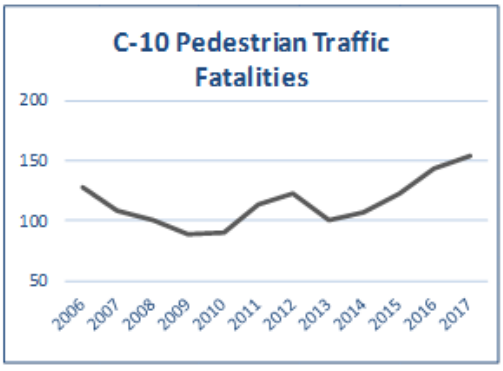
Power Projection = $140.09(11)^{-0.117}$ =106 2012-2016 Average = 114 2013-2017 Average = 113 2014-2018 Est. Average = 122	2013 = 98 2014 = 119 2015 = 121 2016 = 108 2017 = 121 (12% increase from 2016, FARS ARF) 2018 = 139 (14.9% increase from 2017, Prelim. State Data)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	125	Annual	2020

Performance Target Justification





Polynomial Projection = $-0.0152(11)^4 + 0.2222(11)^3 - 0.2273(11)^2 - 2.0551(11) + 104.96$ =128 2012-2016 Average = 119 2013-2017 Average = 126 2014-2018 Est. Average = 139	2013 = 100 2014 = 107 2015 = 123 2016 = 144 2017 = 154 (6.9% increase from 2016, FARS ARF) 2018 = 165 (7.1% increase from 2017, Prelim. State Data)

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

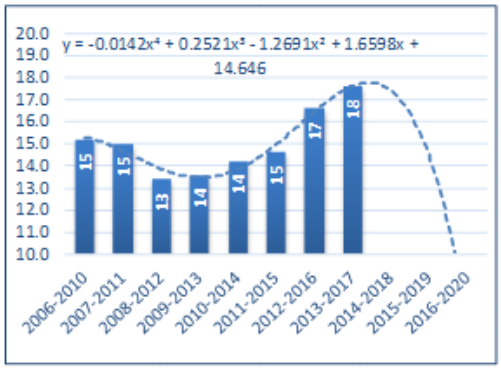
Performance Target details

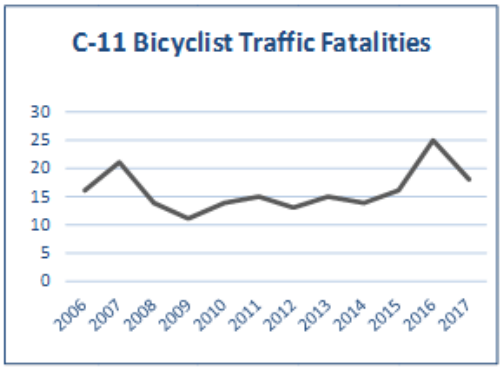
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	17	Annual	2020

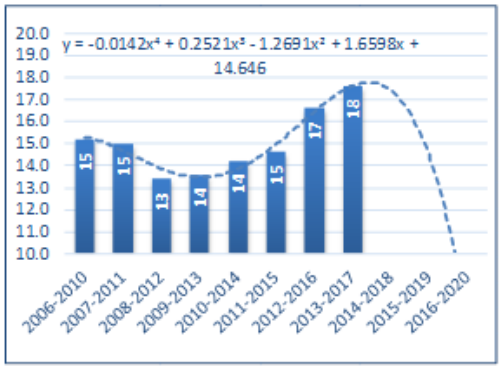
Performance Target Justification

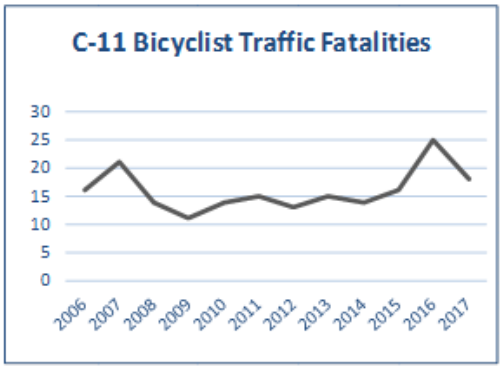
To decrease bicyclist traffic fatalities by 5.6% from the 2013-2017 baseline average of 18 to 17 by December 31, 2020. Figure C-11: South Carolina Bicyclist Traffic Fatalities, 5 Year Moving Average with Trend Analysis, 2006-2017.





Polynomial Projection =	2013 = 15
$-0.0142(11)^4 + 0.2521(11)^3 - 1.2691(11)^2 + 1.6598(11) + 14.646 = 7$	2014 = 14
	2015 = 16
2012-2016 Average = 17	2016 = 25
2013-2017 Average = 18	2017 = 18 (28% decrease from 2016, FARS ARF)
2014-2018 Est. Average = 19	2018 = 22 (22.2% increase from 2017, Prelim. State Data)





Polynomial Projection =	2013 = 15
$-0.0142(11)^4 + 0.2521(11)^3 - 1.2691(11)^2 + 1.6598(11) + 14.646 = 7$	2014 = 14
	2015 = 16
2012-2016 Average = 17	2016 = 25
2013-2017 Average = 18	2017 = 18 (28% decrease from 2016, FARS ARF)
2014-2018 Est. Average = 19	2018 = 22 (22.2% increase from 2017, Prelim. State Data)

As shown in Figure C-11 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 7 bicyclist traffic fatalities by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 22 bicyclist traffic fatalities in 2018, an increase of 22.2% from 2017. Based on the polynomial trend analysis, OHSJP's preliminary data, and the 2013-2017 baseline five year average, OHSJP will set a goal of 17 bicyclist traffic fatalities by December 31, 2020.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front

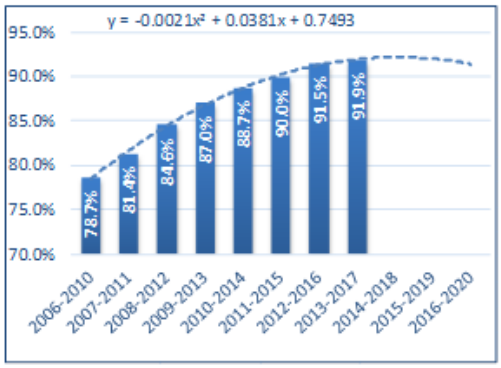
seat outboard occupants (survey)

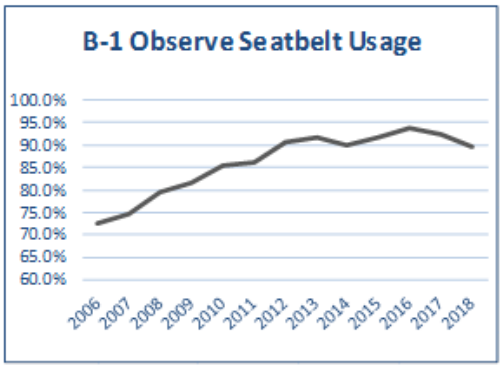
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	.92	Annual	2020

Performance Target Justification

To increase observed seatbelt usage rate by 0.1 percentage points from the 2013-2017 baseline average of 91.9% to 92% by December 31, 2020. Figure B-1: South Carolina Observed Seatbelt Usage Rate, 5 Year Moving Average with Trend Analysis, 2006-2017.





Polynomial Projection =	2013 = 91.7%
-0.0021(11)² + 0.0381(11) + 0.7493 = 0.914	2014 = 90.0%
	2015 = 91.6%
2012-2016 Average = 91.5%	2016 = 93.9%
2013-2017 Average = 91.9%	2017 = 92.3% (1.6 points decrease from 2016)
2014-2018 Est. Average = 91.5%	2018 = 89.7% (2.6 points decrease from 2017)

As shown in Figure B-1 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average of 91.4% observed seatbelt usage rate by December 31, 2020. The annual seatbelt observational study indicated an 89.7% observed seatbelt usage rate in 2018, a decrease of 2.6 percentage points from 2017. Based on the polynomial trend analysis and the 2013-2017 baseline five year average, OHSJP will set a goal of 92% observed seatbelt usage rate by December 31, 2020.

Performance Measure: C-3R South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2006-2017

Performance Target details

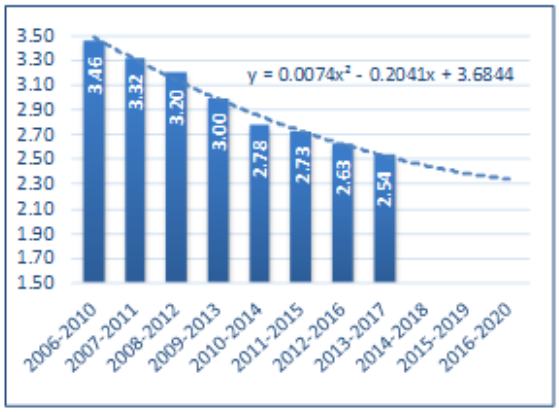
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

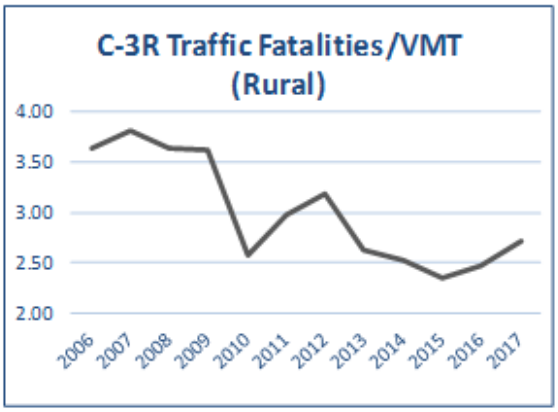
C-3R South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2005-2016-2020	Percentage	2.53	Annual	2020

Performance Target Justification

To decrease traffic fatalities/VMT (Rural) by 0.4% from the 2013-2017 baseline average of 2.54 to 2.53 by December 31, 2020.

Figure C-3R: South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2006-2017.





Polynomial Projection = $0.0074(11)^2 - 0.2041(11) + 3.6844 = 2.33$ 2012-2016 Average = 2.63 2013-2017 Average = 2.54 2014-2018 Est. Average = 2.57	2013 = 2.62 2014 = 2.52 2015 = 2.35 2016 = 2.47 2017 = 2.72 (10.1% increase from 2016, State Data) 2018 = 2.79 (2.6% increase from 2017, Prelim. State Data)

As shown in Figure C-3R (Rural) above, the five year moving average with a polynomial trend analysis projects South Carolina will experience a five year average number of 2.33 traffic fatalities/VMT (Rural) by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,038 traffic fatalities in 2018, an increase of 5.1% from 988 in 2017. Based on the information available, OHSJP will set its target to 2.53 annual traffic fatalities/VMT (Rural) by December 31, 2020. The vehicle miles traveled (VMT) in SC had a significant increase in 2016 (5.2%) and 2017 (3.0%) compared with previous years. The VMT is expected to continue to rise in the next few years, but at a slower rate per SCDOT projections. The US Energy Information Administration is projecting a lower average cost of regular gas for 2019 than in 2018 ().

Performance Measure: C-3U South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2006-2017

Performance Target details

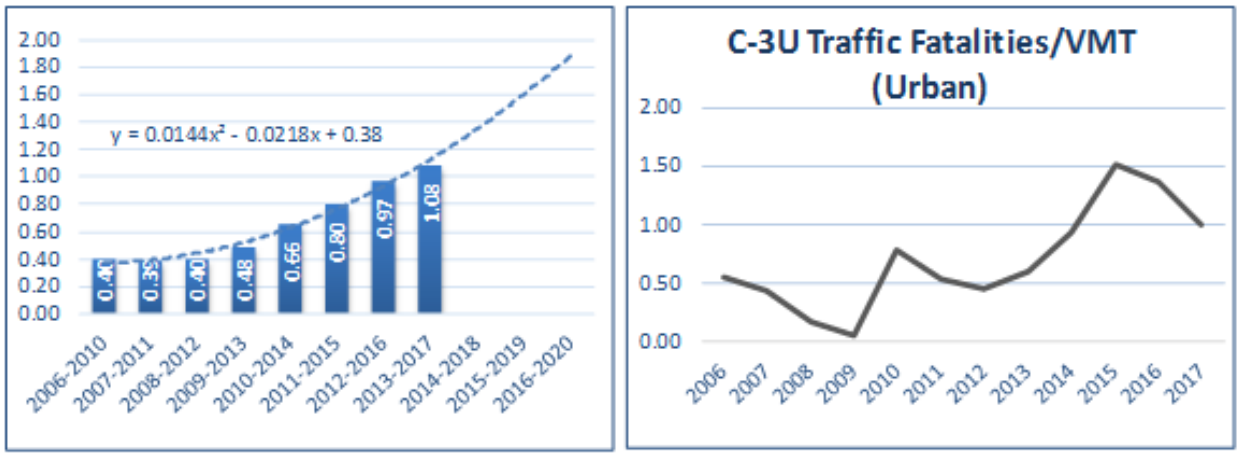
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

3 U South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2005-2016-2020	Percentage	1.07	Annual	2020

Performance Target Justification

To decrease traffic fatalities/VMT (Urban) by 0.9% from the 2013-2017 baseline average of 1.08 to 1.07 by December 31, 2020.

Figure C-3U: South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2006-2017.



Polynomial Projection = $0.0144(11)^2 - 0.0218(11) + 0.38 = 1.88$	2013 = 0.60
	2014 = 0.93
	2015 = 1.51
2012-2016 Average = 0.97	2016 = 1.37
2013-2017 Average = 1.08	2017 = 1.00 (27% decrease from 2016, State Data)
2014-2018 Est. Average = 1.17	2018 = 1.07 (7% increase from 2017, Prelim State Data)

As shown in Figure C-3U (Urban) above, the five year moving average with a polynomial trend analysis projects South Carolina will experience a five year average number of 1.88 traffic fatalities/VMT (Urban) by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,038 traffic fatalities in 2018, an increase of 5.1% from 988 in 2017. Based on available information, OHJSP will set its target to 1.07 annual traffic fatalities/VMT (Urban) by December 31, 2020. The vehicle miles traveled (VMT) in SC had a significant increase in 2016 (5.2%) and 2017 (3.0%) compared with previous years. The VMT is expected to continue to rise in the next few years, but at a slower rate per SCDOT projections. The US Energy Information Administration is projecting a lower average cost of regular gas for 2019 than in 2018 ().

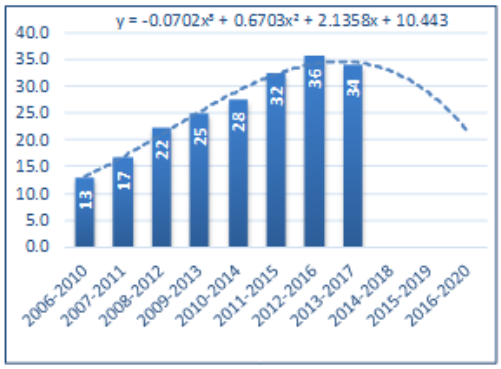
Performance Measure: C-12 South Carolina Moped Fatalities, with Five Year Trend Analysis, 2005-2016

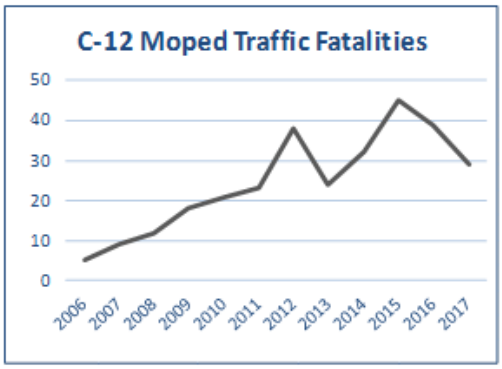
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-12 South Carolina Moped Fatalities, with Five Year Trend Analysis, 2005-2016-2020	Numeric	33	Annual	2020

Performance Target Justification

To decrease moped traffic fatalities by 2.9% from the 2013-2017 baseline average of 34 to 33 by December 31, 2020. Figure C-12: South Carolina Moped Traffic Fatalities, 5 Year Moving Average with Trend Analysis, 2006-2017.





Polynomial Projection =	2013 = 24
$-0.0702(11)^3 + 0.6703(11)^2 + 2.1358(11) + 10.443 = 22$	2014 = 32
	2015 = 45
2012-2016 Average = 36	2016 = 39
2013-2017 Average = 34	2017 = 29 (25.6% decrease from 2016)
2014-2018 Est. Average = 35	2018 = 32 (10.3% increase from 2017, Prelim. State Data)

As shown in Figure C-12 above, the five year moving average with polynomial projection trend analysis projects South Carolina will experience a five year average number of 22 moped traffic fatalities by December 31, 2020. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 32 moped traffic fatalities in 2018, an increase of 10.3% from 2017. The state continues its compelling Vulnerable Roadway Users billboard campaign which it hopes will have a positive impact on the rising negative traffic statistics associated with moped operators. Based on the polynomial trend analysis, OHSJP's continued campaign efforts, and the 2013-2017 baseline five year average, OHSJP will set a goal of 33 moped traffic fatalities by December 31, 2020. On May 19, 2018, the legislature passed several changes to the laws on moped classification as a motor vehicle, licensing, and registration requirements. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped and the moped must be registered with the SC Department of Motor Vehicles (SCDMV). A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a moped license without regard to his/her eligibility for or status of any other driver's license, but this license can be revoked, suspended, or canceled by the license as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH.

Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

Performance Measure: Timeliness

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Timeliness-2020				

Primary performance attribute: Timeliness

Core traffic records data system to be impacted:

Performance Target Justification

Performance Measure: Accuracy

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Accuracy-2020				

Primary performance attribute:

Core traffic records data system to be impacted:

Performance Target Justification

Click or tap here to enter text.

Performance Measure: Completeness

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Completeness-2020				

Primary performance attribute:

Core traffic records data system to be impacted:

Performance Target Justification

Click or tap here to enter text.

Performance Measure: Accessibility

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Accessibility-2020				

Primary performance attribute:

Core traffic records data system to be impacted:

Performance Target Justification

Click or tap here to enter text.

Performance Measure: Uniformity

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Uniformity-2020				

Primary performance attribute:

Core traffic records data system to be impacted:

Performance Target Justification

Click or tap here to enter text.

Performance Measure: Data Integration

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Data Integration-2020				

Primary performance attribute:

Core traffic records data system to be impacted:

Performance Target Justification

Click or tap here to enter text.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

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

Seat belt citations: 117,972

Fiscal Year A-1: 2018

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

Impaired driving arrests: 18,007

Fiscal Year A-2: 2018

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

Speeding citations: 392,521

Fiscal Year A-3: 2018

Program areas

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

Community Traffic Safety Program

Projected Statistics Based on 2017 Calendar Year (CY) (01/01/17-12/31/17)

Data: Statistics for South Carolina indicate that during 2017, approximately 141,874 traffic collisions were reported; this is a 0.2% increase from 2016, when 141,599 collisions were reported. Collisions in CY 2017 resulted in 988 fatalities and 60,566 injuries, down 2.2% from 2016. The number of traffic deaths in CY 2017 (988) was 3.14% lower than in 2016, when 1,020 persons were fatally injured in South Carolina traffic collisions. In 2017, $4.56 billion dollars in estimated loss was incurred which is a 1.9% decrease from 2016.

Mileage Death Rate:

The state's mileage death rate (MDR), or traffic fatalities per 100 million miles of travel, in 2017 was 1.78, a decrease from 2016 when the MDR was 1.87. According to the most recent data available, the national mileage death rate in 2017 was 1.16. Based on 2017 figures, South Carolina’s MDR of 1.78 was 51% higher than the national mileage death rate of 1.18.

2017 Collision Statistics: Breaking collision statistics down by time in CY 2017 indicated the following:

1 Traffic Collision was reported every 3.7 minutes.

1 Traffic Death was reported every 9.5 hours.

1 Non-fatal Traffic Injury was reported every 13.3 minutes.

1 Property-Damage-Only Collision was reported every 5.2 minutes.

In 2017, South Carolina had 3,829,739 licensed drivers who operated 4,523,372 registered motor vehicles on a roadway system of over 77,000 miles of streets and highways.

DUI Involvement in Collisions:

According to NHTSA’s Fatality Analysis Reporting System (FARS) data, alcohol-impaired fatalities for 2017 totaled 313. The preliminary number of alcohol-impaired fatalities was down from 2016, when the total number was 341. The SC Department of Public Safety's statistics for 2017 indicate approximately 5,537 non-fatal injury collisions and 739 fatal and serious injury collisions involving a driver under the influence of alcohol and/or drugs (DUI). FARS data also stated that there were a total of 1,359 drivers involved in fatal collisions in South Carolina during 2017. Of the 1,359 drivers, 547 (or 40%) had a known blood alcohol concentration (BAC) reported to NHTSA. The 313 alcohol-impaired driving fatalities accounted for 32% of the total fatalities in 2017.

Speed Involvement in Collisions:

According to the SC Department of Public Safety's data for 2017, of the approximately 60,566 total traffic-related injuries reported in 2017, 20,273, or 33.5%, occurred in speeding-related

collisions. Injuries in speeding-related traffic crashes decreased from 20,954 in 2016 to 20,273 in 2017, a decrease of 3.2%. The percentage of traffic-related injuries that involved speeding decreased slightly from 33.8% in 2016 to 33.5% in 2017.

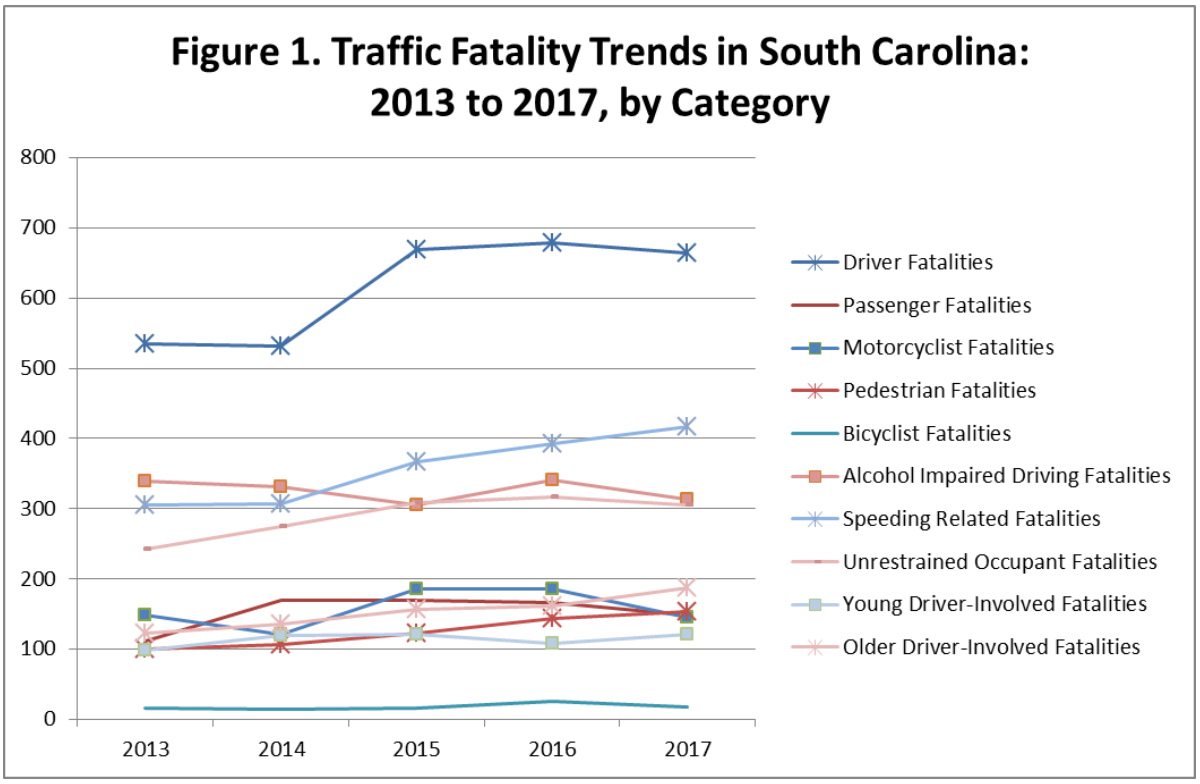
Serious injuries in speeding-related traffic crashes decreased from 2016 to 2017 with 1,088 such injuries occurring in 2016 and 1,024 in 2017, a decrease of 5.9%. However, state data shows that South Carolina's overall speeding-related fatalities increased by 5.9%, from 393 fatalities in 2016 to 416 fatalities in 2017.

Five-Year Collision Data: In order to examine traffic collision trends over time, the Office of Highway Safety and Justice Programs' staff reviewed collision data for the period 2013-2017. During this five-year period, the state's MDR of 1.56 in 2013 (a historic low) increased annually, until 2015 (1.89), before beginning to drop again by 2017 (1.78).

Collision statistics for the period are presented in the chart below:

SOUTH CAROLINA TRAFFIC COLLISON QUICK FACTS 2017

Collision Statistics	2013	2014	2015	2016	2017	% Change 2013 - 2017	% Change 2016 - 2017
Fatal Collisions	719	756	911	941	925	28.7%	-1.7%
Injury Collisions	32,854	34,062	37,861	40,187	39,466	20.1%	-1.8%
Property Damage Only Collisions	79,687	84,355	95,189	100,471	101,483	27.4%	1.0%
Total Collisions	113,260	119,173	133,961	141,599	141,874	25.3%	0.2%
Fatalities	767	823	979	1,020	989	28.9%	-3.0%
Non-fatal Injuries	50,938	53,029	58,604	61,899	60,566	18.9%	-2.2%



Location of Highest Numbers of Property-Damage-Only Crashes: During the five-year period from 2013-2017, the five counties with the highest number of property-damage-only collisions were Greenville, Charleston, Richland, Horry, and Spartanburg.

Location of Highest Numbers of Injury Crashes: The locations of the largest numbers of injury collisions during the five-year period 2013-2017 were Charleston, Greenville, Richland, Horry, and Spartanburg Counties.

Location of Highest Numbers of Fatal Crashes: The locations of the largest numbers of fatal crashes during the five-year period 2013-2017 were Greenville, Horry, Charleston, Richland, and Spartanburg Counties.

Driver Groups Involved in Crashes: During the five-year period, the age groups with the highest number of drivers involved in crashes (presented in order) included drivers ages 20-24, 25-29, and 15-19. Drivers under the age of 30 continued to be over-represented in traffic crashes based on the size of the category of licensed drivers in this group. Males continued to be involved in a higher percentage and number of crashes than female drivers.

An Analysis by the Office of Highway Safety and Justice Programs: Based on traffic data over the 2013-2017 period, the charts below show counties in the state of South Carolina which lead the state in statistical categories regarding fatal and severe injury collisions (number of fatal and severe injury, number DUI-related, and percentage DUI-related, number speed-related, and percentage speed-related).

Figure S-4. All SC Fatal and Severe Injury Collisions by County, State Data 2013-2017						
County	2013	2014	2015	2016	2017	Total
Horry	307	330	299	269	278	1,483
Charleston	314	308	281	272	280	1,455
Greenville	309	277	252	300	292	1,430
Richland	205	180	198	214	168	965
Spartanburg	185	178	202	201	175	941
Anderson	149	139	161	192	174	815
Lexington	142	137	151	142	165	737
Berkeley	187	153	148	102	109	699
York	124	127	125	143	128	647
Beaufort	67	95	107	102	105	476
Aiken	82	91	96	88	108	465
Florence	93	78	86	91	79	427
Orangeburg	97	75	79	96	76	423
Dorchester	78	70	85	75	68	376
Lancaster	56	83	86	85	65	375
Pickens	68	69	67	61	69	334
Laurens	63	58	67	66	65	319
Sumter	63	58	60	68	59	308
Georgetown	71	46	63	43	67	290
Colleton	57	44	56	66	50	273
Darlington	52	59	52	64	38	265
Cherokee	39	56	51	48	59	253
Greenwood	47	40	62	47	46	242
Oconee	27	48	53	51	55	234
Jasper	46	46	43	60	31	226
Kershaw	50	28	33	56	49	216
Williamsburg	41	42	38	38	41	200
Chesterfield	36	35	44	38	44	197
Chester	30	33	39	39	40	181
Newberry	36	26	34	35	32	163
Clarendon	24	21	32	33	36	146
Fairfield	22	26	22	29	28	127
Dillon	16	27	24	21	27	115
Barnwell	18	32	26	15	16	107
Marion	22	27	23	13	20	105
Hampton	24	20	23	17	16	100
Abbeville	26	13	17	17	24	97
Marlboro	15	26	20	21	15	97
Union	17	18	23	21	16	95
Calhoun	19	18	15	13	17	82
Saluda	15	13	15	13	18	74
Edgefield	14	8	17	20	14	73
Bamberg	20	11	13	16	11	71

Table S-5. All Fatal and Severe Injury Alcohol and\or Drug Collisions, State Data 2013-2017							
County	2013	2014	2015	2016	2017	2013-2017	% DUI 2013-2017
Greenville	89	81	70	88	71	399	27.90%
Horry	60	59	55	40	52	266	17.94%
Lexington	37	42	44	52	49	224	30.39%
Richland	59	46	41	47	31	224	23.21%
Anderson	50	35	42	36	54	217	26.63%
Spartanburg	41	40	48	50	28	207	22.00%
Charleston	33	39	24	31	46	173	11.89%
Berkeley	46	35	28	27	29	165	23.61%
York	31	25	28	29	26	139	21.48%
Aiken	22	26	24	27	20	119	25.59%
Laurens	24	24	22	17	20	107	33.54%
Florence	24	28	14	19	20	105	24.59%
Orangeburg	31	19	21	18	15	104	24.59%
Beaufort	16	19	18	17	24	94	19.75%
Lancaster	15	18	18	20	16	87	23.20%
Dorchester	17	14	19	16	19	85	22.61%
Pickens	19	21	12	14	13	79	23.65%
Sumter	17	17	10	16	13	73	23.70%
Darlington	13	13	17	17	12	72	27.17%
Kershaw	20	6	8	17	16	67	31.02%
Cherokee	6	14	15	15	16	66	26.09%
Oconee	8	14	16	8	17	63	26.92%
Georgetown	15	17	13	5	10	60	20.69%
Greenwood	10	14	16	9	11	60	24.79%
Colleton	9	6	19	11	12	57	20.88%
Chesterfield	13	5	13	12	10	53	26.90%
Williamsburg	14	6	12	6	7	45	22.50%
Newberry	11	10	9	10	4	44	26.99%
Chester	7	8	7	10	10	42	23.20%
Clarendon	6	5	10	9	9	39	26.71%
Jasper	8	5	9	12	5	39	17.26%
Abbeville	10	4	5	4	13	36	37.11%
Fairfield	5	9	3	7	5	29	22.83%
Lee	5	6	7	5	4	27	38.57%
Saluda	8	3	2	5	4	22	29.73%
Union	2	4	6	6	4	22	23.16%
Barnwell	3	4	7	4	3	21	19.63%
Dillon	5	6	2	2	6	21	18.26%
Marion	5	4	3	2	4	18	17.14%
Edgefield	1	4	4	5	3	17	23.29%
Calhoun	5	5	0	2	2	14	17.07%
Bamberg	2	4	2	3	1	12	16.90%
Hampton	1	5	3	1	2	12	12.00%
McCormick	1	4	2	2	1	10	28.57%
Marlboro	3	2	3	2	0	10	10.31%
Allendale	2	0	1	1	2	6	12.50%
Total	**829**	**775**	**752**	**756**	**739**	**3,851**	**22.85%**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	1,011

Table S-19 Speed\Too Fast for Conditions Fatal and Severe Injury Collisions, State Data 2013-2017							
County	2013	2014	2015	2016	2017	2013-2017	% Speed 2013-2017
Horry	88	90	86	71	91	426	28.73%
Greenville	88	81	64	78	83	394	27.55%
Charleston	82	82	80	71	76	391	26.87%
Richland	69	67	62	86	61	345	35.75%
Spartanburg	55	72	77	67	67	338	35.92%
Lexington	63	56	59	46	55	279	37.86%
Anderson	58	49	52	67	49	275	33.74%
Berkeley	68	47	55	44	40	254	36.34%
York	47	35	42	53	44	221	34.16%
Aiken	29	38	45	42	46	200	43.01%
Laurens	37	26	37	44	34	178	55.80%
Orangeburg	32	31	31	37	38	169	39.95%
Beaufort	16	37	33	34	38	158	33.19%
Florence	28	19	29	36	25	137	32.08%
Darlington	27	30	26	34	17	134	50.57%
Dorchester	23	29	30	24	23	129	34.31%
Pickens	28	22	22	26	25	123	36.83%
Lancaster	17	27	28	24	18	114	30.40%
Sumter	24	21	13	26	24	108	35.06%
Jasper	22	20	17	29	17	105	46.46%
Georgetown	23	19	19	17	27	105	36.21%
Greenwood	28	15	24	20	15	102	42.15%
Cherokee	18	26	17	20	17	98	38.74%
Newberry	21	14	18	19	21	93	57.06%
Colleton	17	16	16	20	19	88	32.23%
Oconee	11	18	21	13	24	87	37.18%
Chesterfield	11	16	20	13	23	83	42.13%
Chester	13	16	19	17	17	82	45.30%
Kershaw	14	8	13	20	23	78	36.11%
Williamsburg	16	16	13	15	16	76	38.00%
Clarendon	10	10	14	19	21	74	50.68%
Fairfield	14	7	11	19	10	61	48.03%
Marlboro	9	15	13	10	9	56	57.73%
Dillon	2	13	13	12	16	56	48.70%
Union	9	8	11	13	9	50	52.63%
Abbeville	16	6	5	10	12	49	50.52%
Marion	6	7	16	6	8	43	40.95%
Barnwell	4	17	10	4	7	42	39.25%
Hampton	12	5	9	6	5	37	37.00%
Calhoun	9	7	5	6	8	35	42.68%
Edgefield	7	3	5	10	7	32	43.84%
Saluda	5	3	8	7	9	32	43.24%
Lee	4	1	5	7	9	26	37.14%
Bamberg	7	4	7	5	2	25	35.21%
Allendale	6	4	3	3	4	20	41.67%
McCormick	2	2	3	4	1	12	34.29%
Total	**1,195**	**1,155**	**1,206**	**1,254**	**1,210**	**6,020**	**35.71%**

2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	2,781
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.819

2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	289
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	Annual	325
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	356
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	Annual	145
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	Annual	112.00
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	Annual	112
2020	C-10) Number of pedestrian fatalities (FARS)	2020	Annual	125
2020	C-11) Number of bicyclists fatalities (FARS)	2020	Annual	17
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	.92
2020	C-12 South Carolina Moped Fatalities, with Five Year Trend Analysis, 2005-2016	2020	Annual	33

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication and Outreach

Countermeasure Strategy: Communication and Outreach

Program Area: Community Traffic Safety Program

Project Safety Impacts

Communication and Outreach will be used throughout FFY 2020 to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in impaired driving and/or speeding. By increasing knowledge and awareness of the dangers associated with these risky driving behaviors, it is possible to reduce the number of individuals choosing to engaging in the behaviors of driving while impaired and/or speeding. Reductions in the prevalence of impaired driving and/or speeding and the resulting related collisions, severe-injuries, and fatalities will have a significant and positive impact on traffic safety in the state of South Carolina.

Linkage Between Program Area

South Carolina is committed to its focus on the dissemination of traffic safety information to the general public and the law enforcement community. Marketing campaigns and sharing information at public events are key strategies to help meet performance measures and goals related to the issue of impaired driving within the state. The OHSJP, through the Public Information Outreach and Training section (PIOT), will continue to use a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns. However, the OHSJP, with the help of the agency's Communications Office and SC Highway Patrol Community Relations Officers, will oversee earned media efforts, such as issuing news releases, conducting press events, and coordinating media interviews.

The marketing firm will continue to assist with campaigns, including Sober or Slammer!

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL PEM	Communication and Outreach
M9MA	Motorcyclist Awareness Campaign
MC	Motorcyclist Awareness Campaign
OP PEM	Communication and Outreach
PIOT S	Non-motorized Communication Campaign
PIOT-SA	PIOT Communication Strategies

Planned Activity: Communication and Outreach

Planned activity number: AL PEM

Primary Countermeasure Strategy ID: Communication and Outreach (ID)

Planned Activity Description

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Communication and Outreach (ID)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d High Paid/Earned Media (FAST)	$1,100,000.00	$275,000.00	

Planned Activity: Motorcyclist Awareness Campaign

Planned activity number: M9MA

Primary Countermeasure Strategy ID: Motorcyclist Awareness Campaign

Planned Activity Description

*Regarding the counties or political subdivisions, Motorcycle Rider Safety Courses will be offered in counties accounting for the majority (57.18%) of the state's registered motorcycles; Aiken, Anderson, Beaufort, Charleston, Florence, Greenville, Greenwood, Horry, Richland, Spartanburg and York counties.

**Regarding the counties or political subdivisions in which the highest number of motorcycle collisions involving another motor vehicle, the information was gathered from 2017, which is the state's most recent final crash data.

Motorcycle Safety Public Information and Education Campaign

A successful motorcycle safety public information and education campaign, which began in FFY 2007, has been maintained and will continue during FFY 2020 in Horry County during the month of May 2020 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest). Messaging will focus on awareness of motorcyclists on the part of motor vehicle drivers.

Statewide Motorcycle Safety Awareness Program

The state of South Carolina in FFY 2020 will again launch a statewide motorcycle safety awareness program modeled after campaign efforts in 2019. The primary feature of the campaign will involve “Share the Road” messaging to increase motorist awareness of the presence of motorcyclists on the roadways and sharing the road appropriately with these vehicles. The campaign will utilize radio public service announcements, outdoor advertising, social media, SCDOT message signs, and displays placed at motorcycle rallies and events. The outreach efforts will be conducted during the Myrtle Beach Bike Week and Atlantic Beach Bike Fest motorcycle rallies in May 2020. The campaign, though statewide, will focus on counties that sustained the

highest number of motorcyclist fatalities during CY 2019 and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred.

The FFY 2020 Motorcycle Safety Campaign (part of Vulnerable Roadway Users campaign) will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the highways. The VRU campaign concept, developed by the agency contractor in 2019, will be used to alert motorists of the presence of motorcyclists and urge everyone to “share the road”. The message will target both motorists and motorcyclists. Individual billboards focusing exclusively on motorcyclists will be used, predominantly in priority counties during the statewide campaign event. Though statewide, the campaign will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the preceding year. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred: Horry, Charleston, Greenville, Richland, Lexington, Spartanburg, and Anderson.

The contractor will also produce a radio spot with a “Share the Road” message to air at strategic points during the six-month safety campaign. All billboard and radio advertising will incorporate the SCDPS “Target Zero Traffic Fatalities” umbrella theme.

Motorcycle Safety Task Force

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

Use of Variable Message Signs through SCDOT

In partnership with the SCDOT, the OHSJP will again secure the use of variable message signs around the state in designated time periods during the motorcycle safety campaign effort. These message signs will be utilized in May, July, and September 2020. The message to be shown on the message boards is, “Stay Alert. Look for Motorcycles.” This has proven extremely valuable to the campaign effort, as hundreds of thousands of motorists will be exposed to campaign messaging while they are in the act of driving and/or riding

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Motorcyclist Awareness Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$44,165.73	$11,041.43	
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$35,834.27	$8,958.57	

Planned Activity: Motorcyclist Awareness Campaign

Planned activity number: MC

Primary Countermeasure Strategy ID: Motorcyclist Awareness Campaign

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Motorcyclist Awareness Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$50,000.00	$12,500.00	$0.00

Planned Activity: Communication and Outreach

Planned activity number: OP PEM

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405b OP High	405b High HVE (FAST)	$414,000.00	$103,500.00	
2019	FAST Act 405b OP High	405b High OP Information System (FAST)	$86,000.00	$21,500.00	

Planned Activity: Non-motorized Communication Campaign

Planned activity number: PIOT S

Primary Countermeasure Strategy ID: VRU Communication Campaign

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Highway Safety Office Program Management
VRU Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$40,000.00	$10,000.00	$0.00

Planned Activity: PIOT Communication Strategies

Planned activity number: PIOT-SA

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Communication and Outreach (ID)
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	$654,858.00	$163,714.50	$0.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	Annual	325

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication and Outreach (ID)
Court Monitoring
High Visibility DUI Enforcement
Highway Safety Office Program Management
Law Enforcement Training
Prosecution

Countermeasure Strategy: Communication and Outreach (ID)

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Communication and Outreach will be used throughout FFY 2020 to promote campaign messages, enforcement activities, and to increase the general public's awareness of the dangers involved in impaired driving and/or speeding. By increasing knowledge and awareness of the dangers associated with these risky driving behaviors, it is possible to reduce the number of individuals choosing to engaging in the behaviors of driving while impaired and/or speeding. Reductions in the prevalence of impaired driving and/or speeding and the resulting related collisions, severe-injuries, and fatalities will have a significant and positive impact on traffic safety in the state of South Carolina.

Linkage Between Program Area

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

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL PEM	Communication and Outreach
M1*ALM4HVE	Impaired Driving Countermeasures Program Management
PIOT-SA	PIOT Communication Strategies

Planned Activity: Communication and Outreach

Planned activity number: AL PEM

Primary Countermeasure Strategy ID: Communication and Outreach (ID)

Planned Activity Description

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Communication and Outreach (ID)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d High Paid/Earned Media (FAST)	$1,100,000.00	$275,000.00	

Planned Activity: Impaired Driving Countermeasures Program Management

Planned activity number: M1*ALM4HVE

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

The project will maintain the employment of an Impaired Driving Countermeasures Program Coordinator (IDCPC); a percentage of an Administrative Assistant position; a percentage of an Administrative Coordinator; a percentage of three Senior Accountant positions; a percentage of one Program Coordinator II position; and a percentage of one Administrative Manager position to administer impaired-driving highway safety grants during the course of the grant year. The IDCPC will assist the Public Affairs Manager (PAM) of the OHSJP to develop and implement a statewide public information and education campaign for the FFY 2020 grant period. The IDCPC will also be responsible for the ongoing administration of impaired driving projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring, as well as responding to requests for grant revisions.

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

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach (ID)
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Alcohol (FAST)	$200,000.00	$50,000.00	
2019	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	$185,524.00	$46,381.00	

Planned Activity: PIOT Communication Strategies

Planned activity number: PIOT-SA

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy

Communication and Outreach
Communication and Outreach (ID)
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	$654,858.00	$163,714.50	$0.00

Countermeasure Strategy: Court Monitoring

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

Though South Carolina has experienced significant reductions in alcohol-impaired driving traffic fatalities in recent years, the most recent FARS data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 313 people died on South Carolina roadways in 2017 as a result of an alcohol-impaired driving collision. The state is also challenged with a DUI law in need of strengthening, as it currently does not function in the state at the deterrence level required to prevent impaired driving or reduce impaired driving recidivism. Additionally, law enforcement officers, who are not trained attorneys, are required to prosecute their own DUI cases. This practice removes law enforcement officers from roadway responsibilities in actively conducting traffic enforcement and has caused a great number of DUI cases to be dismissed or pled to lesser charges. Court monitoring programs in priority counties for fatal and severe-injury alcohol and drug-related collisions will work to ensure accountability of the judicial process, and essentially increase the DUI conviction rate. A higher DUI conviction rate will serve as a deterrent to prevent impaired driving and reduce impaired driving recidivism.

Rationale

Court monitoring has been proven as an effective strategy for reducing recidivism and increasing conviction rates.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M4X	Court Monitoring

Planned Activity: Court Monitoring

Planned activity number: M4X

Primary Countermeasure Strategy ID: Court Monitoring

Planned Activity Description

Mothers Against Drunk Driving (MADD) SC's Court Monitoring Program provides data on how many cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. MADD SC will continue its court monitoring program utilizing volunteers to record data on DUI court cases to gather relevant statistics, so that areas of improvement within the court system and laws can be identified. During FFY 2020, the OHSJP will utilize grant funding for the continuation of MADD's Coastal Court Monitoring program, which will be entering its third year of operation. This program serves the priority counties of Horry, Berkeley and Charleston. The OHSJP will also utilize grant funding for the continuation of MADD's Midlands/Upstate Court Monitoring Program, which serves the priority counties of Greenville, Richland, Lexington and Spartanburg.

Intended Subrecipients

Mothers Against Drunk Driving (MADD)

Countermeasure strategies

Countermeasure Strategy
Court Monitoring

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving High	405d Impaired Driving High (FAST)	$165,216.00	$41,304.00	

Countermeasure Strategy: High Visibility DUI Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
164 AL	DUI Enforcement Team 164
M4HVE	DUI Enforcement Teams
PTS-EU	PTS Enforcement Units

Planned Activity: DUI Enforcement Team 164

Planned activity number: 164 AL

Primary Countermeasure Strategy ID: High Visibility DUI Enforcement

Planned Activity Description

The State will continue to implement a statewide Law Enforcement DUI Challenge (Sober or Slammer! campaign comparable to the national Drive Sober or Get Pulled Over., campaign). The Sober or Slammer campaigns will take place twice during the grant year in conjunction with the national Drive Sober or Get Pulled Over, campaign.

The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2020. The DUI enforcement campaign will focus predominantly on the SC Highway Patrol (SCHP) for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. The SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. The SCHP, during FFY 2020, will conduct special DUI enforcement emphases once a month on weekends from December 2019 to September 2020. The enforcement efforts will be supported by monthly media components. The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts.

Educational efforts will again utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty priority counties, (Greenville, Horry, Lexington, Richland, Anderson, Spartanburg, Charleston, Berkeley, York, Aiken, Laurens, Florence, Orangeburg, Beaufort, Lancaster, Dorchester, Pickens, Sumter, Darlington and Kershaw) which represent approximately 82.5% of the state’s population (based on the Census population estimate for July 1, 2018) and 78.04% of the state’s alcohol-impaired driving fatalities and severe injuries over the five-year period 2013 to 2017 and are designated within the state’s Highway Safety Plan and the Impaired Driving Countermeasures Plan.

A high-visibility statewide enforcement and education campaign Buckle up, SC. It’s the law and it’s enforced., is conducted each year around the Memorial Day holiday modeled after the national Click it or Ticket mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state’s minority populations. In FFY 2020, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours.

The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is apparent that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI, as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

For FFY 2020, the state will contract with one [1] host agency to provide 2,080-2,496 hours of activity in the City of Charleston. The project will focus exclusively on DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 2,080-2,496 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which FARS data demonstrates to be those during which the most DUI-related fatal crashes occur in the state (approximately 1,330, or 88.67%, of the 1,502 DUI-related fatal crashes during the years of 2013-2017). Activity and enforcement efforts will be focused on the roadways that have the highest number of DUI- related crashes within the City of Charleston Police Department's jurisdiction.

During the FFY 2020 grant cycle, the DUI enforcement project activity will include the following: participation in at least 12 public safety checkpoints; conducting a minimum of six educational presentations on the dangers of DUI; and issuing at least 12 press releases to the local media detailing the activities of the grant projects. Additionally, the host agency is expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Intended Subrecipients

Agency	County	Project Title
City of Charleston Police Department	Charleston	FFY2020 Highway Safety Grant: DUI Enforcement

Countermeasure strategies

Countermeasure Strategy
High Visibility DUI Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	164 Transfer Funds-AL	164 Alcohol	$145,406.00	$36,351.50	$145,406.00

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
In-car camera	1	$6,407.00	$6,407.00	$6,407.00	$6,407.00
Lidar	1	$5,495.00	$5,495.00	$5,495.00	$5,495.00
Mobile Radio	1	$5,596.00	$5,596.00	$5,596.00	$5,596.00
Police Vehicle	1	$34,000.00	$34,000.00	$34,000.00	$34,000.00
Portable Radio	1	$5,732.00	$5,732.00	$5,732.00	$5,732.00

Planned Activity: DUI Enforcement Teams

Planned activity number: M4HVE

Primary Countermeasure Strategy ID: High Visibility DUI Enforcement

Planned Activity Description

The State will continue to implement a statewide Law Enforcement DUI Challenge (Sober or Slammer! campaign comparable to the national Drive Sober or Get Pulled Over., campaign). The Sober or Slammer campaigns will take place twice during the grant year in conjunction with the national Drive Sober or Get Pulled Over, campaign.

The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2020. The DUI enforcement campaign will focus predominantly on the SC Highway Patrol (SCHP) for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. The SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. The SCHP, during FFY 2020, will conduct special DUI enforcement emphases once a month on weekends from December 2019 to September 2020. The enforcement efforts will be supported by monthly media components. The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts.

Educational efforts will again utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty priority counties, (Greenville, Horry, Lexington, Richland, Anderson, Spartanburg, Charleston, Berkeley, York, Aiken, Laurens, Florence, Orangeburg, Beaufort, Lancaster, Dorchester, Pickens, Sumter, Darlington and Kershaw) which represent approximately 82.5% of the state's population (based on the Census population estimate for July 1, 2018) and 78.04% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2013 to 2017 and are designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.

A high-visibility statewide enforcement and education campaign Buckle up, SC. It's the law and it's enforced., is conducted each year around the Memorial Day holiday modeled after the national Click it or Ticket

mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. In FFY 2020, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is apparent that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI, as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

For FFY 2020, the SC Public Safety Coordinating Council has approved thirty-four (34) traffic enforcement projects, the majority of which will be implemented, based on the availability of federal funding, in priority counties in the state. Of the 34 enforcement projects, twelve (12) are DUI enforcement projects. The state will contract with the 11 host agencies to provide 27,040-32,448 hours of activity during FFY 2020 in the counties of Darlington (1 project), Charleston (1 project), Berkeley (2 projects), Lexington (2 projects), Spartanburg (1 project), Dorchester (1 project), Florence (1 project), Lancaster (1 project), and Beaufort (1 project). Three of these 11 projects will be implemented in county sheriffs' offices. The 11 projects referenced above are all third-year projects. The projects will focus exclusively on DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 27,040-32,448 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which FARS data demonstrates to be those during which the most DUI-related fatal crashes occur in the state (approximately 1,330, or 88.67%, of the 1,502 DUI-related fatal crashes during the years of 2013-2017). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI- related crashes within their respective jurisdictions.

During the FFY 2020 grant cycle, DUI enforcement project activity will include the following: participation in at least 12 public safety checkpoints; conducting a minimum of six educational presentations on the dangers of DUI; and issuing at least 12 press releases to the local media detailing the activities of the grant projects. Additionally, DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Additionally, of the 34 approved enforcement projects, twenty-two (22) are Police Traffic Services projects, which will fund a total of 68,640-82,368 hours of general traffic and speed enforcement activity in municipalities located in priority counties. These projects will also encompass DUI enforcement efforts as each project requires the grant-funded officers (Section 402-funded) to engage in aggressive DUI enforcement activity.

Intended Subrecipients

DUI Enforcement Projects:

Agency	County	Project Title
City of North Charleston Police Department	Charleston	North Charleston DUI Team
Florence County Sheriff's Office	Florence	Traffic Safety Unit DUI Enforcement
Berkeley County Sheriff's Office	Berkeley	Building DUI Capacity
City of Spartanburg Police Department	Spartanburg	City of Spartanburg Reduction in Impaired Driving
Lancaster County Sheriff's Office	Lancaster	Impaired Driving Enforcement
Town of Summerville Police Department	Berkeley Charleston	Summerville DUI Countermeasures and Educations for Young People Education
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures
City of Cayce Police Department	Lexington Richland	City of Cayce DUI Enforcement Unit
Bluffton Police Department	Beaufort	Bluffton Police Department DUI Enforcement
City of Hartsville Police Department	Darlington	Hartsville Impaired Driving Countermeasures: Enforcement
Town of Irmo	Lexington	Town of Irmo DUI Enforcement Unit
City of Charleston Police Department	Charleston	FFY 2020 Highway Safety Grant: DUI Enforcement

Countermeasure strategies

Countermeasure Strategy
High Visibility DUI Enforcement
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	$1,039,831.00	$259,957.75	

Planned Activity: PTS Enforcement Units

Planned activity number: PTS-EU

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

Planned Activity Description

PTS enforcement units will be developed and implemented in those areas where analysis of traffic collision and citation data indicates a major traffic safety problem. The PTS projects funded are located in counties identified as having a significant problem with speed-related traffic collisions, serious injuries, and fatalities. This includes county sheriffs' offices and municipal law enforcement agency projects identified by the supporting data. The projects will fund law enforcement officer personnel, travel, equipment, and other allowable items.

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

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

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

Intended Subrecipients

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,620,003.50	$405,000.88	$1,620,003.50

Major purchases and dispositions

Agency	Title	County
City of Columbia	FY2020 PTS Speed Enforcement/Enhancement of Traffic Division (Year 3)	Richland
Charleston County Sheriff's Office	Charleston County Traffic Services/Speed Enforcement	Charleston
Dorchester County Sheriff's Office	Traffic Division Enhancement	Dorchester
Town of Summerville	Summerville Traffic Enforcement Unit Enhancement	Berkeley Charleston
Kershaw County Sheriff's Office	Traffic Services Enforcement/Education	Kershaw
Aiken Department of Public Safety	Aiken Public Safety Police Traffic Services Grant	Aiken
Fort Mill Police Department	Fort Mill Police Department Safety Unit	York
City of Cayce	City of Cayce Traffic Enforcement Unit	Lexington/ Richland
Town of Moncks Corner Police Department	Traffic Enforcement	Berkeley
City of Goose Creek	Traffic Enforcement Officer	Berkeley
City of Anderson Police Department	Traffic Enforcement Unit	Anderson
North Augusta Department of Public Safety	North Augusta Traffic Safety Unit	Aiken
York County Sheriff's Office	Creation of Traffic Safety and Enforcement Unit	York
City of Charleston	FFY2020 Highway Safety Grant Speed Enforcement	Charleston
Berkeley County Sheriff's Office	Berkeley County Traffic Unit	Berkeley
Mount Pleasant Police Department	Mount Pleasant Traffic Enforcement Unit	Charleston
Lexington Police Department	Town of Lexington Police Traffic Services Enhancement	Lexington
Simpsonville Police Department	Simpsonville Police Department Traffic Safety Unit	Greenville
Lancaster Police Department	Lancaster Traffic Enforcement	Lancaster
Georgetown County	Georgetown County Sheriff's Office Traffic Unit	Georgetown
Darlington County Sheriff's Office	Darlington County Traffic Enforcement	Darlington
Oconee County	Oconee County Sheriff's Office Traffic Safety/Speed Enforcement Unit	Oconee

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
In-Car Camera	2	$5,500.00	$11,000.00	$5,500.00	$11,000.00
In-Car Camera	1	$6,407.00	$6,407.00	$6,407.00	$6,407.00
In-Car Camera	2	$6,665.00	$13,330.00	$6,665.00	$13,330.00
In-Car Camera	1	$6,895.00	$6,895.00	$6,895.00	$6,895.00
In-Car Camera	1	$7,000.00	$7,000.00	$7,000.00	$7,000.00
In-Car Camera	1	$5,207.00	$5,207.00	$5,207.00	$5,207.00
In-Car Camera	1	$5,000.00	$5,000.00	$5,000.00	$5,000.00
In-Car Camera	1	$6,500.00	$6,500.00	$6,500.00	$6,500.00
In-Car Camera	1	$6,334.00	$6,334.00	$6,334.00	$6,334.00
Lidar	1	$5,495.00	$5,495.00	$5,495.00	$5,495.00
Mobile Radio	1	$5,596.00	$5,596.00	$5,596.00	$5,596.00
Mobile Radio	1	$8,500.00	$8,500.00	$8,500.00	$8,500.00

Mobile Radios	2	$6,000.00	$12,000.00	$6,000.00	$12,000.00
Mobile Radios	2	$5,000.00	$10,000.00	$5,000.00	$10,000.00
Police Vehicle	2	$35,000.00	$70,000.00	$35,000.00	$70,000.00
Police Vehicle	1	$34,000.00	$34,000.00	$34,000.00	$34,000.00
Police Vehicle	1	$54,636.00	$54,636.00	$54,636.00	$54,636.00
Police Vehicle	1	$33,000.00	$33,000.00	$33,000.00	$33,000.00
Police Vehicle	1	$33,734.00	$33,734.00	$33,734.00	$33,734.00
Police Vehicle	1	$28,685.00	$28,685.00	$28,685.00	$28,685.00
Police Vehicle	1	$38,000.00	$38,000.00	$38,000.00	$38,000.00
Police Vehicle	1	$34,558.00	$34,558.00	$34,558.00	$34,558.00
Police Vehicles	2	$35,088.00	$70,176.00	$35,088.00	$70,176.00
Police Vehicles	2	$36,000.00	$72,000.00	$36,000.00	$72,000.00
Portable Radio	2	$6,000.00	$12,000.00	$6,000.00	$12,000.00
Portable Radio	1	$5,732.00	$5,732.00	$5,732.00	$5,732.00
Portable Radio	1	$8,750.00	$8,750.00	$8,750.00	$8,750.00
Portable Radios	2	$5,000.00	$10,000.00	$5,000.00	$10,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

Highway Safety Program Management is essential within the State Highway Safety Office, and each individual

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1*ALM4HVE	Impaired Driving Countermeasures Program Management
OP-INT	OHSJP Occupant Protection Program Management
PA	Highway Safety Program Administration
PIOT S	Non-motorized Communication Campaign
PIOT-SA	PIOT Communication Strategies
PTS-INT	OHSJP Police Traffic Services Program Management
PTS-LEC	Law Enforcement Coordination
TR	OHSJP Traffic Records Management
TR M3DA	OHSJP Traffic Records Improvement

Planned Activity: Impaired Driving Countermeasures Program Management

Planned activity number: M1*ALM4HVE

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

The project will maintain the employment of an Impaired Driving Countermeasures Program Coordinator

(IDCPC); a percentage of an Administrative Assistant position; a percentage of an Administrative Coordinator; a percentage of three Senior Accountant positions; a percentage of one Program Coordinator II position; and a percentage of one Administrative Manager position to administer impaired-driving highway safety grants during the course of the grant year. The IDCPC will assist the Public Affairs Manager (PAM) of the OHSJP to develop and implement a statewide public information and education campaign for the FFY 2020 grant period. The IDCPC will also be responsible for the ongoing administration of impaired driving projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring, as well as responding to requests for grant revisions.

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

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach (ID)
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Alcohol (FAST)	$200,000.00	$50,000.00	
2019	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	$185,524.00	$46,381.00	

Planned Activity: OHSJP Occupant Protection Program Management

Planned activity number: OP-INT

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Efforts to improve occupant protection issues in the State of South Carolina with the resulting improvement in traffic collisions, injuries, and fatalities must have a coordination or administrative component. The project will attempt to increase safety belt and child safety seat usage during the project period through the continued coordination of occupant protection programs statewide. The project will fund an Occupant Protection/Police Traffic Services Program Coordinator (OP/PTSPC) who will be involved in planning and coordinating special public information events during Buckle Up, America! Week in May 2020, and the National Child Passenger Safety Awareness Week in September 2020. The OP/PTSPC will also assist in planning, coordinating, and

implementing, with the assistance of the SCDPS Contractor, the Buckle up, South Carolina. It's the law and it's enforced. public information, education and enforcement campaign during the Memorial Day holiday of 2020. The OP/PTSPC will continue to administer all Section 402 and Section 405b-funded occupant protection programs. The OP/PTSPC will also be responsible for reviewing and monitoring grant projects and providing technical assistance to project personnel. The OP/PTSPC will also prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety Projects, the Funding Guidelines document, the Highway Safety Plan, and the Annual Evaluation Report by the required deadlines. The OP/PTSPC will work with the South Carolina Department of Health and Environmental Control to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OP/PTSPC will implement a comprehensive approach to increase the overall safety belt usage rate statewide. The OP/PTSPC will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses. The OP/PTSPC will oversee the increasing of permanent inspection stations within South Carolina by the end of the grant year.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$129,656.00	$32,414.00	$0.00

Planned Activity: Highway Safety Program Administration

Planned activity number: PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$174,473.00	$174,473.00	$0.00

Planned Activity: Non-motorized Communication Campaign

Planned activity number: PIOT S

Primary Countermeasure Strategy ID: VRU Communication Campaign

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Highway Safety Office Program Management
VRU Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$40,000.00	$10,000.00	$0.00

Planned Activity: PIOT Communication Strategies

Planned activity number: PIOT-SA

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Communication and Outreach (ID)
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	$654,858.00	$163,714.50	$0.00

Planned Activity: OHSJP Police Traffic Services Program Management

Planned activity number: PTS-INT

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$129,835.00	$32,458.75	$0.00

Planned Activity: Law Enforcement Coordination

Planned activity number: PTS-LEC

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

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

enforcement activity, including multi-jurisdictional enforcement activities.

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$489,312.00	$122,328.00	$489,312.00

Planned Activity: OHSJP Traffic Records Management

Planned activity number: TR

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

Planned Activity Description

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	$415,000

Description of Problem: Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.

Solution: SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina's Traffic Records Systems. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Statisticians.

This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.

Section 405c Annual Recurring Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☒ Citation / Adjudication, ☒ Roadway, ☒ Injury Surveillance, ☒ Driver, ☒ Vehicle

Lead Agency: SCDPS **Project Lead:** John Westerhold **Date of Completion:** Ongoing	**Partner Agencies:**
Total Annual Budget: $615,000	**Funding Sources:** 405c (Traffic Records): $315,000 Other Funds: $300,000

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

Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community. Hire new TRCC Coordinator.

Program Information:
The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. The TRCC Coordinator position is currently vacant.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Project Title	TRS Program	Lead Agency	405 c Request
SCCATTS Software Application Enhancement/Upgrade	SCCATTS Priority 1	SCDPS	TBD

Description of Problem: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT).

Solution: Immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT

Section 405c Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☐ Citation / Adjudication, ☐ Roadway, ☒ Injury Surveillance, ☐ Driver, ☐ Vehicle

Lead Agency: SCDPS **Project Lead:** Wilson Matthews **Goal Completion Date:** Sept. 2019	**Partner Agencies:**
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $TBD State funds: $TBD Other Federal Funds: $TBD

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

Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meets security requirements

Project Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updated

.

Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database
Improves uniformity of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Planned Activity: OHSJP Traffic Records Improvement

Planned activity number: TR M3DA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

This project will allow for the continued implementation of the South Carolina Collision and Ticket Tracking System (SCCATTS). It will also allow for continued assistance to the SCDMV in the operations of SCCATTS to the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES) and CMS interfaces. Funding will allow for continued expansion of the SCCATTS e-reporting system and phasing out as much of the manual data entry process as possible. This will be achieved through providing appropriate training for staff, law enforcement officers and court personnel on the use of the state's electronic forms program. Assistance to any agency or court with the e-Citation interfaces will be provided to ultimately achieve 100% electronic submission of all reports (citations, collisions and public contacts) to SCDMV. Continued facilitation of the joint effort between the South Carolina Department of Transportation (SCDOT), the South Carolina Justice Department (SCJD), the SC Department of Public Safety (SCDPS) and SCDMV in the development of the centralized citation database and associated systems.

The TRCC-Executive Committee, whose members include the agency directors from SCDPS, South Carolina Department of Transportation (SCDOT), South Carolina Department of Health and Environmental Control (SCDHEC), SCDMV, and SCJD will continue to utilize the state's Traffic Records Strategic Plan and the development and implementation of a variety of Traffic Records projects, which will improve the overall Traffic Records System in South Carolina.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$591,090.68	$147,772.67	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$575,175.32	$143,793.83	

Countermeasure Strategy: Law Enforcement Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M4TR	Impaired Driving Countermeasures Training for Law Enforcement

Planned Activity: Impaired Driving Countermeasures Training for Law Enforcement

Planned activity number: M4TR

Primary Countermeasure Strategy ID: Law Enforcement Training

Planned Activity Description

In the State of South Carolina, the SC Criminal Justice Academy (SCCJA) is the only authorized law enforcement training facility. The SCCJA provides basic training for all law enforcement, detention, and telecommunications officers. The SCCJA will continue the Impaired Driving Countermeasures Training for Law Enforcement project. Since 2010, the SCCJA has provided at least 32 hours of impaired driving and breath testing-related training to thousands of Basic Law Enforcement Academy students. This training includes the 24-hour NHTSA/IACP DUI Detection and Standardized Field Sobriety Testing (SFST) Practitioner Course and the 8-hour DataMaster DMT Operator Course. Basic Law Enforcement students are required to certify in both

of these disciplines in order to continue on in training and ultimately graduate from the Academy as a Class 1 Officer. The NHTSA/IACP DUI Detection and SFST Instructor Development Course are also taught solely at the SCCJA. The core course is intended to span 32 hours; however, the SCCJA has added vital training elements to provide a 39-hour course. This course has helped create over 500 currently active adjunct DUI Detection/SFST Instructors throughout the State. The DUI Detection/SFST Practitioner Course is also offered in the field as a stand-alone course, and while the adjunct instructors are certified to instruct the course, the Impaired Driving Countermeasures Training Coordinator (IDCTC) and other SCCJA instructors are often asked to provide instruction and oversight.

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

The South Carolina Drug Evaluation and Classification Program (DECP) has grown significantly since the SCCJA began coordination of the program in 2009. Up to that point, South Carolina had 50 Drug Recognition Experts (DREs). At of the end of FFY 2018, there were approximately 210 trained and certified DREs; however, as of April 2019, the SCCJA was tracking the progress of 128 active DREs. While new DREs are added to the roster each year, the active DRE number changes due to DREs retiring, moving out of law enforcement or out of state, and not recertifying.

Two DRE Preschools and two DRE 7-Day Schools are held each year. The DRE Instructor Development Course is also run concurrently with the DRE Schools. South Carolina currently has 34 DRE Instructors who are integral to properly teaching of the DRE Schools and the successful conducting of the Field Certification and Final Knowledge Examination phases. Since the first SCCJA-led DRE school graduated, South Carolina DREs have conducted 3,646 evaluations, of which 2,538 are enforcement related. The IDCTC works continuously to promote the use of DREs throughout the State and is making efforts to enhance training opportunities for the DREs. The IDCTC also provides a multitude of ARIDE course training opportunities to those trained in and experienced with impaired driving enforcement and investigations. A major goal of the IDCTC is to have all South Carolina Highway Patrol troopers (ranked Corporal and below) trained in Advanced Roadside Impaired Driving Enforcement (ARIDE). The increase in ARIDE training should increase the utilization of the State’s DREs in the field.

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

Intended Subrecipients

The South Carolina Criminal Justice Academy

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving High	405d High Training (FAST)	$212,540.00	$53,135.00	

Countermeasure Strategy: Prosecution

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

The state of South Carolina has historically ranked as one of the top states in the nation for the number of impaired-driving-related fatalities, and the most recent FARS data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 313 people died on South Carolina roadways in 2017 as a result of an alcohol-impaired driving collision. Given the high alcohol-impaired driving fatality rate, it is clear that efforts to reduce the behavior of impaired driving are needed. Stronger DUI laws and greater conviction rates can serve as a deterrent to the behavior, and greater conviction rates can be achieved by placing special DUI prosecutors in each of the state's judicial circuits through the funding of prosecutorial projects. These projects will decrease the amount of time a Law Enforcement Officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals. Allocating funds to prosecutorial projects will facilitate the state's achievement of the outlined Impaired Driving Countermeasures performance targets, which will serve to reduce collisions, severe-injuries, and fatalities in the state.

Rationale

DUI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced

prosecutors or, as is the case in the state of South Carolina, to the arresting officer. Given the results of one survey, which indicated that about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DUI cases (Robertson and Simpson 2002a) , it is clear that prosecutors experienced in prosecuting DUI cases are needed. Prosecutorial projects such as those posed under this countermeasure strategy will place experienced DUI prosecutors in the judicial circuits and municipalities in which they are needed most, and it will also allow for continued funding for a Traffic Safety Resource Prosecutor for the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M4CS	Prosecution

Planned Activity: Prosecution

Planned activity number: M4CS

Primary Countermeasure Strategy ID: Prosecution

Planned Activity Description

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

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

Another important component in the prosecution of impaired drivers is the placement of a DUI prosecutor in each circuit. These assistant solicitors are specially trained to handle and effectively prosecute driving under the influence cases. These positions are funded by the state, with one in each judicial circuit at the level of $73,690 per circuit. The OHSJP does not fund these assistant solicitors; however, the Office did provide funding for a dedicated DUI Prosecutor to prosecute DUI-related cases made by the South Carolina Highway Patrol (SCHP) in Berkeley County from FFY 2015 to FFY 2018.

In FFY 2020, the OHSJP will fund a DUI Prosecutor in the Sixth Circuit Solicitor’s Office, which serves

Chester, Fairfield, and Lancaster counties and a DUI Prosecutor in the Fifth Circuit Solicitor's Office, which serves Richland and Kershaw counties. The DUI Prosecutors will dedicate 100% of his/her time to the prosecution of DUI cases. Special DUI Prosecutors will also be funded in the Berkeley County Sheriff's Office and the city of Goose Creek Police Department. These prosecutorial projects will decrease the amount of time a Law Enforcement Officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals.

The planned prosecution activities for FFY 2020 will provide assistance to a variety of professionals from law enforcement to the judiciary. These projects will provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. The training programs will provide knowledge and training on the DUI law and proper roadside procedures for prosecutors, judges, and law enforcement officers that will assist in making quality DUI cases that will result in and an increased number of DUI convictions statewide. The increased number of stakeholders educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways, higher conviction rates for impaired drivers, and a decrease in the number of impaired driving crashes, injuries, and fatalities.

Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

Countermeasure Strategy
Prosecution

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving High	405d High Court Support (FAST)	$452,246.00	$113,061.50	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Traffic Fatalities

According to FARS data (please note that FARS data includes moped riders in its motorcyclist fatality statistical information, while SC state data for motorcyclist crashes, injuries, and fatalities does not), in the period 2013-2017:

In South Carolina, the percentage of motorcyclist fatalities was above that of the nation during each year of the five-year period. In 2017, 14.68% of South Carolina's traffic fatalities were motorcyclists; compared to 13.93 % nationwide, See Figure 19 below:

The majority of motorcyclist fatal crashes in South Carolina (52.29%) occurred on Fridays, Saturdays, and Sundays, compared to 55.92% of motorcyclist fatal crashes in the nation. On a day-by-day basis,

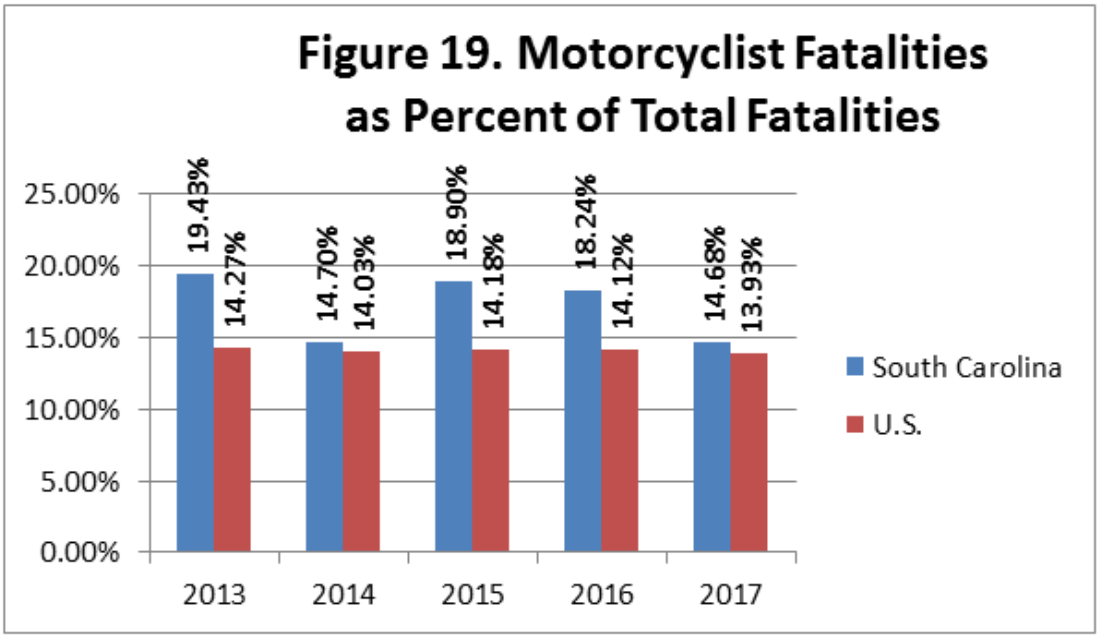
South Carolina had the highest frequency of motorcyclist fatal crashes on Saturdays (179 crashes, 23.46% of total), Sundays (114 crashes, 14.94%), and Fridays (106 crashes, 13.89%). The highest proportion of motorcyclist fatal crashes occurred on Saturdays in both the state and the nation (23.46% and 21.59%).

South Carolina law requires helmet use of riders under the age of 21. From 2013 through 2017, 72.14% of South Carolina's motorcyclist fatalities were not using a helmet. This percentage is substantially higher than the percentage of nonuse seen for the US as a whole (37.98%) during the same years. See Table 23.

During the 2013-2017 period in South Carolina, 41.07% of all fatally injured motorcycle operators who were tested for BAC had a BAC of at least 0.01. This percentage is higher than that seen for the US as a whole (36.71%). See Table 24.

Figure 19. Motorcyclist Fatalities as Percent of Total Fatalities

Year	Group	Total Fatalities	Motorcyclist Fatalities	Percent of Total
2013	South Carolina	767	149	19.43%
2014	South Carolina	823	121	14.70%
2015	South Carolina	979	185	18.90%
2016	South Carolina	1,020	186	18.24%
2017	South Carolina	988	145	14.68%
2013	U.S.	32,890	4,692	14.27%
2014	U.S.	32,744	4,594	14.03%
2015	U.S.	35,477	5,029	14.18%
2016	U.S.	37,803	5,337	14.12%
2017	U.S.	36,754	5,120	13.93%



As Table 21 shows, the months with the most motorcyclist fatal crashes in South Carolina from 2013 to 2017 were July (89 crashes, 11.66% of total), May (88 crashes, 11.53% of total), and

October (83 crashes, 10.88% of total).

In South Carolina, the three-hour windows in which the most motorcyclist fatal crashes occurred were 6 p.m. to 9 p.m. (200 crashes, 26.21% of total), 3 p.m. to 6 p.m. (157 crashes, 20.58% of total), and 9 p.m. to midnight (140 crashes, 18.35% of total). Across the state, the majority of motorcyclist fatal crashes occurred between the hours of 3 p.m. and midnight (65.14% see Table 21).

Table 21. Motorcyclist Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2013-2017

	South Carolina N= 763		U.S. N= 24,419	
	N	%	N	%
MONTH				
January	36	4.72%	814	3.33%
February	38	4.98%	915	3.75%
March	54	7.08%	1,509	6.18%
April	63	8.26%	2,110	8.64%
May	88	11.53%	2,665	10.91%
June	79	10.35%	2,909	11.91%
July	89	11.66%	3,076	12.60%
August	75	9.83%	3,030	12.41%
September	73	9.57%	2,828	11.58%
October	83	10.88%	2,251	9.22%
November	50	6.55%	1,361	5.57%
December	35	4.59%	951	3.89%
DAY OF WEEK				
Sunday	114	14.94%	4,736	19.39%
Monday	86	11.27%	2,573	10.54%
Tuesday	77	10.09%	2,508	10.27%
Wednesday	96	12.58%	2,766	11.33%
Thursday	105	13.76%	2,916	11.94%
Friday	106	13.89%	3,647	14.94%
Saturday	179	23.46%	5,273	21.59%
TIME OF DAY				
0:00am-2:59am	62	8.13%	2,143	8.78%
3:00am-5:59am	28	3.67%	981	4.02%
6:00am-8:59am	47	6.16%	1,464	6.00%
9:00am-11:59am	41	5.37%	2,188	8.96%
12:00pm-2:59pm	88	11.53%	3,821	15.65%
3:00pm-5:59pm	157	20.58%	5,120	20.97%
6:00pm-8:59pm	200	26.21%	5,037	20.63%
9:00pm-11:59pm	140	18.35%	3,523	14.43%
Unknown Hours	0	0.00%	142	0.58%

As shown in Table 22, males constituted a much larger percentage of South Carolina's 2013-2017 motorcyclist fatalities than did females (89.44% versus 10.56%), a proportion comparable to that for the nation (91.13% male) during the same timeframe.

As shown in Table 23, throughout the five years 2013-2017, 27.48% of South Carolina's

Table 22. Motorcyclist Fatalities by Age Group and Gender: Totals 2013-2017								
	Fatalities by Age			Fatalities by Age and Sex				
	South Carolina		U.S.	South Carolina				U.S.
	N= 786		N= 24,772	Females		Males		% Males
Age Group	N	%	N	N	%	N	%	%
<16	5	0.64%	93	0	0.00%	5	100.0%	84.95%
16-20	38	4.83%	1,318	6	15.79%	32	84.21%	92.19%
21-24	58	7.38%	2,559	5	8.62%	53	91.38%	93.40%
25-34	174	22.14%	5,403	19	10.92%	155	89.08%	92.78%
35-44	156	19.85%	4,102	19	12.18%	137	87.82%	90.37%
45-54	167	21.25%	4,998	21	12.57%	146	87.43%	87.76%
55-64	143	18.19%	4,185	12	8.39%	131	91.61%	90.70%
65-74	38	4.83%	1,716	1	2.63%	37	97.37%	93.76%
75+	7	0.89%	386	0	0.00%	7	100.0%	96.63%
Unknown	0	0.00%	12	0	0.00%	0	0.00%	58.33%
Total	786	100.0%	24,772	83	10.56%	703	89.44%	91.13%

motorcyclist fatalities used a helmet, a number substantially lower than the percentage of helmet use seen for the US as a whole (59.19%). In South Carolina, each age group, with the exception of the 16-20, 65-74 and 75+ age groups, demonstrated helmet use under 40%. However, state law requires helmet use by riders under the age of 21 only.

Table 23. Motorcyclist Fatalities by Age Group and Helmet Use: Totals 2013-2017					
	Motorcyclist Fatalities	Helmet Used		Helmet Not Used	
Age Group	N	N	%	N	%
<16	5	1	20.00%	4	80.00%
16-20	38	24	63.16%	14	36.84%
21-24	58	21	36.21%	37	63.79%
25-34	174	43	24.71%	130	74.71%
35-44	156	45	28.85%	111	71.15%
45-54	167	27	16.17%	139	83.23%
55-64	143	35	24.48%	107	74.83%
65-74	38	17	44.74%	21	55.26%
75+	7	3	42.86%	4	57.14%
SC	786	216	27.48%	567	72.14%
U.S.	24,772	14,662	59.19%	9,408	37.98%

Table 24 shows that 45.81% of South Carolina motorcycle operator fatalities ages 45 to 54 who were tested for BAC had a positive BAC, the highest percentage of any age group during the 2013-2017 period. Overall, 41.07% of motorcycle operator fatalities in South Carolina who were tested for BAC had a positive BAC, higher than that seen for the nation (36.71%). In South Carolina, speed was cited as a factor in 54.84% of motorcycle operator fatalities aged 16-20, but the highest percentage of any group was fatalities aged 75+ at 57.14%. Overall, 33.10%

of South Carolina's motorcycle operator fatalities involved a crash in which speed was a factor, slightly lower than that of the nation (33.64%) during the same years.

Table 24. Motorcycle Operator Fatalities, Alcohol Involvement, and Speed: Totals 2013-2017						
	Motorcycle Operator Fatalities	Alcohol Involvement*			Speeding Involved**	
Age Group	N	# Tested	>= 0.01	%	N	%
<16	4	2	1	25.00%	1	25.00%
16-20	31	22	8	25.81%	17	54.84%
21-24	55	46	17	30.91%	17	30.91%
25-34	160	124	69	43.13%	75	46.88%
35-44	144	114	65	45.14%	58	40.28%
45-54	155	115	71	45.81%	31	20.00%
55-64	136	101	53	38.97%	28	20.59%
65-74	36	21	12	33.33%	10	27.78%
75+	7	4	3	42.86%	4	57.14%
SC	**728**	**549**	**299**	**41.07%**	**241**	**33.10%**
U.S.	**24,772**	**17,642**	**9,095**	**36.71%**	**8,334**	**33.64%**

Table 9 shows that in South Carolina, during the five-year period, 2013-2017, the number of motorcyclist deaths was at its lowest level in 2014 (121), and increased to its highest level in 2016 (186). The count in 2017 (145 fatalities) represents a 9.52% decrease from the average of the prior four years (160 fatalities) and a 2.68% decrease from the 2013 total (149).

Table 9. South Carolina Motorcycle Rider Fatalities							
	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 2017 vs. prior 4-yr Avg.
Total Fatalities	149	121	185	186	145	-2.68%	-9.52%
VMT Rate**	0.30	0.24	0.36	0.34	0.26	-13.33%	-16.13%
Pop Rate***	3.13	2.51	3.78	3.75	2.89	-7.67%	-12.22%
Pct. Of Total	19.43%	14.70%	18.90%	18.24%	14.68%	-4.75%	-3.14%
Unhelmeted Fat.	106	96	131	134	100	-5.66%	-14.35%
Pct. Unhelmeted Fat.	71.14%	79.34%	70.81%	72.04%	68.97%	-2.17%	-4.36%

South Carolina's population-based motorcyclist death rate followed a similar pattern as the number of fatalities. The 2017 rate (2.89 deaths per 100,000 population) represented a 12.22% decrease when compared to the 2013-2016 average (3.29), and a 7.67% decrease when compared to 2013 (3.13). The population-based motorcyclist death rate in South Carolina for all five years (3.21 deaths per 100,000 residents) is higher than the national rate (1.54) during the same timeframe.

Unhelmeted motorcyclists accounted for 71.14% of South Carolina's motorcyclist fatalities in 2013. During the five year period, 2013-2017, unhelmeted motorcyclist fatalities was at its least in 2014 (96); and at its highest number in 2016 with 134 fatalities. The count in 2017 (100)

represents a 14.35% decrease from the 2013-2016 average (117 fatalities) and a 5.66% decrease from the number in 2013 (102). As a percentage of all motorcyclist deaths in the state, unhelmeted motorcyclists accounted for 72.46% during the 2013-2017 period, with the 2017 proportion (68.97) representing 4.36 percentage points decrease compared to the prior four years (73.33%) and 2.17 percentage points decrease from the 2013 proportion (71.14%).

As seen in Table 26, nationally, the number of motorcyclist fatalities and the population-based fatality rate increased in 2017 when compared to the 2013-2016 average by 4.21% and 2.28%, respectively. Additionally, the nation's motorcyclist percent of total deaths decreased slightly (0.22%). During the same timeframe (2013-2017), the number of unhelmeted deaths in the U.S. in 2017 increased compared to the figure in 2013 (3.44%). Also, the nation's 2017 proportion of unhelmeted motorcyclist deaths decreased slightly compared to the average of the prior four years (1.15 percentage points).

Table 26. Nationwide Motorcycle Rider Fatalities

	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 2017 vs. prior 4-yr Avg.
Total Fatalities	4,692	4,594	5,029	5,337	5,120	9.12%	4.21%
VMT Rate**	0.16	0.15	0.16	0.17	0.16	0.00%	0.00%
Pop Rate***	1.48	1.44	1.57	1.65	1.57	6.08%	2.28%
Pct. Of Total	14.27%	14.03%	14.18%	14.12%	13.93%	-0.34%	-0.22%
Unhelmeted Fat.	1,834	1,684	1,929	2,064	1,897	3.44%	1.03%
Pct. Unhelmeted Fat.	39.09%	36.66%	38.36%	38.67%	37.05%	-2.04%	-1.15%

Traffic Injuries

Unlike FARS data for motorcyclist fatalities, South Carolina does not include moped riders in its calculation of motorcyclist injuries. As seen in Figure S-8 below, figures for 2017 show that there were 2,113 persons injured in motorcycle crashes in South Carolina, as compared to 1,999 in 2013, a 5.70% increase. Additionally, the total for 2017 (2,113) is slightly higher (1.78%) than the average number of motorcyclist crash injuries in the four years prior (2013-2016; [2,076]). From 2013-2017, motorcycle crashes have represented 3.66%, or 10,423, of all traffic crash injuries (285,036) in South Carolina (see Figure S-1 and Figure S-8).

In terms of severe motorcycle collision injuries, in 2017, South Carolina had a total of 430 such traffic injuries, a 5.13% increase from the 409 in 2013 (see Figure S- 8 below). The 2017 figure represented an increase (7.23%) over the figure in 2016 (401), and an increase (5.65%) when comparing the 2017 figure with the average number of severe motorcycle collision injuries for the time period 2013-2016 (407). These severe injuries (2059) constituted 13.33% of all serious traffic injuries in the state for 2013-2017 (15,447), while in 2017 they constituted 15.08% of all severe traffic injuries (2951).

Figure S-1. Injuries in SC Motor Vehicle Collisions State Data 2013-2017	
Year	**Total Injuries**
2013	50,938
2014	53,029
2015	58,604
2016	61,899
2017	60,566

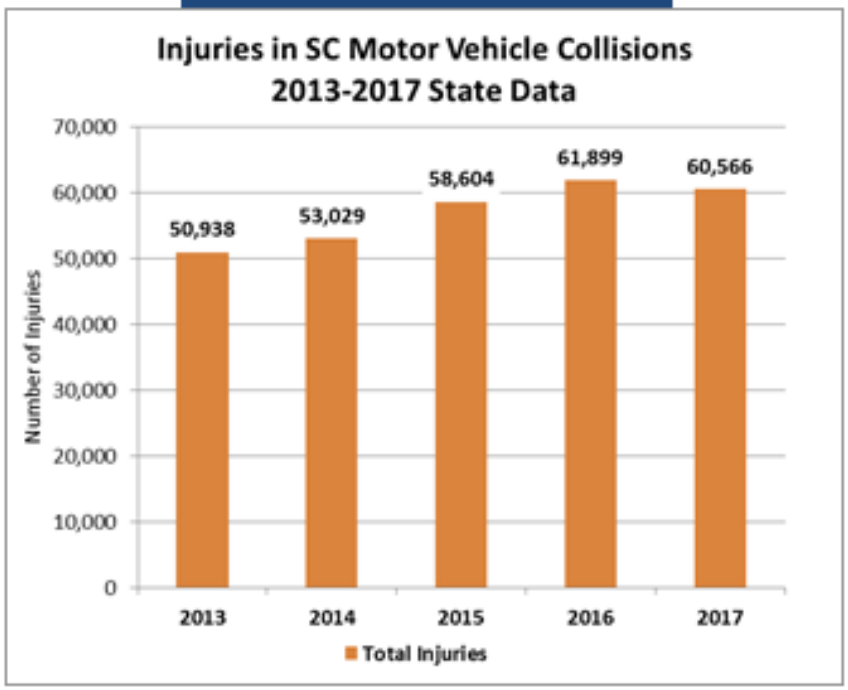
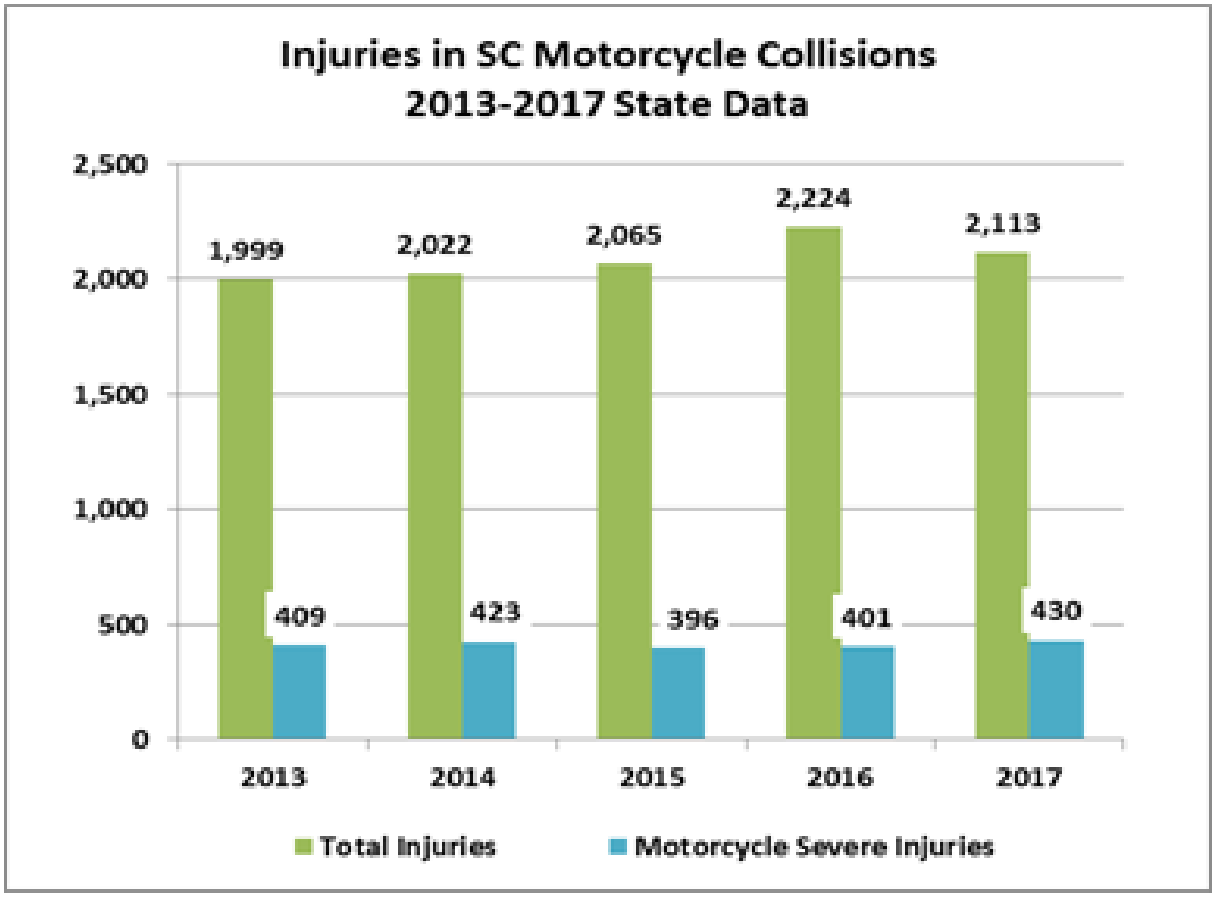


Figure S-8. Injuries in SC Motorcycle Collisions State Data 2013-2017		
Year	Total Injuries	Motorcycle Severe Injuries
2013	1,999	409
2014	2,022	423
2015	2,065	396
2016	2,224	401
2017	2,113	430



Traffic Collisions

Unlike FARS data, South Carolina does not include mopeds in its calculation of motorcycle fatal collisions, or in its state calculations of all collisions. As seen in Figure S-9, motorcycle collisions have increased in South Carolina from 2,109 in 2013 to 2,278 in 2017, an increase of 8.01%. The 2017 figure represents a
2.24% decrease over the 2016 figure (2,329) and a decrease of 2.37% over the average number of motorcycle collisions for the four-year period 2013-2016 (2,224). From 2013 to 2017, motorcycle crashes (8,895) have represented a small percentage (1.37%) of all traffic crashes (649,867) in South Carolina. Also, during the same time period, serious-injury motorcycle collisions represented 1,973 or 17.65%, of total motorcycle crashes (11,173). The number of serious-injury motorcycle collisions increased in 2017 (411) when compared to the 2013 figure (390) by 5.38%. The 2017 figure represents an increase over the 2016 figure (385) of 6.75%. The 2017 figure of 411 severe-injury motorcycle collisions represents an increase (5.12%) over the 2013-2016 average number of severe-injury motorcycle crashes (391).

Figure S-9. Motorcycle Collisions in SC State Data 2013-2017

Year	MC Collisions	MC Severe Injury Collisions
2013	2,109	390
2014	2,202	405
2015	2,255	382
2016	2,329	385
2017	2,278	411

Table S-7 contains information on the top contributing factors for motorcycle collisions in South Carolina from 2013 to 2017. These factors are driving too fast for conditions, failed to yield right-of-way, driver under the influence, improper lane usage/change, animal in the road, distracted/inattention, following too closely, other improper action (driver), aggressive operation of vehicle, and ran off the road.

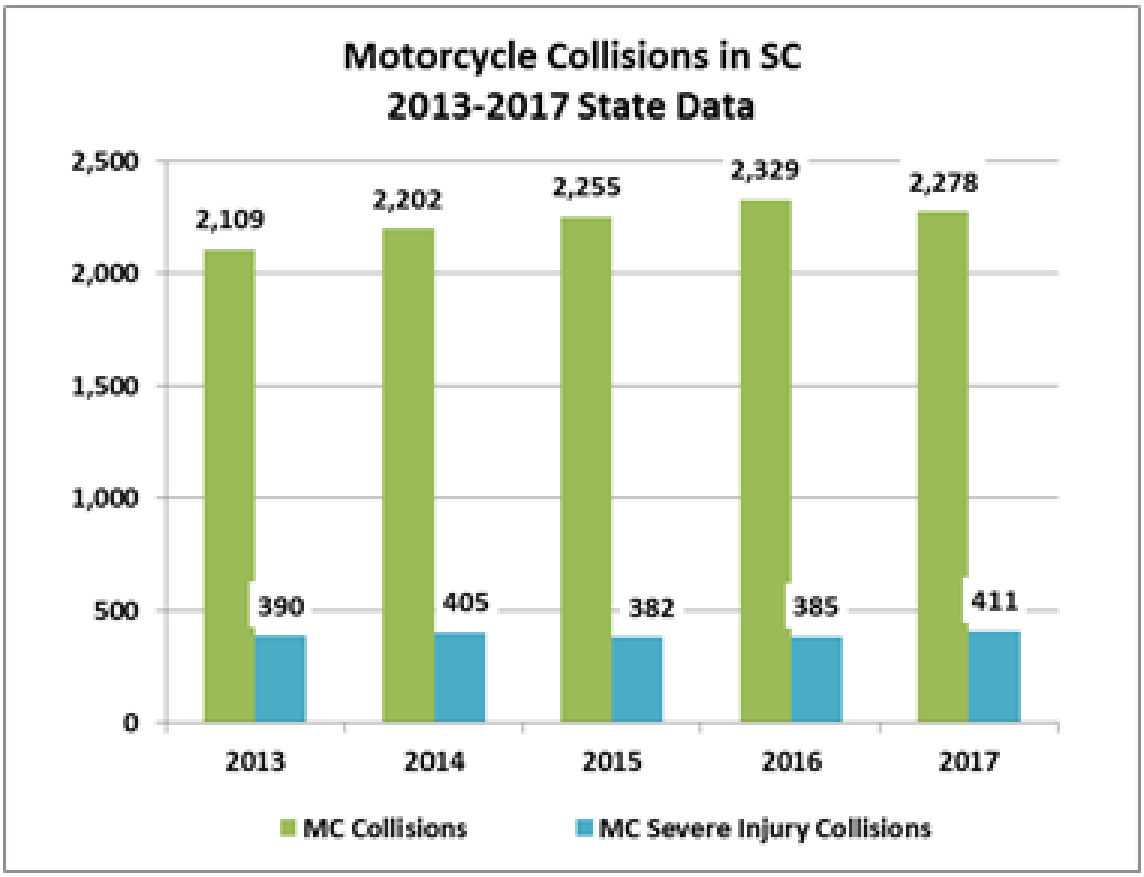


Table S-7 South Carolina Collisions Involving a Motorcycle, State Data 2013-2017						
Primary Contributing Factor	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions	All Persons Killed	All Persons Injured
Driving Too Fast for Conditions	128	2,453	679	3,260	131	2,800
Failed To Yield Right of Way	141	1,927	500	2,568	147	2,382
Driver Under Influence	107	664	59	830	113	812
Improper Lane Usage/Change	14	380	162	556	14	440
Animal In Road	20	389	43	452	21	440
Followed Too Closely	4	275	159	438	4	336
Distracted/Inattention	6	285	136	427	6	332
Other Improper Driver Action	6	231	143	380	6	267
Aggressive Operation of Vehicle	35	252	59	346	37	289
Ran Off Road	31	186	39	256	31	197

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	Annual	145
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	Annual	112.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Motorcycle Rider Training
Motorcyclist Awareness Campaign

Countermeasure Strategy: Motorcycle Rider Training

Program Area: Motorcycle Safety

Project Safety Impacts

Motorcycle safety education provides knowledge through classroom activities and on-cycle riding exercises. Emphasis is placed on personal risk management, self- assessment strategies and various riding techniques. The courses are designed to teach safe motorcycle operation and motorcycle control skills. Providing access to motorcycle rider training courses to all who wish to operate a motorcycle would be beneficial to the state because it would ensure a greater number of skilled motorcyclists on South Carolina's roadways.

Linkage Between Program Area

The percentage of motorcyclist fatalities in South Carolina was above that of the nation during each year of the five-year period, 2013-2017. In 2017, 14.68% of South Carolina's traffic fatalities were motorcyclists, compared to 13.93% nationwide. Given these dire statistics, it is clear that allocating funds for the motorcycle safety program area is needed as it will facilitate the state's achievement of the outlined motorcycle safety performance targets, which will ultimately serve to reduce motorcyclist collisions, severe-injury motorcyclist collisions, and motorcyclist fatalities, as well as traffic collisions, severe-injuries and fatalities overall.

Rationale

Motorcycle safety was an area identified in the NHTSA-produced Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017. The document stresses the importance of this emphasis area and outlines significant strategies and appropriate countermeasures for motorcycle safety (pp. 5-1 to 5-26). Efforts relative to motorcycle safety in SC have utilized countermeasures deemed by this document as having limited evidence in terms of improving motorcycle safety, such as strengthening motorcycle licensing requirements (Chapter 5, Section 3.1, pp. 5-17); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-18); helmet use promotion (Chapter 5, Section 1.2, p. 5-11); Communications and Outreach: Conspicuity and Protective Clothing (Chapter 5, Section 4.1, pp. 5-19); and Communications and Outreach: Motorist Awareness of Motorcyclists (Chapter 5, Section 4.2, p. 5-20). Though the document indicates limited evidence in terms of effectiveness, SC lacks a universal helmet law and has a strong legislative lobby against such a law; therefore, these types of efforts are essential to the state if it is to address the problem of motorcycle safety.

Planned activities in countermeasure strategy

Countermeasure Strategy: Motorcyclist Awareness Campaign

Program Area: Motorcycle Safety

Project Safety Impacts

The importance of helmet use, the dangers of impaired motorcycling, and the importance of having a valid motorcycle endorsement on one's driver's license are all important objectives for improving motorcycle safety

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

Linkage Between Program Area

As evidenced by the problem identification data, motorcyclist fatalities represented 14.68% of the state's total fatalities in 2017. Of the total number of motorcycle crashes that occurred during the years 2017, 1,379 of those collisions involved another vehicle. It is clear that there is an impetus for increasing other motorists' awareness of motorcyclists is needed, given the severity of such collisions. Communication and outreach can be used to improve other motorists' awareness of motorcyclists and to promote the use of helmets and other protective gear among motorcyclists. As such, allocation of funds to motorcyclist awareness campaigns and the importance of protective gear is needed in order to help the state achieve its motorcycle safety performance targets.

Rationale

Efforts relative to motorcycle safety in SC have utilized countermeasures deemed by the Countermeasures that Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices, Ninth Addition, 2017 document as having limited evidence in terms of improving motorcycle safety, such as strengthening motorcycle licensing requirements (Chapter 5, Section 3.1, pp. 5-17); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-18); helmet use promotion (Chapter 5, Section 1.2, p. 5-11); Communications and Outreach: Conspicuity and Protective Clothing (Chapter 5, Section 4.1, pp. 5-19); and Communications and Outreach: Motorist Awareness of Motorcyclists (Chapter 5, Section 4.2, p. 5-20). Though the document indicates limited evidence in terms of effectiveness, SC lacks a universal helmet law and has a strong legislative lobby against such a law; therefore, these types of efforts are essential to the state if it is to address the problem of motorcycle safety.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M9MA	Motorcyclist Awareness Campaign
MC	Motorcyclist Awareness Campaign
MSTF	Motorcycle Safety Taskforce

Planned Activity: Motorcyclist Awareness Campaign

Planned activity number: M9MA

Primary Countermeasure Strategy ID: Motorcyclist Awareness Campaign

Planned Activity Description

*Regarding the counties or political subdivisions, Motorcycle Rider Safety Courses will be offered in counties accounting for the majority (57.18%) of the state's registered motorcycles; Aiken, Anderson, Beaufort, Charleston, Florence, Greenville, Greenwood, Horry, Richland, Spartanburg and York counties.

**Regarding the counties or political subdivisions in which the highest number of motorcycle collisions

involving another motor vehicle, the information was gathered from 2017, which is the state's most recent final crash data.

Motorcycle Safety Public Information and Education Campaign

A successful motorcycle safety public information and education campaign, which began in FFY 2007, has been maintained and will continue during FFY 2020 in Horry County during the month of May 2020 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest). Messaging will focus on awareness of motorcyclists on the part of motor vehicle drivers.

Statewide Motorcycle Safety Awareness Program

The state of South Carolina in FFY 2020 will again launch a statewide motorcycle safety awareness program modeled after campaign efforts in 2019. The primary feature of the campaign will involve “Share the Road” messaging to increase motorist awareness of the presence of motorcyclists on the roadways and sharing the road appropriately with these vehicles. The campaign will utilize radio public service announcements, outdoor advertising, social media, SCDOT message signs, and displays placed at motorcycle rallies and events. The outreach efforts will be conducted during the Myrtle Beach Bike Week and Atlantic Beach Bike Fest motorcycle rallies in May 2020. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2019 and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred.

The FFY 2020 Motorcycle Safety Campaign (part of Vulnerable Roadway Users campaign) will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the highways. The VRU campaign concept, developed by the agency contractor in 2019, will be used to alert motorists of the presence of motorcyclists and urge everyone to “share the road”. The message will target both motorists and motorcyclists. Individual billboards focusing exclusively on motorcyclists will be used, predominantly in priority counties during the statewide campaign event. Though statewide, the campaign will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the preceding year. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred: Horry, Charleston, Greenville, Richland, Lexington, Spartanburg, and Anderson.

The contractor will also produce a radio spot with a “Share the Road” message to air at strategic points during the six-month safety campaign. All billboard and radio advertising will incorporate the SCDPS “Target Zero Traffic Fatalities” umbrella theme.

Motorcycle Safety Task Force

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

Use of Variable Message Signs through SCDOT

In partnership with the SCDOT, the OHSJP will again secure the use of variable message signs around the state in designated time periods during the motorcycle safety campaign effort. These message signs will be utilized in May, July, and September 2020. The message to be shown on the message boards is, “Stay Alert. Look for Motorcycles.” This has proven extremely valuable to the campaign effort, as hundreds of thousands of motorists

will be exposed to campaign messaging while they are in the act of driving and/or riding

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Motorcyclist Awareness Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$44,165.73	$11,041.43	
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$35,834.27	$8,958.57	

Planned Activity: Motorcyclist Awareness Campaign

Planned activity number: MC

Primary Countermeasure Strategy ID: Motorcyclist Awareness Campaign

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Motorcyclist Awareness Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$50,000.00	$12,500.00	$0.00

Planned Activity: Motorcycle Safety Taskforce

Planned activity number: MSTF

Primary Countermeasure Strategy ID: Motorcyclist Awareness Campaign

Planned Activity Description

Motorcycle Safety Task Force

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

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Motorcyclist Awareness Campaign

Funding sources

Program Area: Non-motorized (Bicyclist)

Description of Highway Safety Problems

Click or tap here to enter text.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	Annual	125
2020	C-11) Number of bicyclists fatalities (FARS)	2020	Annual	17

Countermeasure Strategies in Program Area

Countermeasure Strategy
VRU Communication Campaign

Countermeasure Strategy: VRU Communication Campaign

Program Area: Non-motorized (Bicyclist)

Project Safety Impacts

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

messaging may still be used where deemed necessary.

Linkage Between Program Area

Each year the State of South Carolina experiences traffic crashes, injuries, and fatalities resulting from individuals negotiating roadways on foot (pedestrians), or by two-wheeled vehicles (mopeds, bicycles and motorcycles). Communication campaigns designed to increase drivers' awareness of vulnerable roadway users and improve both VRU and driver compliance with relevant traffic laws will help the state meet the performance measures and goals related to the issues faced by vulnerable roadway user groups.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PIOT S	Non-motorized Communication Campaign

Planned Activity: Non-motorized Communication Campaign

Planned activity number: PIOT S

Primary Countermeasure Strategy ID: VRU Communication Campaign

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Highway Safety Office Program Management
VRU Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$40,000.00	$10,000.00	$0.00

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

Description of Highway Safety Problems

Occupant Protection (Adult and Child Passenger Safety)

The state of South Carolina has made significant strides in improving safety belt usage rates since the passage and enactment of a primary enforcement safety belt law in 2005. At the time of the enactment of the law, the state's observed safety belt usage rate stood at 69.7% statewide. According to a June 2018 statewide safety belt survey conducted by the University of South Carolina, the state's usage rate currently stands at 89.7%. The usage rate also represents a 2.6 percentage point decrease from 2017. South Carolina remained at 90% or higher safety belt use rate from 2012 to 2017, but fell below 90% in 2018. The state of South Carolina has made significant improvements since the enactment of its primary enforcement seat belt law in 2005. The state remains committed to increasing restraint usage in an effort to reduce motor vehicle crash injuries and fatalities, particularly in the light of the state's relatively high unbelted fatality rate (see Table 7).

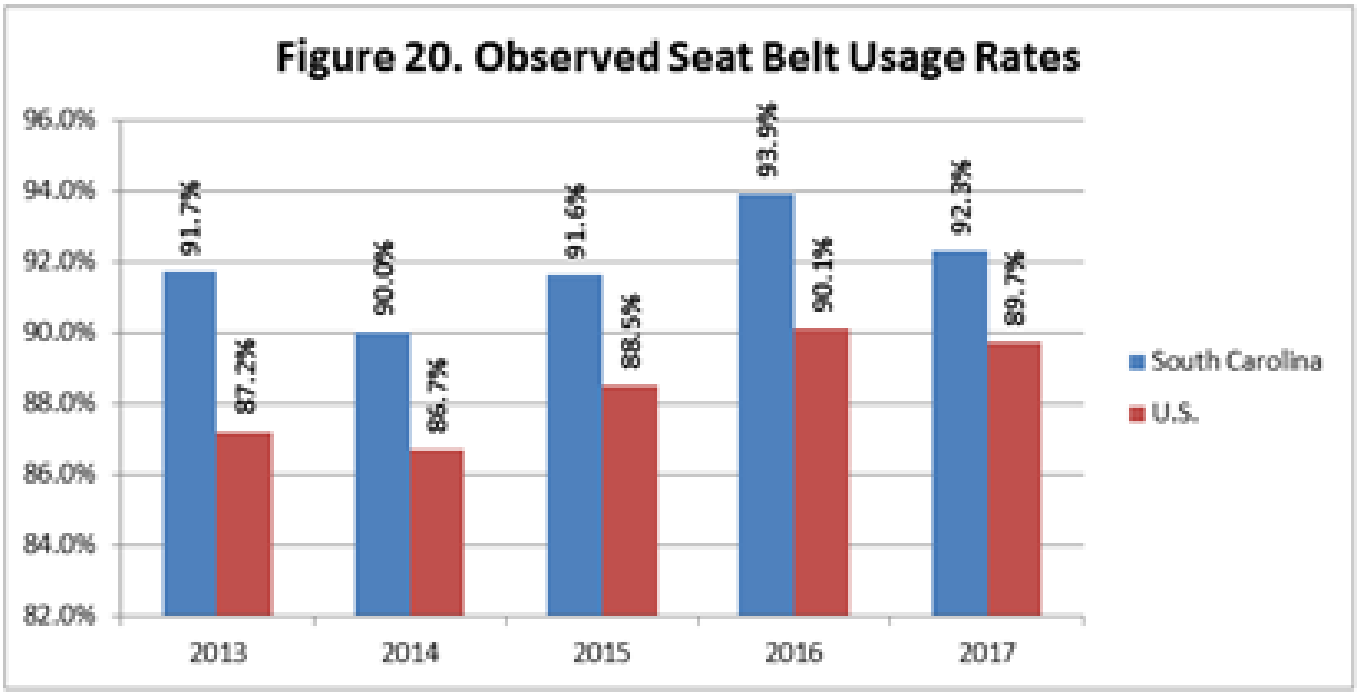
Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities

	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 2017 vs. prior 4-yr Avg.
Total Fatalities	242	275	308	317	306	26.45%	7.18%
VMT Rate**	0.49	0.55	0.60	0.58	0.55	12.24%	-0.90%
Pop Rate***	5.08	5.70	6.30	6.39	6.09	19.88%	3.79%
Pct. Of Total	31.55%	33.41%	31.46%	31.08%	30.97%	-0.58%	-0.91%
Observed Belt Use	91.70%	90.00%	91.60%	93.90%	92.30%	0.60%	0.50%

Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets

In last year's HSP, South Carolina's focus for occupant protection was to increase the safety belt usage rate from 93.9% in 2016 to 94% in 2018 which was slightly lower at 92.3%. The state will seek to increase the safety belt usage rate through a continued educational program alerting the state's citizens, particularly minority groups who lag behind their non-minority counterparts in belt usage rates, to the primary enforcement safety belt law and through the continuing of a Memorial Day safety belt and child passenger safety seat enforcement mobilization which conforms to the national Click it or Ticket model. The state also desires to see an increase in the correct usage of child passenger safety seats. Based on informal surveys conducted annually at seat check events around the state, historically, only about 15% of child safety seats in use are installed correctly. Occupant Protection Programs that are funded by the

highway safety program will train NHTSA Child Passenger Safety technicians and instructors, conduct child passenger safety seat check events, certify child passenger safety fitting stations, conduct educational presentations, and emphasize child passenger safety seat use and enforcement during the statewide Memorial Day occupant protection enforcement mobilization. As indicated previously, the state of South Carolina has seen a steady increase in statewide safety belt use rates since the passage and enactment of a primary safety belt law, from 69.7% in 2005 to 92.3% in 2017. Figure 20 below demonstrates this increase as compared to the national rate for the time period 2013-2017, but does not include the data from the 2018 observational survey conducted by the University of South Carolina following the annual Memorial Day Occupant Protection Enforcement Mobilization held in June. As seen below, South Carolina's observed seat belt usage rate was above the national rate for the 2012-2016 time period. In 2016, South Carolina's rate was 4.2% higher than the national rate (95.9% and 90.1% respectively). Observed seat belt use rates in South Carolina ranged from a low of 91.7% in 2013 to a high of 93.9% in 2016 before dipping to 92.3% in 2017 and the current rate of 89.7%.



As shown in Table S-8 below, surveys conducted by the University of South Carolina show that South Carolina has made tremendous progress towards improving the statewide belt usage rate to 92.3% in 2017, but fell to 89.7% in 2018. The progress has been significant from 2008, with nonwhite belt use moving from 70.9% in CY 2008 (compared to whites at 82.4%) to 86.1% for nonwhites in 2018 (compared to 91.7% for whites). This represents noteworthy forward

momentum. Over a 10-year period, nonwhite belt use has moved from 11.5% below that of the majority population belt use to only 5.6% below the majority population. Additionally, from 2017 to 2018, belt usage among non-white drivers decreased by 0.7% percentage points. The progress from 2001 to 2017 can be attributed to the State of South Carolina's efforts to maintain a diverse approach to messaging along with maintaining safety belt law enforcement efforts. Obviously, there remains a need to continuously educate the public as to the benefits of safety belt usage, but existing efforts to address this issue have been beneficial.

Percentage Safety Belt Use by Demographic Category
Table S-8

	6/08	6/09	6/10	6/11	6/12	6/13	6/14	6/15	6/16	6/17	6/18
Male	74.2	77.1	82.3	81.8	87.6	89.8	88.3	88.6	92.5	89.7	88.2
Female	85.8	87.8	90.6	89.4	93.3	93.9	91.6	95.0	95.5	94.9	91.6
Driver	79.1	81.3	86.0	86.4	90.0	91.0	89.9	91.5	93.4	91.6	89.5
Passenger	78.2	82.1	85.4	85.6	90.0	94.6	89.3	91.3	95.8	95.7	90.5
Urban	80.3	82.3	87.4	85.6	91.4	91.0	89.0	91.7	93.7	91.7	89.5
Rural	76.0	79.5	80.5	87.0	88.5	94.2	93.1	91.3	94.2	94.3	90.3
White	82.4	84.7	88.5	86.5	91.3	93.1	91.6	92.6	93.9	94.1	91.7
Non-white	70.9	74.1	80.6	82.2	87.8	87.5	85.1	87.5	93.6	86.8	86.1
Cars	81.1	84.3	86.6	88.2	92.0	92.3	90.7	93.1	94.5	92.8	89.9
Trucks	73.3	75.0	81.7	78.7	86.0	90.0	86.9	85.0	90.4	89.7	89.4
Overall	79.0	81.5	85.4	86.0	90.5	91.7	90.0	91.6	93.9	92.3	89.7

The following data sections outline specifically the problems being faced by the state of South Carolina in terms of occupant protection and demonstrate the foundation upon which the state has built its response to the problems for its FFY 2020 Highway Safety Plan.

Traffic Fatalities

Traffic fatalities are the most severe consequence of motor vehicle collisions. According to NHTSA FARS data that was released in May 2019, motor vehicle crashes in 2017 were the leading cause of death for Americans for age 8-24. For children 4-7 years of age, motor vehicle traffic crashes were the second leading cause of death. For adults 25-34 years of age, motor vehicle traffic crashes were the third leading cause of death. For toddlers 1-3 years of age and adults 35-44 years of age, motor vehicle traffic crashes were the fifth leading cause of death. In 2017, traffic crashes claimed 36,754 lives throughout the nation, a decrease of 2.77% when compared to the 37,803 lives lost nationally in 2016. There were 1,147 children killed in motor vehicle crashes in 2017, an eight percent decrease from 1,244 killed in 2016 and a 15%

decrease from 1,350 in 2008. On average three children were killed every day in 2017. Of the 1,147 children killed in traffic crashes in 2017, 220 children (19%) were killed in alcohol-impaired driving crashes. Based on known restraint usage when the drivers involved in fatal crashes were unrestrained, 71-percent of the children were also unrestrained (Reference: DOT HS 812 719).

In 2017, vehicle miles traveled (VMT) increased .01% from 2016 from 3,174 to 3,213 (see Table 2). Traffic fatalities decreased by .032% from 2016 to 2017 in the United States, with 23 States showing an increase in traffic fatalities between 2016 and 2017. The VMT increased by 7.53% from 2013 to 2017.

A comparison of South Carolina data with national data (Table 1) indicates that South Carolina's 2013-2017 average population-based traffic fatality rate (18.84 per 100,000 persons) was higher than the national rate (10.94) during the same time period. South Carolina's VMT increased by 13.29% from the 2013 figure to the 2017 figure, and there was an increase of 10.11% from 2017 compared to the previous four year average. Additionally, in 2017, the Rural traffic fatalities/VMT in the state increased by 10.1% to 2.72 traffic fatalities/VMT (Rural) from the 2.47 traffic fatalities/VMT (Rural) in 2016 (Figure C-3R). Fatalities decreased by .03% in 2017 compared to the 2016 total. Although fatalities in 2017 decreased from the previous year, the state still continues to have a problem with unbelted traffic fatalities (46.7% in 2017), low seatbelt usage rates among minority populations and a high number of fatalities among drivers on rural roadways.

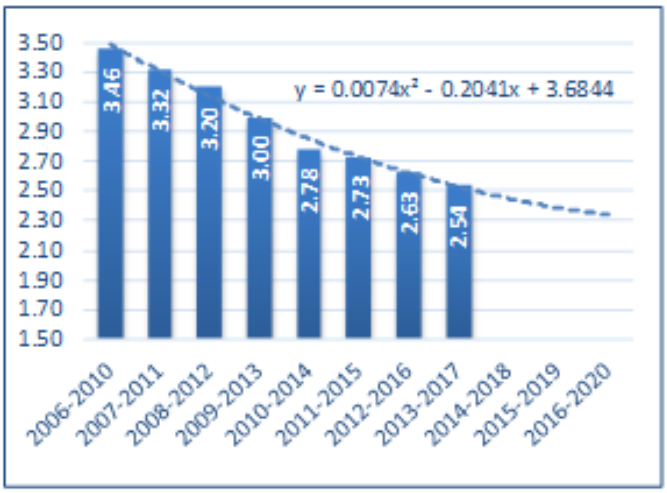
Table 1. South Carolina Basic Data

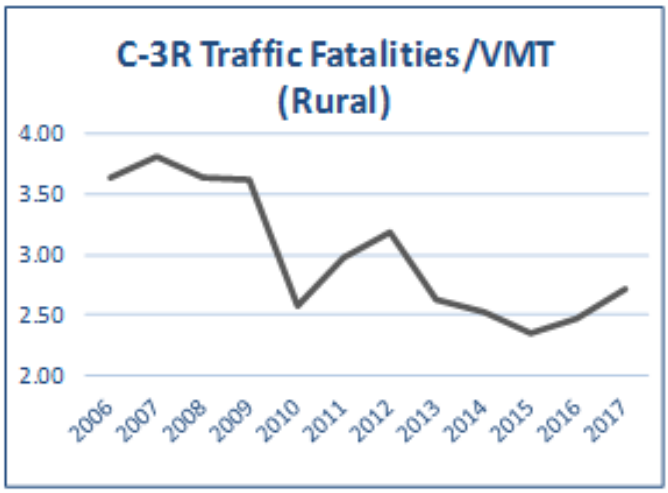
	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 2017 vs. prior 4-yr Avg.
Total Fatalities	767	823	979	1,020	988	28.81%	10.11%
VMT*	48,987	49,950	51,723	54,404	55,496	13.29%	8.25%
VMT Rate**	1.57	1.65	1.89	1.87	1.78	13.38%	2.01%
Population	4,765,862	4,824,758	4,892,423	4,959,822	5,024,369	5.42%	3.37%
Pop Rate***	16.09	17.06	20.01	20.57	19.66	22.19%	6.66%

Table 2. Nationwide Basic Data

	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 201 prior 4-yr Av
Total Fatalities	32,890	32,744	35,477	37,803	36,754	11.75%	5.83%
VMT*	2,988	3,026	3,095	3,174	3,213	7.53%	4.63%
VMT Rate**	1.10	1.08	1.15	1.19	1.16	5.45%	2.65%
Population	316,234,505	318,622,525	321,039,839	323,405,935	325,719,178	3.00%	1.84%
Pop Rate***	10.40	10.28	11.05	11.69	11.28	8.46%	3.92%

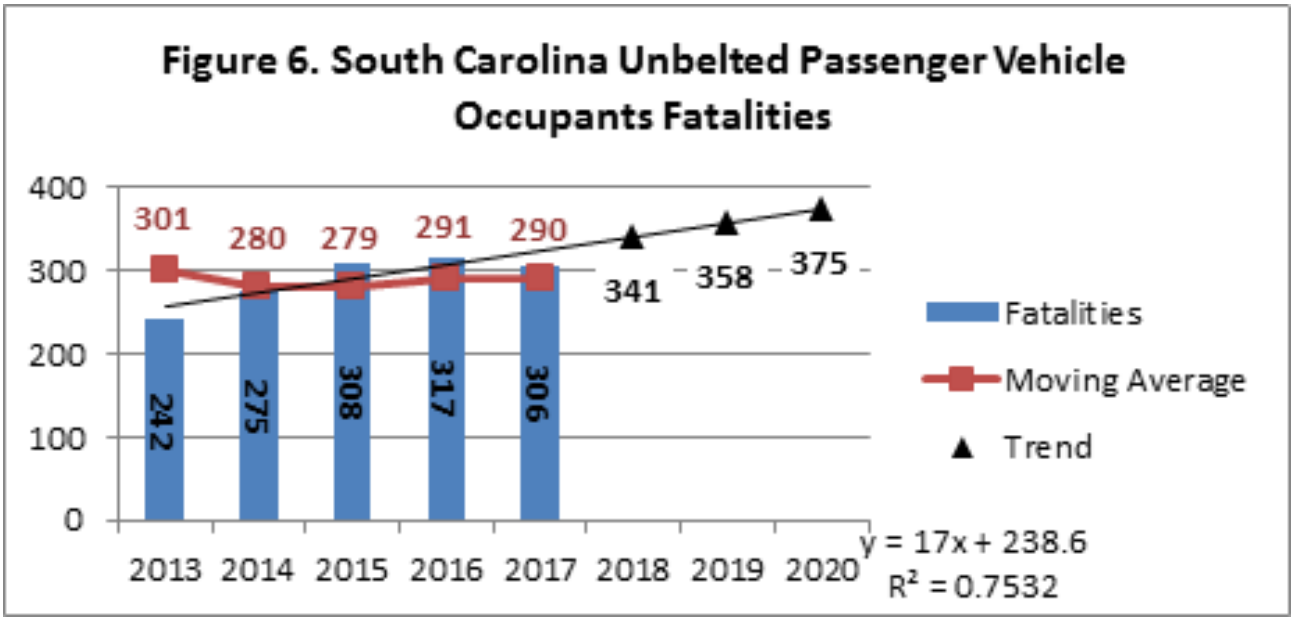
Figure C-3R: South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2006-2017.





Polynomial Projection = $0.0074(11)^2 - 0.2041(11) + 3.6844 = 2.33$	2013 = 2.62 2014 = 2.52 2015 = 2.35 2016 = 2.47 2017 = 2.72 (10.1% increase from 2016, State Data) 2018 = 2.79 (2.6% increase from 2017, Prelim. State Data)
2012-2016 Average = 2.63 2013-2017 Average = 2.54 2014-2018 Est. Average = 2.57	

Table 3 shows the numbers and rates of unbelted passenger vehicle occupants (i.e. occupants of passenger cars, light trucks, and vans) killed in South Carolina from 2013 through 2017. The number of unbelted passenger-vehicle-occupant fatalities was at its highest level in 2016 (317 fatalities) and at its lowest level in 2013 (242). The 2017 (306) count represents a 7.18% increase compared to the 2013-2016 average (286 deaths) and a 26.45% increase from the 2013 total.



South Carolina's 2013-2017 population-based unbelted fatality rate (5.91 deaths per 100,000

Table 3. Fatalities by Type							
	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 2017 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	767	823	979	1,020	988	28.81%	10.11%
U.S.	32,890	32,744	35,477	37,803	36,754	11.75%	5.83%
Driver Fatalities							
South Carolina	535	531	669	679	664	24.11%	10.02%
U.S.	20,943	20,788	22,349	23,713	23,372	11.60%	6.49%
Passenger Fatalities							
South Carolina	112	169	169	166	149	33.04%	-3.25%
U.S.	6,163	6,040	6,503	6,820	6,398	3.81%	0.26%
Motorcyclist Fatalities							
South Carolina	149	121	185	186	145	-2.68%	-9.52%
U.S.	4,692	4,594	5,029	5,337	5,120	9.12%	4.21%
Pedestrian Fatalities							
South Carolina	100	107	123	144	154	54.00%	29.96%
U.S.	4,776	4,910	5,489	6,080	5,914	23.83%	11.30%
Bicyclist Fatalities							
South Carolina	15	14	16	25	18	20.00%	2.86%
U.S.	749	729	829	852	770	2.80%	-2.50%
Impaired Driving Fatalities							
South Carolina	339	331	306	341	313	-7.53%	-4.89%
U.S.	10,084	9,943	10,280	10,996	10,874	7.83%	5.31%
Speeding Fatalities							
South Carolina	305	307	366	393	416	36.39%	21.37%
U.S.	9,696	9,283	9,723	10,291	9,717	0.22%	-0.32%
Unrestrained Occupant Fatalities							
South Carolina	242	275	308	317	306	26.45%	7.18%
U.S.	9,627	9,413	9,978	10,515	9,997	3.84%	1.15%
Young Driver(20 & under) -Involved Fatalities							
South Carolina	98	119	121	108	121	23.47%	8.52%
U.S.	4,047	3,952	4,413	4,631	4,423	9.29%	3.81%
Older Driver(65+) -Involved Fatalities							
South Carolina	122	136	157	161	187	53.28%	29.86%
U.S.	5,959	5,966	6,556	7,169	7,227	21.28%	12.70%

population) is much higher than the rate for the US (3.84) as a whole during the same years. In South Carolina, observed safety belt use increased 3.2% in 2016 when compared to the 2012-2015 average. In 2014, observed seat belt usage was at its lowest level (90.0%) during the five-year period and increased to its highest level in 2016 (93.9%).

In South Carolina, unbelted fatalities represented 31.55% of all traffic-related deaths in 2013, with this proportion fluctuating throughout the period. The value in 2017 (30.97%) represents a 0.91% decrease when compared to the prior four-year average (33.17%) and a 0.58% decrease when comparing 2013 to 2017.

According to FARS data, in South Carolina, restraint use among fatally-injured passenger-vehicle occupants was below that of the nation during four (4) of the five (5) years and equal to the national percentage in 2014 (Table 27 below). The 2017 restraint use percentage for fatally-injured passenger vehicle occupants in South Carolina represents a 1.32 increase compared to

the average of the previous four years (45.38%). The US as a whole also saw an increase (1.1%) in this index.

Table 27. Restraint Use of Fatally-Injured Passenger Vehicle Occupants					
	2013	2014	2015	2016	2017
Restraint Use					
South Carolina	43.9%	47.3%	45.3%	45.0%	46.7%
U.S.	46.4%	47.3%	47.5%	47.6%	48.3%

In 2017 in South Carolina, as indicated in Table S-9, 561 automobile and truck occupants were totally ejected from the vehicles in which they were riding during traffic crashes, and of those, 127, or 22.6%, were killed. In addition, 204 occupants were partially ejected and 31 of those, or 15%, were killed. Of the 347,236 occupants not ejected, 504, or 0.15%, were killed.

Table S-9 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2017							
Ejection Status	**Fatal Injury**	**Incapacitating Injury**	**Non-incapacitating Injury**	**Possible Injury**	**Not Injured**	**Total**	**Percent**
Not Ejected	504	1,826	9,550	43,748	291,608	347,236	98.06%
Partially Ejected	31	32	32	20	89	204	0.06%
Totally Ejected	127	145	113	66	110	561	0.16%
Not Applicable	0	0	11	64	4,067	4,142	1.17%
Unknown	0	5	18	200	1,737	1,960	0.55%
Total	**662**	**2,008**	**9,724**	**44,098**	**297,611**	**354,103**	**100.0%**

As indicated in Table S-10, South Carolina during the period 2013-2017, there were 2,684 individuals totally ejected from the vehicles in which they were riding during traffic crashes, and of those, 590, or 22.0%, were killed. In addition, 962 were partially ejected, and 145 of those, or 15%, were killed. Of the 1,586,631 occupants not ejected, 2,288 or 0.14% were killed.

Table S-10 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2013-2017							
Ejection Status	**Fatal Injury**	**Incapacitating Injury**	**Non-incapacitating Injury**	**Possible Injury**	**Not Injured**	**Total**	**Percent**
Not Ejected	2,288	10,257	48,472	200,174	1,325,440	1,586,631	97.92%
Partially Ejected	145	191	117	132	377	962	0.06%
Totally Ejected	590	854	610	296	334	2,684	0.17%
Not Applicable	3	27	94	445	20,767	21,336	1.32%
Unknown	7	44	104	841	7,739	8,735	0.54%
Total	**3,033**	**11,373**	**49,397**	**201,888**	**1,354,657**	**1,620,348**	**100.0%**

As shown in Table S-11, estimates indicate that, of the 623 occupant fatalities with known restraint usage in 2017, 322 (51.69%) were not restrained, and 301 (48.31%) were restrained. According to State Data, from 2013 to 2017 there were 2,866 fatalities in which the restraint use was known in South Carolina. Of this number, 1,495 or 52.16%, were unrestrained.

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2013-2017

Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2013	469	250	53.30%
2014	550	276	50.18%
2015	605	319	52.73%
2016	619	328	52.99%
2017	623	322	51.69%
Total	**2,866**	**1,495**	**52.16%**

County data shows interesting trends in terms of unbelted traffic fatalities, particularly at night. As shown in Table 28 below, for the years 2013-2017, 57.73% of South Carolina's passenger vehicle occupant fatalities that occurred at night were unrestrained. The following six counties accounted for the highest percentages of unrestrained nighttime passenger vehicle occupant fatalities: Edgefield (7 fatalities, 7 [100%] unrestrained); Barnwell (12 fatalities, 10 [83.33%] unrestrained); Newberry (12 fatalities, 10 [83.33%] unrestrained); Union (10 fatalities, 8 [80%] unrestrained); Darlington (39 fatalities, 30 [76.92%] unrestrained); and Williamsburg (26 fatalities, 19 [73.08%] unrestrained).

Of the 46 counties in the state, Oconee, Clarendon and Lancaster had the smallest percentages of unrestrained night-time fatalities (19 fatalities, 6 [31.58%] unrestrained); (29 fatalities, 11 [37.93%] unrestrained) and (18 fatalities, 7 [38.89%] unrestrained).

For children 0-19 years of age, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. Analyzing teen driver data shows challenging statistics for this age group relative to safety belt use, particularly in terms of traffic fatalities in the state from 2013 to 2017. As shown in Table S-12 and Figure 22 below, state data from 2013 to 2017 indicates that drivers between the ages of 15 and 19 were involved in 107,598 traffic collisions, or 16.6% of the total number of collisions during that time period. The number of collisions involving a teen driver has increased 23.68% from the timeframe of 2013 to 2017. When comparing the 2017 number of collisions that involved a teen driver to the 2013 to 2016 average (21,043), the

Table 28. Unrestrained Passenger Vehicle Occupant Fatalities at Night(8pm-6am) by County									
County	2013	2014	2015	2016	2017	2017 Total Passenger Vehicle Occupant Fatalities at Night	2013-2017 Unrestrained Vehicle Occupant Fatalities at Night	2013-2017 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Abbeville	1	2	0	1	3	5	7	16	43.75%
Aiken	9	4	4	2	12	16	31	46	67.39%
Allendale	1	0	0	0	2	3	3	5	60.00%
Anderson	3	12	4	9	7	11	35	62	56.45%
Bamberg	1	1	2	2	0	2	6	12	50.00%
Barnwell	0	2	3	2	3	5	10	12	83.33%
Beaufort	3	4	3	2	6	8	18	30	60.00%
Berkeley	13	9	7	8	2	11	39	70	55.71%
Calhoun	2	3	4	4	1	4	14	21	66.67%
Charleston	6	14	10	10	12	29	52	91	57.14%
Cherokee	2	3	2	0	4	8	11	22	50.00%
Chester	1	3	2	5	0	2	11	21	52.38%
Chesterfield	2	1	3	3	4	5	13	20	65.00%
Clarendon	2	1	2	4	2	9	11	29	37.93%
Colleton	1	2	10	6	4	5	23	39	58.97%
Darlington	9	3	8	7	3	5	30	39	76.92%
Dillon	2	3	1	1	1	6	8	20	40.00%
Dorchester	3	2	7	6	4	7	22	38	57.89%
Edgefield	0	2	0	1	4	4	7	7	100.0%
Fairfield	2	4	0	1	3	4	10	15	66.67%
Florence	6	5	3	6	5	8	25	49	51.02%
Georgetown	5	2	2	1	3	4	13	21	61.90%
Greenville	15	11	14	14	10	20	64	111	57.66%
Greenwood	3	2	4	0	0	0	9	17	52.94%
Hampton	3	2	1	0	0	1	6	9	66.67%
Horry	10	8	9	12	16	18	55	93	59.14%
Jasper	2	1	0	7	3	5	13	22	59.09%
Kershaw	2	0	4	4	8	10	18	31	58.06%
Lancaster	0	3	1	2	1	3	7	18	38.89%
Laurens	2	4	4	2	4	11	16	37	43.24%
Lee	2	0	4	1	1	1	8	11	72.73%
Lexington	12	9	14	8	9	14	52	86	60.47%
McCormick	0	1	0	1	0	0	2	5	40.00%
Marion	2	1	2	3	4	4	12	17	70.59%
Marlboro	1	3	3	0	1	3	8	12	66.67%
Newberry	3	1	1	3	2	2	10	12	83.33%
Oconee	1	0	1	2	2	7	6	19	31.58%
Orangeburg	5	4	9	2	3	9	23	49	46.94%
Pickens	6	1	1	3	6	10	17	30	56.67%
Richland	14	3	11	13	9	16	50	82	60.98%
Saluda	1	1	0	0	1	2	3	6	50.00%
Spartanburg	3	11	17	10	9	15	50	86	58.14%
Sumter	4	6	6	6	1	2	23	36	63.89%
Union	1	0	4	3	0	1	8	10	80.00%
Williamsburg	6	2	2	8	1	2	19	26	73.08%
York	2	3	3	3	3	10	14	35	40.00%
Total	**174**	**159**	**192**	**188**	**179**	**327**	**892**	**1,545**	**57.73%**

state experienced a 10.2% increase in the number of collisions involving a teen driver. Also shown in Figure S-11 are the number of fatalities that occurred when a teen driver was involved in the crash by restraint usage. There were a total of 498 such fatalities from 2013 to 2017.

Table S-12 South Carolina Collisions (Involving Teen Drivers Age 15-19), 2013-2017 - SC				
Year	Total Collisions	Involving a Teen Driver (age 15-19)	Percent	# of Fatalities involving a Teen Driver
2013	113,260	18,941	16.7%	63
2014	119,173	19,557	16.4%	113
2015	133,961	22,391	16.7%	107
2016	141,599	23,283	16.4%	109
2017	141,874	23,426	16.5%	106
Total	**649,867**	**107,598**	**16.6%**	**498**

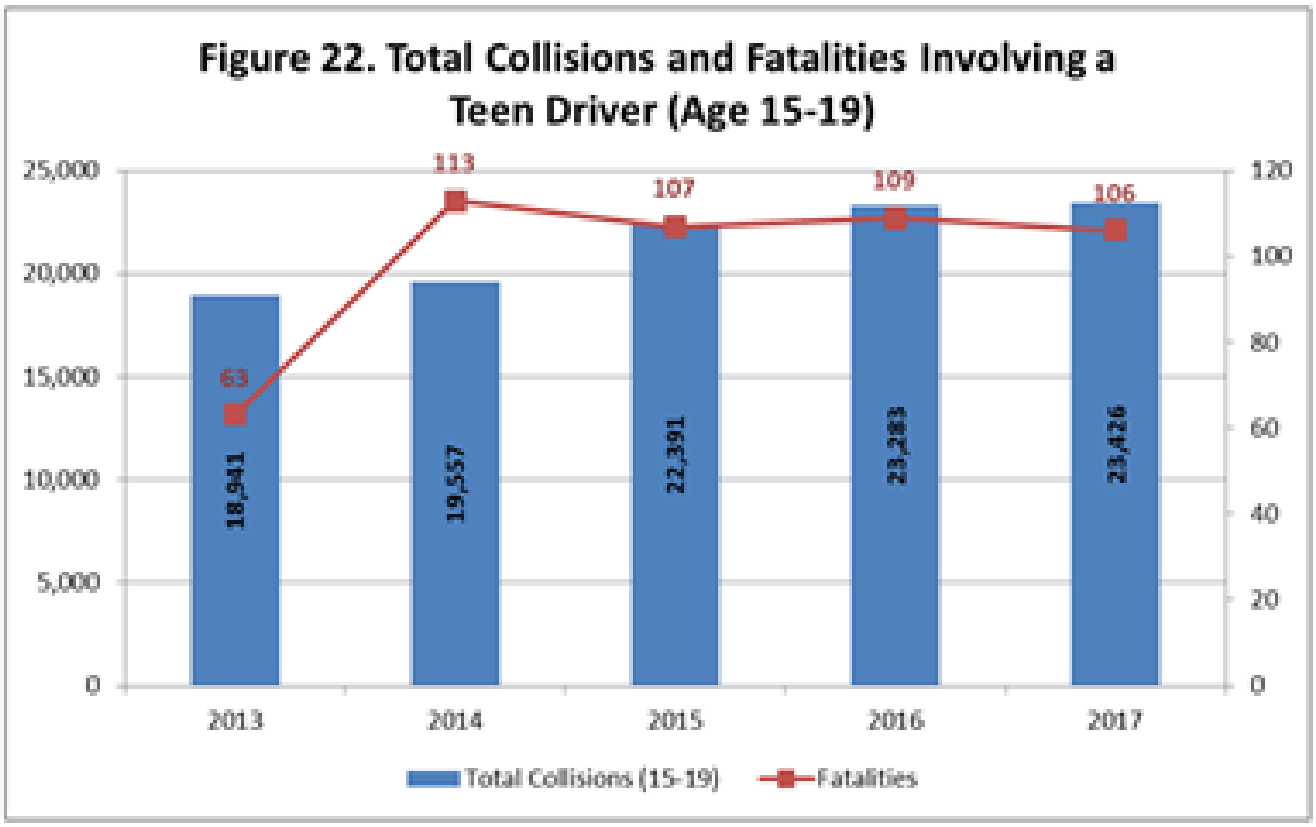
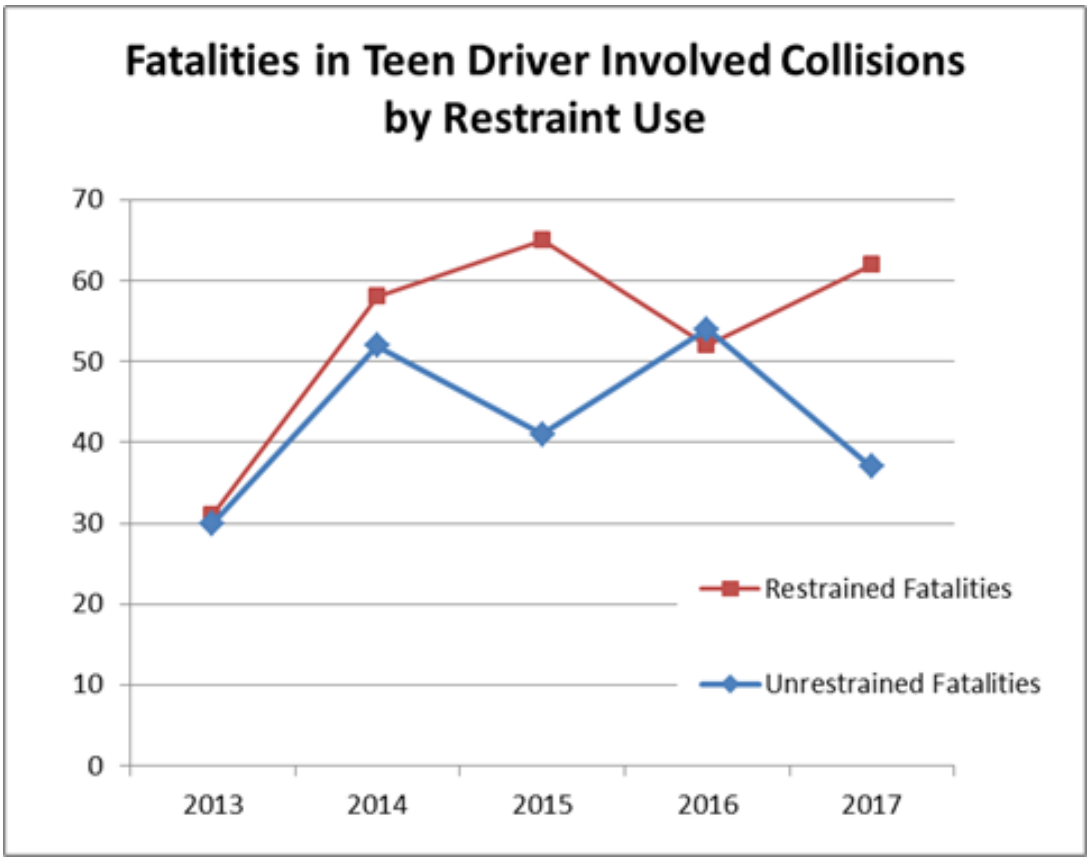


Figure S-11. Fatalities in Teen Driver Involved Collisions by Restraint Use State Data 2013-2017		
Restraint Type	**Year**	**Fatalities**
Restrained	2013	31
	2014	58
	2015	65
	2016	52
	2017	62
Unknown	2013	2
	2014	3
	2015	1
	2016	3
	2017	7
Unrestrained	2013	30
	2014	52
	2015	41
	2016	54
	2017	37



Restraint usage among fatally-injured persons in traffic crashes in which a teen was driving is shown in Table S-11, Table S-13 and Figure S-5. There were 101,507 crashes that involved a teen driver in which restraint devices were used by all occupants from 2013 to 2017. These collisions resulted in the deaths of 268 persons. The number of fatalities in which all occupants were restrained increased 20.39% in 2017 (62), compared to the average number of fatalities from 2013 to 2016 (51.5).

Conversely, there were 3,239 collisions that involved a teen driver in which restraint devices were not used for at least one occupant, resulting in the deaths of 214 persons. The number of traffic fatalities in these collisions has decreased by 16.38% in 2017 (37) compared to the average number of this type of fatalities from 2013 to 2016 (44.25).

Table S-13. Collisions Involving a Teen Driver (Age 15-19) and Restraint Usage, State Data 2013-2017

Chart Area

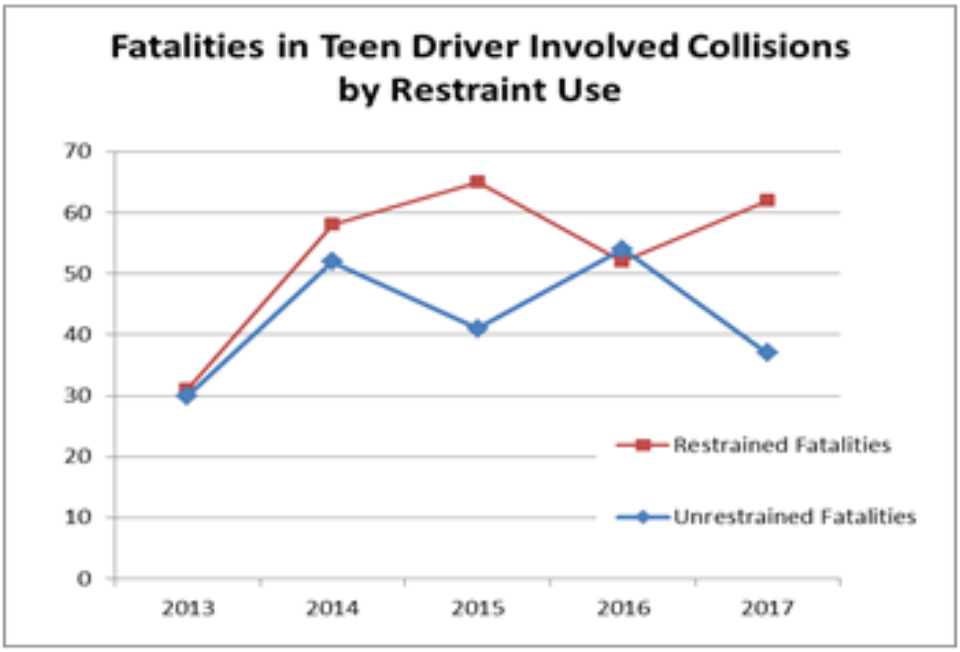
Year	All Occupants Restrained Collision	Restraint Collision Fatalities	At Least One Occupant Unrestrained Collision	Unrestrained Collision Fatalities	Unknown Restraint Collision	Unknown Restraint Collision Fatalities
2013	17,679	31	671	30	591	2
2014	18,398	58	600	52	559	3
2015	21,190	65	641	41	560	1
2016	21,983	52	705	54	595	3
2017	22,257	62	622	37	547	7
Total	**101,507**	**268**	**3,239**	**214**	**2,852**	**16**

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2013-2017

Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2013	469	250	53.30%
2014	550	276	50.18%
2015	605	319	52.73%
2016	619	328	52.99%
2017	623	322	51.69%
Total	**2,866**	**1,495**	**52.16%**

After analyzing the traffic data relative to the use of appropriate restraints by children, there is a slightly more promising outlook for the state than the teen driver information pictured on the previous page. During the calendar years 2013-2017, 64,593 children under six years of age were motor vehicle occupants involved in traffic crashes in South Carolina. During this five-year period, 62,975 of those children were restrained by a safety restraint device (see Figure S-17). These figures indicate that approximately 97.5% of children involved in 2013-2017 traffic crashes in South Carolina were utilizing some sort of safety restraint device. During the five-year period, 45 occupants under the age of six were killed in traffic crashes (see Table S-15 in

Figure S-5



Traffic Injuries section). However, informal surveys conducted annually at seat check events by the SC Department of Health and Environmental Control (SCDHEC), indicate that proper usage of child safety seats is historically less than 15% in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide, since misuse of safety seats may result in death or serious injury to a child.

Traffic Injuries

The statistical data listed in Figure S-3 below shows that in 2017 there were 141,874 motor vehicle crashes in South Carolina. State data in Figure S-1 for 2017 also indicates that there were 60,566 reported traffic injuries during the year, compared to 50,938 reported in 2013. State data in Figure S-1 shows an increase of 15.9% in total traffic-related injuries in 2013, from 50,938 total injuries in 2013 to 60,566 in 2017. The 2017 figure was also more than the average of the four prior years 2013-2016 (56,118). The number of total injuries in 2017 decreased by 2.15% compared to the number of total injuries in 2016.

Statistical data listed in Table S-14 shows that during the five-year period from 2013 to 2017 in South Carolina, there were 1,620,348, motor vehicle occupants (i.e. occupants of passenger cars, trucks, vans, and SUVs) involved in collisions; of these, 265,731 were injured. 14,329 of those injured, or 5.4%, were unrestrained.

Figure S-17

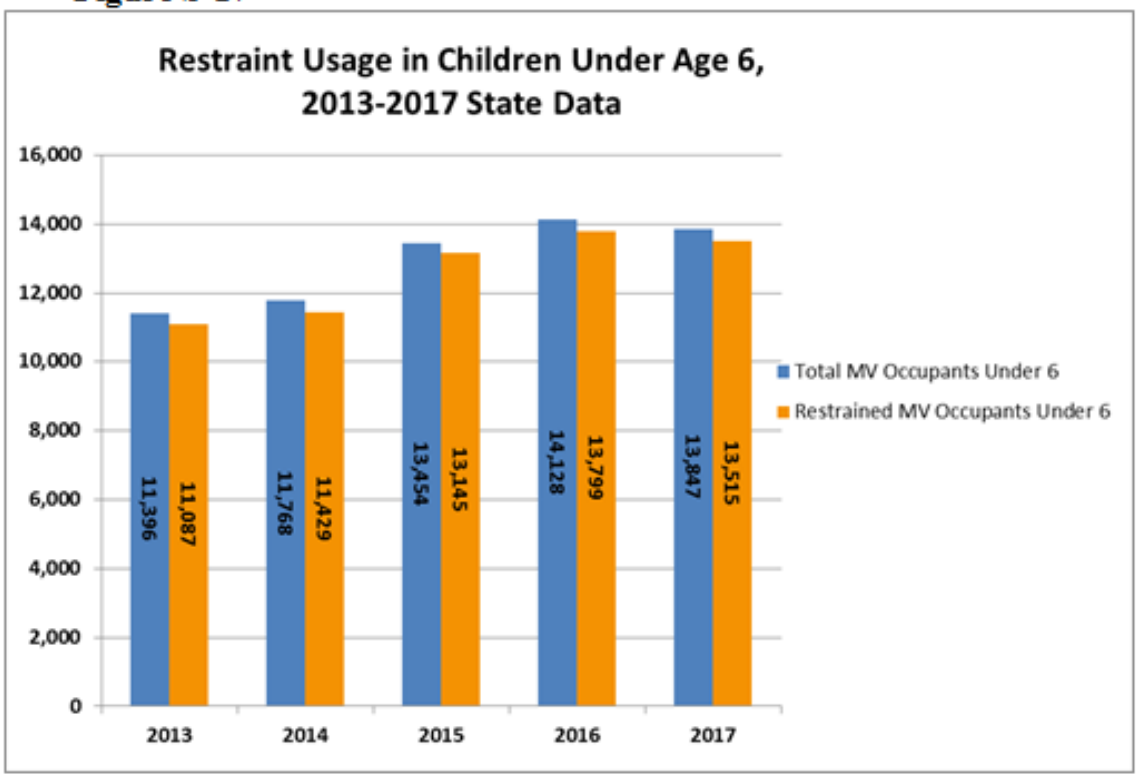


Figure S-1

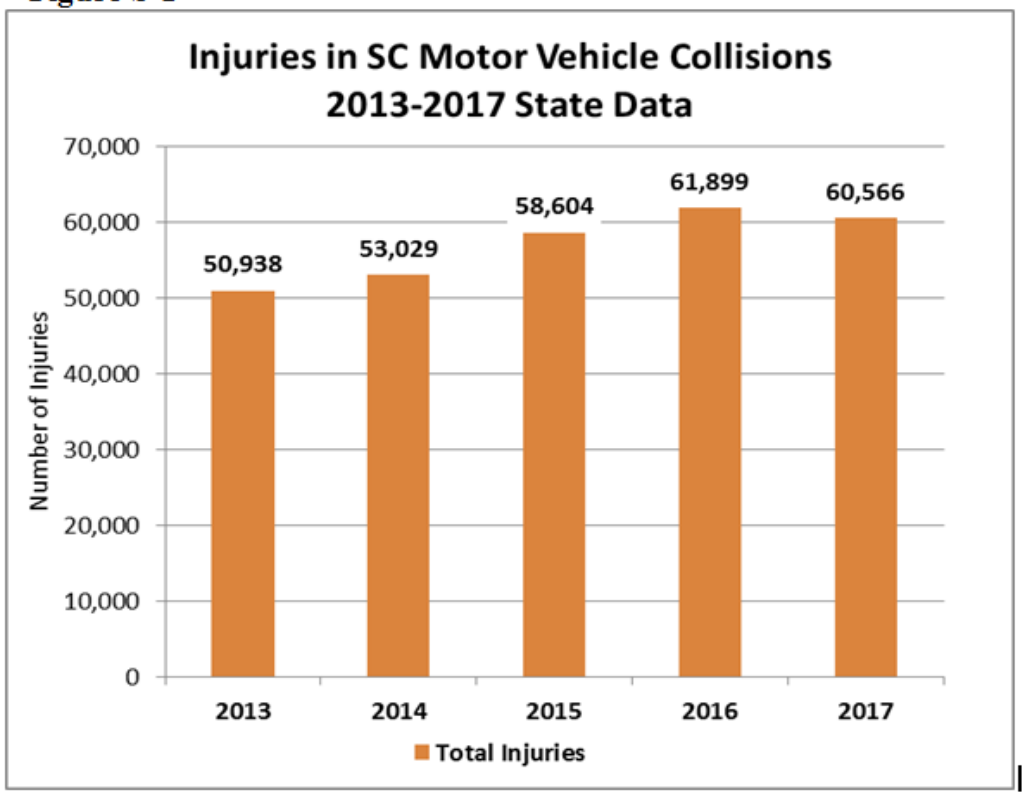


Figure S-3. Total SC Motor Vehicle Collisions State Data 2013-2017	
Year	Total Crashes
2013	113,260
2014	119,173
2015	133,961
2016	141,599
2017	141,874

Figure S-1. Injuries in SC Motor Vehicle Collisions State Data 2013-2017	
Year	Total Injuries
2013	50,938
2014	53,029
2015	58,604
2016	61,899
2017	60,566

Table S-14 Passenger Vehicle Occupant Injuries* and Restraint Usage, State Data 2013-2017				
Year	Total MV Occupants	Total MV Occupants Injured	Total MV Injured Occupants Unrestrained	Percent Injured Unrestrained
2013	280,489	47,133	2,848	6.0%
2014	297,079	49,303	2,769	5.6%
2015	334,156	54,852	2,917	5.3%
2016	354,521	57,922	2,967	5.1%
2017	354,103	56,521	2,828	5.0%
Total	**1,620,348**	**265,731**	**14,329**	**5.4%**

Figure S-13 below gives a graphic representation of the information contained in Table S-14 above for the total number of passenger vehicle occupants injured and the percentage

unrestrained during collisions from 2013 to 2017.

Figure S-13 Injured Passenger Vehicle Occupants in SC Traffic Collisions and Restraint Status, 2013-2017

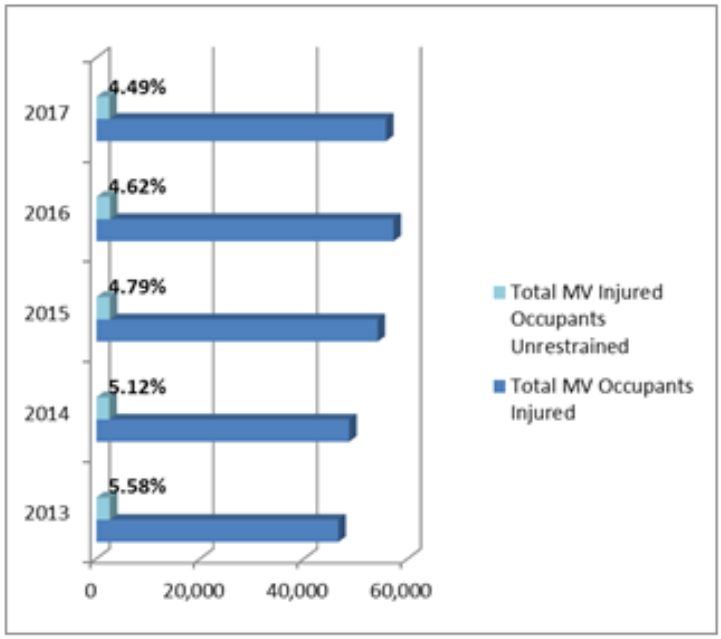


Table S-15 below displays information related to passenger vehicle occupants under the age of six involved in passenger vehicle collisions who sustained injuries. During the calendar years 2013-2017, 64,593 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. Of those children, 9,315 or 14.42%, suffered some type of injury. Of the 9,315 injured, only 467, or 5.0%, were unrestrained.

Table S-15 Passenger Vehicle Occupants Under Age Six, Fatalities Injuries and Restraint Usage State Data 2013-2017

Year	Under 6 MV Occupants	Under 6 Fatalities	Under 6 Injured	Under 6 Injured Unrestrained	Percent Injured Unrestrained
2013	11,396	4	1,716	106	6.2%
2014	11,768	9	1,714	90	5.3%
2015	13,454	14	1,949	86	4.4%
2016	14,128	10	2,030	90	4.4%
2017	13,847	8	1,906	95	5.0%
Total	64,593	45	9,315	467	5.0%

Traffic Collisions

There were 649,867 total traffic collisions in South Carolina from 2013 to 2017. This total includes fatal collisions, injury collisions, and property-damage-only collisions. State data in Figure S-3 shows an increase of 0.19% in total collisions from 2016 (141,599) compared to

2017 (141,874). The 2017 figure represents an increase of 25.26% as compared to 2013 and an increase of 11.71% as compared to the average of the previous four years of 2013-2016 (126,998). From 2013 to 2017, the 649,867 total collisions occurring in SC involved 1,620,348 passenger vehicle occupants (see Table S-16 below). Of those total occupants, 25,084, or only 1.54%, were unrestrained. These figures indicate that approximately 98% of all occupants involved in traffic crashes during this time period were utilizing some sort of safety restraint device.

Figure S-3. Total SC Motor Vehicle Collisions State Data 2013-2017

Year	Total Crashes
2013	113,260
2014	119,173
2015	133,961
2016	141,599
2017	141,874
Total	649,867

Table S-16 Total Passenger Vehicle Occupants in SC Crashes and Restraint Status, State Data 2013-2017

Year	Total MV Occupants	Total MV Occupants Unrestrained
2013	280,489	4,778
2014	297,079	4,925
2015	334,156	5,042
2016	354,521	5,197
2017	354,103	5,142
Total	**1,620,348**	**25,084**

During the calendar years 2013-2017 (see Table S-17 below), 64,593 children under six years of age were passenger vehicle occupants involved in traffic crashes in South Carolina. During this five-year period, 62,975 of those children were restrained by a safety restraint device. These figures indicate that approximately 97.46% of children involved in 2013-2017 traffic crashes were utilizing some sort of safety restraint device.

Table S-17 Passenger Vehicle Occupants Under Age Six in SC Crashes and Restraint Usage, State Data 2013-2017

Year	Under 6 MV Occupants	Under 6 Number Restrained	Under 6 Injured Unrestrained
2013	11,396	11,087	106
2014	11,768	11,429	90
2015	13,454	13,145	86
2016	14,128	13,799	90
2017	13,847	13,515	95
Total	**64,593**	**62,975**	**467**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	289
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	.92
2020	C-3R South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2006-2017	2020	Annual	2.53
2020	C-3U South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2006-2017	2020	Annual	1.07

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child passenger safety technicians
Child Restraint System Inspection Station(s)
Communication Campaign
Short-term, High Visibility Seat Belt Law Enforcement

Countermeasure Strategy: Child passenger safety technicians

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

Project Safety Impacts

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

Linkage Between Program Area

State data indicates that during the years 2013-2017, 64,593 children under six years of age were occupants involved in traffic crashes in South Carolina. During this five-year period, 62,975 of those children were

restrained by a safety restraint device. These figures indicate that approximately 97.46% of children involved in 2013-2017 traffic crashes were utilizing some sort of safety restraint device. Although approximately 97% of children were utilizing some sort of safety restraint device, data indicates that only 15% of child safety seats are properly installed. Given that an alarming 85% of child safety seats are improperly installed, there is a significant need for increased opportunities to educate the public on the proper use of child safety seats. The misuse of child restraints has been a concern for many years, and CPS technicians are a valuable resource to help reduce the misuse of child restraints. CPS technicians have completed the NHTSA Standardized Child Passenger Safety Training Course, which was designed to train safety professionals and other interested parties in the fundamentals of correctly choosing and installing the proper car seat for child passengers. Individuals who successfully completed the course are certified to educate the public in using child restraints properly and provide caregivers with this “hands-on” assistance. By increasing the number of technicians trained to educate the public in the proper use of child restraints and to provide caregivers with "hands on" assistance, the number of parents/caregivers who properly restrain the children under their care will also increase.

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

The PTS/OP PC will work with the South Carolina Department of Health and Environmental Control to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The PTS/OP PC will implement a comprehensive approach to increase the overall safety belt usage rate above 90% with a target of 100% safety belt usage. The PTS/OP PC will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses. The PTS/OP PC will oversee the increasing number of permanent fitting stations within South Carolina especially in underserved areas of the state. In 2020 DHEC will augment its child restraint efforts by initiating the Diversity Outreach Project for high-risk populations (children of Hispanic and African-American descent) spearheaded by the Emergency Management Services and Trauma Division and will include collaboration and coordination with DHEC's Office of Minority Health Division and DHEC's Public Health Regional professionals. The Diversity Outreach Project will target non-white children and their parents who are less likely than their white counterparts to use safety restraints. The county areas of Barnwell, Bamberg, Calhoun, Chester, Colleton and Hampton are targeted for development of Occupant Protection safety education and CPS fitting stations since these counties serve the at-risk population of drivers on rural roadways and do not currently have CPS fitting stations. The efforts of the Diversity Outreach Project will be supplemented using communications and outreach statewide. These activities will occur by the end of the grant year.

Rationale

The state currently complies with countermeasures deemed highly effective by the Countermeasures that Work guide, such as statewide primary safety belt enforcement, short-term high-visibility belt law enforcement following the national Click it or Ticket model, combined nighttime seat belt and alcohol enforcement, and communications and outreach strategies for lower belt use groups. South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement. In

addition, the state has implemented countermeasures that have not clearly been demonstrated as effective overall, but may have an impact in specific areas, such as the development of inspection stations for child safety seats.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2	Recruiting, Training, and Maintaining Child Passenger Safety Technicians

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

Planned activity number: OP-2

Primary Countermeasure Strategy ID: Child passenger safety technicians

Planned Activity Description

Recruiting, Training and Maintaining Child Passenger Safety Technicians Recruitment of Technicians:

The typical audience for the NHTSA Child Passenger Safety Technician training is composed of law enforcement, firefighters, and emergency medical personnel. Recruitment of agencies to participate in the SC Fitting Station Network is accomplished through a number of avenues. Word-of-mouth advertising about the program from agency to agency in areas surrounding currently staffed fitting stations generates a great deal of interest in the training. As SC Department of Health and Environmental Control (SCDHEC) Vehicle Occupant Protection project staff travel throughout the state, visits are made to agencies that do not currently have CPS Technicians trained. Focus is concentrated on areas of the state that have few or no fitting stations. For law enforcement agencies that are members of the South Carolina Law Enforcement Network (SCLEN), funding is sometimes available through the SCLEN to pay registration fees, enabling an agency with a tight budget to train personnel, with the only investment required being time away from the office. Law enforcement officers attending the CPS Technician training also earn CLEE’s (Continuing Law Enforcement Education units). Fire and rescue agencies are quickly becoming the predominant agency requesting training, and efforts are under way to secure continuing education credit for firefighters as well. The state also trains a large number of SC Highway Patrol Troopers as CPS Technicians. The OHSJP's Occupant Protection/Police Traffic Services Program Coordinator is a CPS Technician. SCDHEC will continue to recruit CPS technicians through partnerships with public health agency staff, law enforcement, fire departments, EMS, Safe Kids Coalitions, health educators in the private sector and various community organizations.

Training of Technicians:

In order to ensure that the State addresses the identified highway safety challenges of the high rural fatality rate and low seatbelt usage rate among minority populations, in FFY 2020, the SCDHEC SC Vehicle Occupant Protection project will hold 12 Child Passenger Safety Technician courses in counties in which the majority of the state's identified at-risk populations (minority drivers and drivers on rural roadways) are located. SCDHEC's target is to certify 90 new CPS technicians in FFY 2020, and to provide six (6) continuing education classes to recertify CPS technicians.

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

Retention of Technicians:

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

Intended Subrecipients

South Carolina Department of Health and Environmental Control

Countermeasure strategies

Countermeasure Strategy
Child passenger safety technicians

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$96,482.00	$48,241.00	$96,482.00

Countermeasure Strategy: Child Restraint System Inspection Station(s)

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

Project Safety Impacts

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

Linkage Between Program Area

State data indicates that during 2013-2017, 64,593 children under six years of age were occupants involved in traffic crashes in South Carolina. During this five-year period, 62,975 of those children were restrained by a safety restraint device. These figures indicate that approximately 97.46% of children involved in 2013-2017 traffic crashes were utilizing some sort of safety restraint device. Although approximately 97% of children were utilizing some sort of safety restraint device, data indicates that only 15% of child safety seats are properly installed. Given that an alarming 85% of child safety seats are improperly installed, there is a significant need for increased opportunities to educate the public on the proper use of child safety seats.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

OP-1	Increasing the number of Inspection Stations

Planned Activity: Increasing the number of Inspection Stations

Planned activity number: OP-1

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

Planned Activity Description

A partnership among the SC Department of Public Safety (SCDPS) and the SC Department of Health and Environmental Control (SCDHEC) will continue in FFY 2020 with the implementation of the South Carolina Vehicle Occupant Protection grant project. The main focus of the project will be to educate and train local law enforcement and other first responders, public health agency staff, and parents/caregivers concerning the proper usage of Child Passenger Safety (CPS) and occupant restraint devices. Two full-time Child Passenger Safety (CPS) Technician Instructors with the SC Department of Health and Environmental Control (SCDHEC) are funded to ensure that training is taking place across the state to certify new CPS technicians and recertify current technicians. The project will seek to increase all forms of vehicle occupant protection, particularly among the state's identified at-risk populations of minorities and drivers on rural roadways, by educating the public about the importance of safety belt use and supporting national and statewide emphases. The project will also provide staff to serve as the state contacts for National Safe Kids in terms of CPS certification issues and will continue to coordinate diversity outreach efforts with the Office of Highway Safety and Justice Programs. With the OHSJP's partnerships with SCDHEC, Safe Kids, and highway safety sub-grantees, currently, thirty-seven (37) of the forty-six (46) counties in the state have at least one Child Restraint Inspection Station. This represents 94.9% of the statewide population, according the US Census (2010), having access to a Child Restraint Inspection Station. At each child safety seat inspection station and during seat check events, educational material is distributed to better educate parents on the proper way to insure the safety of their children while riding as passengers in automobiles. Presentations are also conducted across the state at churches, day care centers, schools, and civic organizations by the SCDHEC Child Passenger Safety (CPS) Technician Instructors, Safe Kids coalitions, and South Carolina Highway Patrol's Community Resource Officers.

In an effort to curtail the misuse of child safety seats, South Carolina has established an active network of child inspection stations across the state in order for the public to have access to persons trained to assist them with properly installing their child safety seats into their automobiles. South Carolina has an active network of child restraint inspection stations, and each one of them is staffed with nationally-certified child passenger safety technicians who are available during official posted hours and/or by appointment. According to the most recent US Census (2010), South Carolina has a population of 4,625,364 people within 46 counties. Inspection stations are located in 37 of the 46 counties. Using data from the census, counties containing inspection stations have a total population of 4,413.690. Based on both the census data and locations of fitting stations, SC fitting stations reach 94.9% of the state's population. Still more efforts are needed, especially for the states' high risk populations. In 2020, a new project called the Diversity Outreach Project will be initiated to enhance previous diversity efforts. The new project will target the at-risk minority population, specifically, Hispanic and African American individuals statewide. Data indicate that these populations are at-risk given the historically low

seatbelt utilization rate among these populations when compared to their white counterparts. The project is a collaboration between SCDPS, SCDHEC's EMS and Trauma Division, SCDHEC's Office of Minority Health, and SCDHEC's Public Health Regional professionals. Additionally, through this project, special efforts will be made to place fitting stations in the rural counties of Barnwell, Bamberg, Calhoun, Chester, Colleton and Hampton in an effort to improve seatbelt and child restraint use for one of the state's additional at-risk populations: drivers on rural roadways.

The first table below contains information regarding US Census (2010) data of the state and the counties with and without inspection stations.

South Carolina Active Network of Child Restraint Inspection Stations Urban and High Risk Populations (June 2019)

County	Population	Child Restraint Inspection Station(s)	County Population with Child Restraint Inspection Station
ABBEVILLE	25,417	No	
AIKEN	160,099	Yes	160,099
ALLENDALE	10,419	No	
ANDERSON	187,126	Yes	187,126
BAMBERG	15,987	No	
BARNWELL	22,621	No	
BEAUFORT	162,233	Yes	162,233
BERKELEY	177,843	Yes	177,843
CALHOUN	15,175	No	
CHARLESTON	350,209	Yes	350,209
CHEROKEE	55,342	Yes	55,342
CHESTER	33,140	No	
CHESTERFIELD	46,734	Yes	46,734
CLARENDON	34,971	Yes	34,971
COLLETON	38,892	No	
DARLINGTON	68,681	Yes	68,681
DILLON	32,062	Yes	32,062
DORCHESTER	136,555	Yes	136,555
EDGEFIELD	26,985	Yes	26,985
FAIRFIELD	23,956	Yes	23,956
FLORENCE	136,885	Yes	136,885
GEORGETOWN	60,158	Yes	60,158
GREENVILLE	451,225	Yes	451,225
GREENWOOD	69,661	Yes	69,661
HAMPTON	21,090	No	
HORRY	269,291	Yes	269,291
JASPER	24,777	Yes	24,777
KERSHAW	61,697	Yes	61,697
LANCASTER	76,652	Yes	76,652
LAURENS	66,537	Yes	66,537
LEE	19,220	Yes	19,220
LEXINGTON	262,391	Yes	262,391
MARION	10,233	Yes	10,233
MARLBORO	33,062	Yes	33,062
MCCORMICK	28,933	No	
NEWBERRY	37,508	Yes	37,508
OCONEE	74,273	Yes	74,273

The second table below contains a listing of each of the inspection stations in South Carolina and includes the total number of inspection stations that service rural and urban areas and high risk populations (minority and low income). South Carolina has 1,144 nationally certified child passenger safety technicians, with 34 of those being certified instructors.

In an effort to provide services to underserved areas within the state, the OHSJP provides supplies, such as child

ORANGEBURG	92,501	Yes	92,501
PICKENS	119,224	Yes	119,224
RICHLAND	384,504	Yes	384,504
SALUDA	19,875	Yes	19,875
SPARTANBURG	284,307	Yes	284,307
SUMTER	107,456	Yes	107,456
UNION	28,961	Yes	28,961
WILLIAMSBURG	34,423	Yes	34,423
YORK	226,073	Yes	226,073
	4,625,364		4,381,628
Total number of inspection stations in the state:			115
Percentage of counties with access to a fitting station:			78.3%
Percentage of population with access to a fitting station:			94.9%

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

South Carolina's Active Network of Child Restraint Inspection Stations Urban Areas and High Risk Populations (June 2019)

County	County Population	Area served: Rural or Urban*	Serves at-risk population	Organization
Aiken	160,099	Urban	Yes	Safe Kids/Tri-City Development Center
Aiken	160,099	Urban	Yes	Aiken Department of Public Safety
Anderson	187,126	Urban	Yes	Safe Kids/AnMed Health Women
Anderson	187,126	Urban	Yes	Anderson City Fire Department
Anderson	187,126	Rural	Yes	Belton Fire Department
Anderson	187,126	Urban	Yes	Anderson City Fire Department Station 2
Anderson	187,126	Urban	Yes	Anderson City Fire Department Station 3
Beaufort	162,233	Urban	Yes	Beaufort County First Steps
Beaufort	162,233	Urban	Yes	Fire & Emergency Services
Beaufort	162,233	Urban	Yes	Bluffton Fire and Emergency Services
Beaufort	162,233	Urban	Yes	Hilton Head Fire and Rescue
Berkeley	177,843	Rural	Yes	Goose Creek Police Department
Berkeley	177,843	Rural	Yes	Berkeley County Sheriff's Office
Berkeley	177,843	Rural	Yes	Hanahan Fire/EMS
Berkeley	177,843	Rural	Yes	Alicia Stephenson
Charleston	350,209	Urban	Yes	North Charleston Fire Department
Charleston	350,209	Urban	Yes	Isle of Palms Police Department
Charleston	350,209	Urban	Yes	Mount Pleasant Fire Department
Charleston	350,209	Urban	Yes	St. John Fire Department
Charleston	350,209	Urban	Yes	Medical University of South Carolina
Charleston	350,209	Urban	Yes	Charleston County EMS
Charleston	350,209	Urban	Yes	Mt. Pleasant Police Department
Charleston	350,209	Urban	Yes	Charleston Fire Department
Charleston	350,209	Rural	Yes	Awendaw-McClellanville Fire Department
Charleston	350,209	Urban	Yes	North Charleston Police Department
Cherokee	55,342	Rural	Yes	City of Gaffney Fire Department
Chesterfield	46,734	Rural	Yes	Chesterfield County Coroner's Office
Clarendon	34,971	Rural	Yes	Manning Fire Department
Darlington	68,681	Rural	Yes	Hartsville Fire Department
Dillon	32,062	Rural	Yes	Dillon Fire Department

Dorchester	136,555	Urban	Yes	Summerville Fire and Rescue Station 2
Dorchester	136,555	Urban	Yes	Summerville Fire and Rescue Headquarters
Dorchester	136,555	Urban	Yes	Summerville Fire and Rescue Station 3
Dorchester	136,555	Urban	Yes	Summerville Fire and Rescue Station 4
Dorchester	136,555	Urban	Yes	Summerville Fire and Rescue Station 5
Dorchester	136,555	Urban	Yes	Baby CSI
Edgefield	269,985	Rural	Yes	Edgefield County DSS
Fairfield	23,956	Rural	Yes	Fairfield County Sheriff's Department
Fairfield	23,956	Rural	Yes	Fairfield County EMS
Fairfield	23,956	Rural	Yes	Jenkinsville Fire Department
Florence	136,885	Urban	Yes	Safe Kids
Florence	136,885	Urban	Yes	Lake City Fire Department
Georgetown	60,158	Rural	Yes	Georgetown City Fire
Georgetown	60,158	Rural	Yes	Georgetown County Fire
Georgetown	60,158	Rural	Yes	Midway Fire and Rescue
Greenville	451,225	Urban	Yes	Parker Fire Department
Greenville	451,225	Urban	Yes	Belmont Fire Department
Greenville	451,225	Urban	Yes	Piedmont Park Fire Department
Greenville	451,225	Urban	Yes	Berea Fire Department
Greenville	451,225	Urban	Yes	Clear Springs Fire and Rescue
Greenville	451,225	Urban	Yes	Simpsonville Police Department
Greenville	451,225	Urban	Yes	Greenville Memorial Hosptial
Greenville	451,225	Urban	Yes	Special Needs Clinic
Greenville	451,225	Urban	Yes	Greer Fire Department
Greenville	451,225	Urban	Yes	Fountain Inn Fire Departmen
Greenville	451,225	Urban	Yes	Lake Cunningham Fire Department
Greenville	451,225	Urban	Yes	Boiling Springs Fire Department Station 11
Greenville	451,225	Urban	Yes	Mauldin Fire Department
Greenville	451,225	Urban	Yes	Boiling Springs Fire Department Station 12
Greenville	451,225	Urban	Yes	Boiling Springs Fire Department Station 14
Greenville	451,225	Urban	Yes	Boiling Springs Fire Department Station 15
Greenwood	69,661	Rural	Yes	Safe Kids
Horry	269,291	Urban	Yes	Horry County Fire Rescue
Horry	269,291	Urban	Yes	Conway Police Department
Saluda	19,875	Rural	Yes	Saluda County Sheriff's Department
Spartanburg	284,307	Urban	Yes	Boiling Springs Fire Department
Spartanburg	284,307	Urban	Yes	Pelham-Batesville Fire Department
Spartanburg	284,307	Urban	Yes	Reidville Fire Department
Spartanburg	284,307	Urban	Yes	North Spartanburg Fire Department
Spartanburg	284,307	Urban	Yes	Westview Fairforest Fire Department
Spartanburg	284,307	Urban	Yes	Safe Kids
Sumter	107,456	Urban	Yes	20 FW Safety Shaw AFB
Sumter	107,456	Urban	Yes	Safe Kids
Sumter	107,456	Urban	Yes	Sumter Family Health Center
Sumter	107,456	Urban	Yes	Sumter County EMS
Union	28,961	Rural	Yes	Union County EMS
Williamsburg	34,423	Rural	Yes	Williamsburg County Fire
York	226,073	Urban	Yes	International Center of York County
York	226,073	Urban	Yes	Britax Inc.
York	226,073	Urban	Yes	Clover PD
York	226,073	Urban	Yes	Piedmont EMS

Number of inspection stations in the state	115
Total number of inspection stations in the state serving urban areas	80
Total number of inspection stations in the state serving rural areas	35
Total number of inspection stations in the state serving at-risk populations	115

of the residents live in urban areas, according to US Census Bureau data.

Intended Subrecipients

The South Carolina Department of Health and Environmental Control

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$96,482.00	$48,241.00	$96,482.00

Countermeasure Strategy: Communication Campaign

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

Project Safety Impacts

Communication campaigns serve to educate the public on the importance of using occupant restraint devices, and they serve to inform the public of upcoming high-visibility enforcement efforts. Educating the public on the importance of occupant restraint usage should increase occupant protection usage rates among the population. Given the knowledge that seatbelts save lives, if the number of unrestrained occupants can be decreased and observed seatbelt rates can be increased, a significant positive impact on traffic safety can be achieved.

Linkage Between Program Area

South Carolina is committed to its focus on the dissemination of traffic safety information to the general public and the law enforcement community. Marketing campaigns, training for highway safety professionals and sharing information at public events are key strategies to help meet performance measures and goals related to issues with Occupant Protection in the state.

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

The marketing firm will continue to assist with campaigns, including Buckle Up, SC. It's the law and it's enforced. Child Passenger Safety is another important public information initiative for the State Highway Safety Office.

Special public information events during Buckle Up, America! Week in May 2020, and the National Child Passenger Safety Awareness Week in September 2020 will occur in FFY 2020. Additionally, the State Highway Safety Office (SHSO) will also assist in planning, coordinating, and implementing, with the assistance of the SCDPS Contractor, the Buckle up, South Carolina. It's the law and it's enforced. public information, education and enforcement campaign during the Memorial Day holiday of 2020.

Communication and outreach contribute to heightened public awareness, which when combined with enforcement, have been beneficial in addressing the issues faced by the state, as determined through its problem

identification process.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP PEM	Communication and Outreach
OP-INT	OHSJP Occupant Protection Program Management

Planned Activity: Communication and Outreach

Planned activity number: OP PEM

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication and Outreach
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High HVE (FAST)	$414,000.00	$103,500.00	
2019	FAST Act 405b OP High	405b High OP Information System (FAST)	$86,000.00	$21,500.00	

Planned Activity: OHSJP Occupant Protection Program Management

Planned activity number: OP-INT

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Efforts to improve occupant protection issues in the State of South Carolina with the resulting improvement in traffic collisions, injuries, and fatalities must have a coordination or administrative component. The project will

attempt to increase safety belt and child safety seat usage during the project period through the continued coordination of occupant protection programs statewide. The project will fund an Occupant Protection/Police Traffic Services Program Coordinator (OP/PTSPC) who will be involved in planning and coordinating special public information events during Buckle Up, America! Week in May 2020, and the National Child Passenger Safety Awareness Week in September 2020. The OP/PTSPC will also assist in planning, coordinating, and implementing, with the assistance of the SCDPS Contractor, the Buckle up, South Carolina. It's the law and it's enforced. public information, education and enforcement campaign during the Memorial Day holiday of 2020. The OP/PTSPC will continue to administer all Section 402 and Section 405b-funded occupant protection programs. The OP/PTSPC will also be responsible for reviewing and monitoring grant projects and providing technical assistance to project personnel. The OP/PTSPC will also prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety Projects, the Funding Guidelines document, the Highway Safety Plan, and the Annual Evaluation Report by the required deadlines. The OP/PTSPC will work with the South Carolina Department of Health and Environmental Control to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OP/PTSPC will implement a comprehensive approach to increase the overall safety belt usage rate statewide. The OP/PTSPC will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses. The OP/PTSPC will oversee the increasing of permanent inspection stations within South Carolina by the end of the grant year.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$129,656.00	$32,414.00	$0.00

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

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

Project Safety Impacts

The state will seek to increase the safety belt usage rate through a continued educational program alerting the state's citizens, particularly minority groups, who lag behind their non-minority counterparts in belt usage rates, to the primary enforcement safety belt law and by continuing to conduct a statewide occupant protection enforcement mobilization during and around the Memorial Day holiday each year to coincide with national

enforcement mobilizations are two strategies the state will use to address the Occupant Protection issues plaguing South Carolina.
Aggressively enforcing the primary safety belt law and continuing a Memorial Day safety belt and child passenger safety seat high-visibility enforcement mobilization which conforms to the national Click it or Ticket model help increase the safety belt usage rate as well as the correct usage of child passenger safety seats.
Occupant Protection programs that are funded by the highway safety program will train NHTSA Child Passenger Safety technicians and instructors, conduct child passenger safety seat check events, certify child passenger safety fitting stations, conduct educational presentations, and emphasize child passenger safety seat use and enforcement during the statewide Memorial Day Occupant Protection Enforcement Mobilization.
It is anticipated that performance of the chosen countermeasure strategy will provide a beneficial traffic safety impact in the area of occupant protection in FFY 2020.

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-EU	PTS Enforcement Units
PTS-OP	High visibility enforcement of seat belt law

Planned Activity: PTS Enforcement Units

Planned activity number: PTS-EU

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

Planned Activity Description

PTS enforcement units will be developed and implemented in those areas where analysis of traffic collision and citation data indicates a major traffic safety problem. The PTS projects funded are located in counties identified as having a significant problem with speed-related traffic collisions, serious injuries, and fatalities. This includes county sheriffs’ offices and municipal law enforcement agency projects identified by the supporting data. The projects will fund law enforcement officer personnel, travel, equipment, and other allowable items.

Traffic safety enforcement programs throughout the state will participate in Law Enforcement Networks established in the 16 Judicial Circuits in South Carolina. They will participate in statewide and national highway safety campaigns and enforcement crackdown/mobilization programs. These campaigns include DUI crackdowns (Sober or Slammer!), occupant protection mobilizations (Buckle Up, South Carolina), focused roadway corridor speed enforcement (Operation Southern Shield), and combined enforcement activity, to include nighttime safety belt enforcement. The PTS projects will conduct traffic safety presentations to increase community awareness of traffic safety-related issues and issue press releases of the projects' activities.
Law Enforcement Networks will continue to meet and share information among agencies, to disseminate information from the Office of Highway Safety and Justice Programs, and to conduct multi-jurisdictional traffic enforcement activities.
The OHSJP has continued the implementation of Data Driven Approaches to Crime and Traffic Safety (DDACTS) since 2012, which is a hot spot locator-type approach to deploying law enforcement. Several law enforcement agencies across the state have been trained in DDACTS, and they are provided information on the data sources available to them in order to best utilize their resources. This data includes traffic corridor information relative to their respective agencies, which will allow them to focus on roadways where collisions, injuries, and traffic fatalities are occurring. It is always available upon request and some agencies even use their own internal data/records when selecting safety checkpoint and saturation patrol locations.

Intended Subrecipients

Agency	Title	County
City of Columbia	FY2020 PTS Speed Enforcement/Enhancement of Traffic Division (Year 3)	Richland
Charleston County Sheriff's Office	Charleston County Traffic Services/Speed Enforcement	Charleston
Dorchester County Sheriff's Office	Traffic Division Enhancement	Dorchester
Town of Summerville	Summerville Traffic Enforcement Unit Enhancement	Berkeley Charleston
Kershaw County Sheriff's Office	Traffic Services Enforcement/Education	Kershaw
Aiken Department of Public Safety	Aiken Public Safety Police Traffic Services Grant	Aiken
Fort Mill Police Department	Fort Mill Police Department Safety Unit	York
City of Cayce	City of Cayce Traffic Enforcement Unit	Lexington/ Richland
Town of Moncks Corner Police Department	Traffic Enforcement	Berkeley
City of Goose Creek	Traffic Enforcement Officer	Berkeley
City of Anderson Police Department	Traffic Enforcement Unit	Anderson
North Augusta Department of Public Safety	North Augusta Traffic Safety Unit	Aiken
York County Sheriff's Office	Creation of Traffic Safety and Enforcement Unit	York
City of Charleston	FFY2020 Highway Safety Grant Speed Enforcement	Charleston
Berkeley County Sheriff's Office	Berkeley County Traffic Unit	Berkeley
Mount Pleasant Police Department	Mount Pleasant Traffic Enforcement Unit	Charleston
Lexington Police Department	Town of Lexington Police Traffic Services Enhancement	Lexington
Simpsonville Police Department	Simpsonville Police Department Traffic Safety Unit	Greenville
Lancaster Police Department	Lancaster Traffic Enforcement	Lancaster
Georgetown County	Georgetown County Sheriff's Office Traffic Unit	Georgetown
Darlington County Sheriff's Office	Darlington County Traffic Enforcement	Darlington
Oconee County	Oconee County Sheriff's Office Traffic Safety/Speed Enforcement Unit	Oconee

Countermeasure strategies

Countermeasure Strategy

High Visibility DUI Enforcement
Short-term, High Visibility Law Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,620,003.50	$405,000.88	$1,620,003.50

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
In-Car Camera	2	$5,500.00	$11,000.00	$5,500.00	$11,000.00
In-Car Camera	1	$6,407.00	$6,407.00	$6,407.00	$6,407.00
In-Car Camera	2	$6,665.00	$13,330.00	$6,665.00	$13,330.00
In-Car Camera	1	$6,895.00	$6,895.00	$6,895.00	$6,895.00
In-Car Camera	1	$7,000.00	$7,000.00	$7,000.00	$7,000.00
In-Car Camera	1	$5,207.00	$5,207.00	$5,207.00	$5,207.00
In-Car Camera	1	$5,000.00	$5,000.00	$5,000.00	$5,000.00
In-Car Camera	1	$6,500.00	$6,500.00	$6,500.00	$6,500.00
In-Car Camera	1	$6,334.00	$6,334.00	$6,334.00	$6,334.00
Lidar	1	$5,495.00	$5,495.00	$5,495.00	$5,495.00
Mobile Radio	1	$5,596.00	$5,596.00	$5,596.00	$5,596.00
Mobile Radio	1	$8,500.00	$8,500.00	$8,500.00	$8,500.00
Mobile Radios	2	$6,000.00	$12,000.00	$6,000.00	$12,000.00
Mobile Radios	2	$5,000.00	$10,000.00	$5,000.00	$10,000.00
Police Vehicle	2	$35,000.00	$70,000.00	$35,000.00	$70,000.00
Police Vehicle	1	$34,000.00	$34,000.00	$34,000.00	$34,000.00
Police Vehicle	1	$54,636.00	$54,636.00	$54,636.00	$54,636.00

Police Vehicle	1	$33,000.00	$33,000.00	$33,000.00	$33,000.00
Police Vehicle	1	$33,734.00	$33,734.00	$33,734.00	$33,734.00
Police Vehicle	1	$28,685.00	$28,685.00	$28,685.00	$28,685.00
Police Vehicle	1	$38,000.00	$38,000.00	$38,000.00	$38,000.00
Police Vehicle	1	$34,558.00	$34,558.00	$34,558.00	$34,558.00
Police Vehicles	2	$35,088.00	$70,176.00	$35,088.00	$70,176.00
Police Vehicles	2	$36,000.00	$72,000.00	$36,000.00	$72,000.00
Portable Radio	2	$6,000.00	$12,000.00	$6,000.00	$12,000.00
Portable Radio	1	$5,732.00	$5,732.00	$5,732.00	$5,732.00
Portable Radio	1	$8,750.00	$8,750.00	$8,750.00	$8,750.00
Portable Radios	2	$5,000.00	$10,000.00	$5,000.00	$10,000.00

Planned Activity: High visibility enforcement of seat belt law

Planned activity number: PTS-OP

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

Planned Activity Description

For FFY 2020, the OHSJP will implement high-visibility enforcement strategies in support of national high-visibility law enforcement mobilizations (Click it or Ticket and Drive Sober or Get Pulled Over Crackdowns) coordinated by the Secretary of Transportation. The impaired driving campaign, designated Sober or Slammer! in SC, will include enforcement/education initiatives around the Christmas/New Year's holidays of 2019-2020, the summer months, and the Labor Day holiday of 2020.

The state of South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2020 holiday period from May 18 – 31, 2020, known as Buckle Up, South Carolina. It's the law and it's enforced. (BUSC), modeled after the national Click-It-or-Ticket mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. The campaign will focus on nighttime safety belt enforcement to attempt to reduce unrestrained traffic fatalities and injuries, especially during these hours. The 2020 BUSC campaign media plan will follow similarly the media buy plan implemented for the 2019 BUSC campaign. The SC Highway Patrol (SCHP), the SC State Transport Police (STP), and the Law Enforcement Network system in South Carolina, which is composed of local law enforcement agencies statewide, have indicated that they will again participate in 2020. This level of participation will again allow the OHSJP to cover 100% of the state's population. Additionally, all Police Traffic Services subgrantees have an objective to participate in the BUSC campaign and have an objective

specifically related to increasing Occupant Protection violation citations. Diversity outreach is accomplished through focusing placement of paid media on stations and during time slots that attract African American, Hispanic, youth, and rural male audiences. These demographic groups have shown statistically to have lower safety belt use rates than non-minority, urban and female counterparts. Campaign on-air messages, both radio and television will be translated/dubbed into Spanish and aired on Hispanic television and radio stations statewide. The paid media components of this effort will include airing television and radio spots to alert the general public of the enforcement mobilization and to send the message that law enforcement in the state is serious about enforcing the state's occupant protection laws. The campaign will utilize the state's enforcement slogan, Buckle up, South Carolina. It's the law, and it's enforced. (BUSC). The OHSJP will also hold press events in key media markets of the state to enhance the effort and to alert the general public regarding the enforcement and media components of the campaign. The mobilization crackdown will be coordinated through the SC Law Enforcement Network. Saturation patrols, nighttime seatbelt enforcement, and direct enforcement strategies will be employed to focus on occupant protection violations.

Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,620,003.50	$405,000.88	$1,620,003.50

Program Area: Planning & Administration

Description of Highway Safety Problems

Planning and Administration

Traffic Fatalities

In South Carolina, FARS annual report file (ARF) state data from our Statistical Analysis & Research Section (SARS) indicates that there were 988 traffic fatalities in 2017. This figure represents almost a 3% decrease from the 1,015 traffic fatalities reported for 2016. Based on the number of fatalities and a reduction in vehicle miles of travel for 2017, the mileage death rate for 2017 is 1.78 deaths per hundred miles of travel from 1.87 in 2016. Overall, from 2013 to 2017, fatalities increased by 28.81% in South Carolina, compared to increases of 11.75% nationwide. However, preliminary state data compiled by the SARS indicates there were 1,038 traffic fatalities in 2018, with an estimated five year average of 969 for 2014-2018. This is an

increase of 5.1% from the 988 traffic fatalities in 2017. The state's 2020 goal will reflect this upward trend in traffic deaths.

Traffic Injuries

Figure S-1 contains South Carolina state statistical data which indicates there were 285,036 persons injured in motor vehicle collisions during the five year period (2013-2017). The crash data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during collisions increased from 50,938 in 2013 to 60,566 in 2017. The 2017 data represents a 28.81% increase when compared to the number of people injured in traffic collisions in 2013. When compared to the average of the four-year period 2013- 2016 (57,007 injuries), the 2017 figure represents about a 6.2 % increase. Of the 285,036 people injured during a vehicle crash from 2013 to 2017, 15,447 people (Figure S-2), sustained severe injuries as a result of a crash.

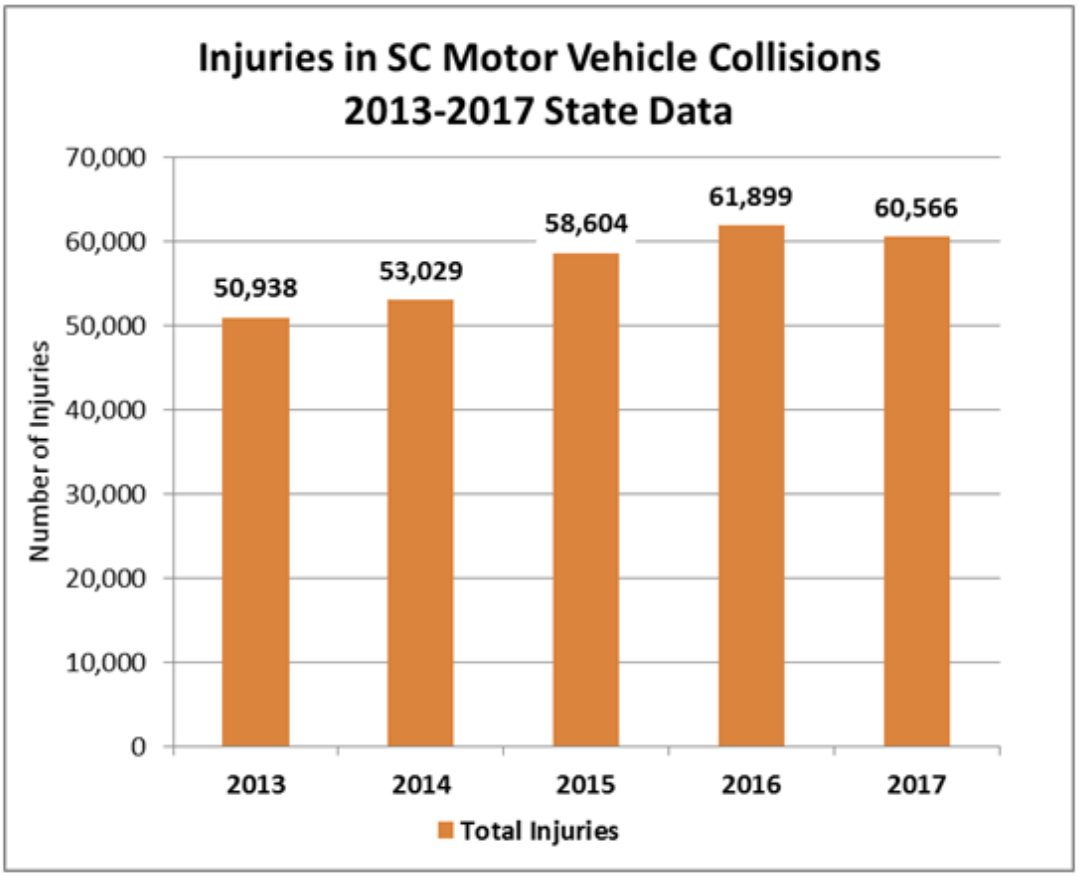
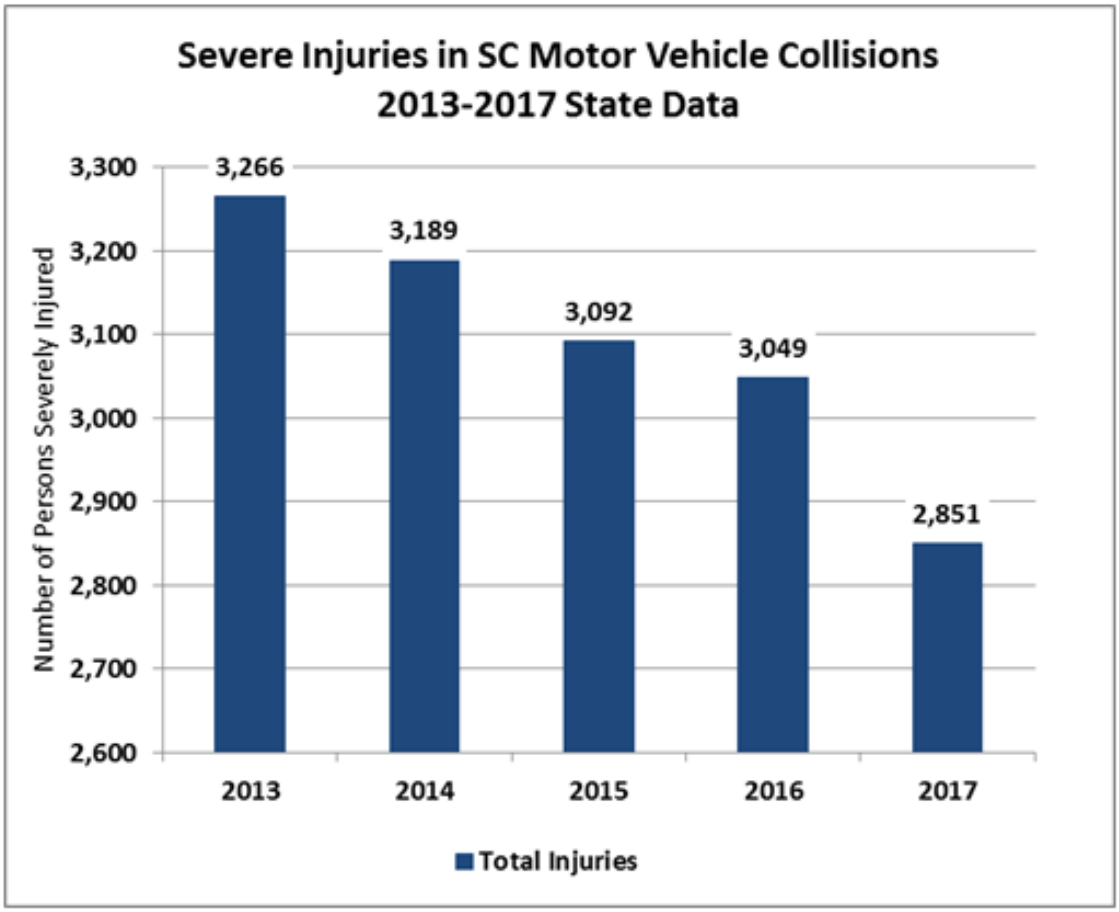


Figure S-2 contains data regarding severe traffic injuries occurring in the state during the years 2013-2017. Of the 285,036 traffic-related injuries occurring during this time period, 15,477 were severe injuries. There were 2,851 traffic-related severe injuries in 2017 an 11.6% reduction as compared to 2013. The 2017 figure of 2,851 severe traffic-related injuries was a 9.5% reduction as compared to the average of the four-year period 2013-2016 (3,149 severe

injuries).

Figure S-2. Serious Injuries in SC Motor Vehicle Collisions State Data 2013-2017	
Year	Total Injuries
2013	3,266
2014	3,189
2015	3,092
2016	3,049
2017	2,851

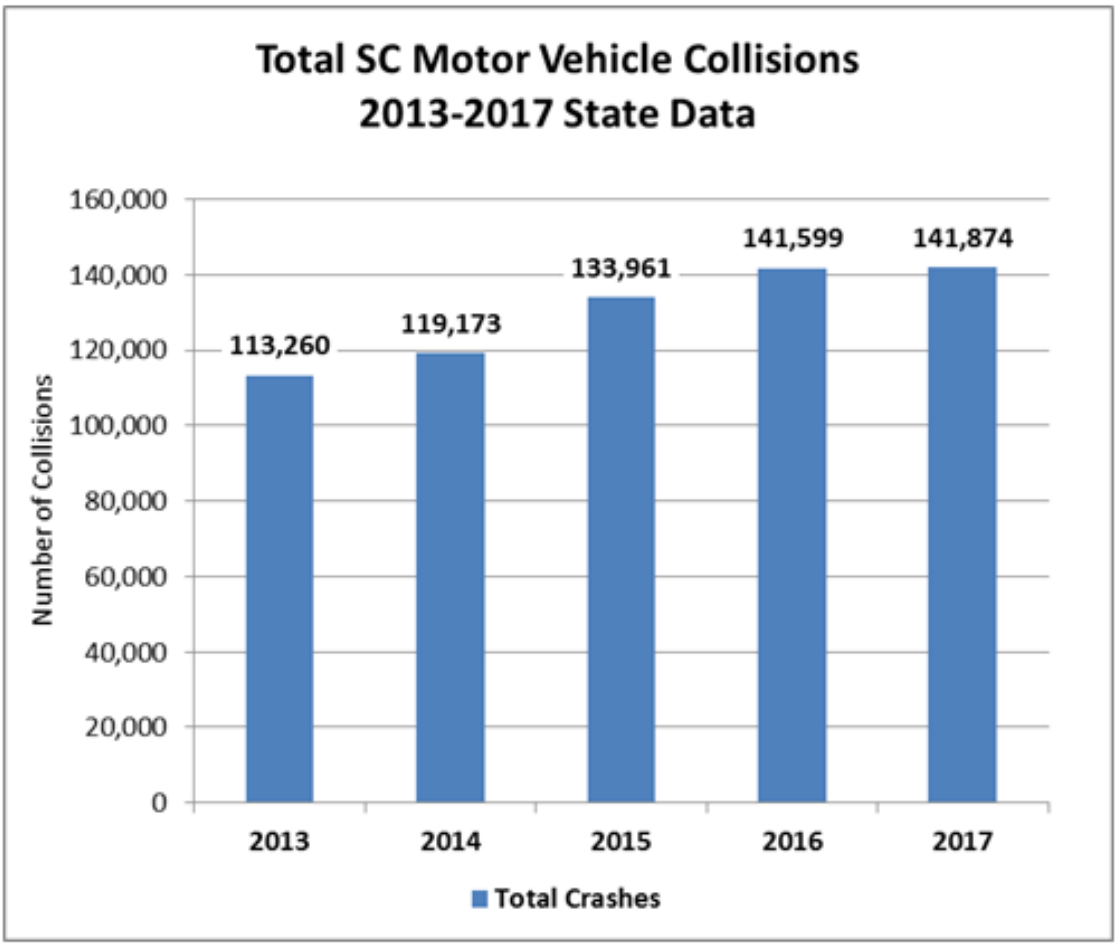


Traffic Collisions

From 2013 to 2017, state statistical data listed in Figure S-3 shows that there were a total of 649,867 vehicle collisions in South Carolina during this five year time period. Of the 649,867 vehicle collisions reported during this time period, 16,857 (Figure S-4), were fatal or severe-injury crashes. From 2013 to 2017, the state has experienced a 25.2% increase in the number of reported vehicle crashes. When compared to the four-year average of traffic crashes occurring from 2013 to 2016 (126,998 collisions) the 2017 figure represents an 11.6 % increase. The leading counties for fatal and severe-injury crashes from 2013 to 2017 were, in decreasing

order, Horry, Charleston, Greenville, Richland, Spartanburg, Anderson, Lexington, Berkeley, York, Beaufort, Aiken, Florence, Orangeburg, Dorchester, Lancaster, Pickens, Laurens, Sumter, Georgetown, and Colleton.

Figure S-3. Total SC Motor Vehicle Collisions State Data 2013-2017	
Year	Total Crashes
2013	113,260
2014	119,173
2015	133,961
2016	141,599
2017	141,874



Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Figure S-4. All SC Fatal and Severe Injury Collisions by County, State Data 2013-2017						
County	2013	2014	2015	2016	2017	2013-2017
Horry	307	330	299	269	278	1,483
Charleston	314	308	281	272	280	1,455
Greenville	309	277	252	300	292	1,430
Richland	205	180	198	214	168	965
Spartanburg	185	178	202	201	175	941
Anderson	149	139	161	192	174	815
Lexington	142	137	151	142	165	737
Berkeley	187	153	148	102	109	699
York	124	127	125	143	128	647
Beaufort	67	95	107	102	105	476
Aiken	82	91	96	88	108	465
Florence	93	78	86	91	79	427
Orangeburg	97	75	79	96	76	423
Dorchester	78	70	85	75	68	376
Lancaster	56	83	86	85	65	375
Pickens	68	69	67	61	69	334
Laurens	63	58	67	66	65	319
Sumter	63	58	60	68	59	308
Georgetown	71	46	63	43	67	290
Colleton	57	44	56	66	50	273
Darlington	52	59	52	64	38	265
Cherokee	39	56	51	48	59	253
Greenwood	47	40	62	47	46	242
Oconee	27	48	53	51	55	234
Jasper	46	46	43	60	31	226
Kershaw	50	28	33	56	49	216
Williamsburg	41	42	38	38	41	200
Chesterfield	36	35	44	38	44	197
Chester	30	33	39	39	40	181
Newberry	36	26	34	35	32	163
Clarendon	24	21	32	33	36	146
Fairfield	22	26	22	29	28	127
Dillon	16	27	24	21	27	115
Barnwell	18	32	26	15	16	107
Marion	22	27	23	13	20	105
Hampton	24	20	23	17	16	100
Abbeville	26	13	17	17	24	97
Marlboro	15	26	20	21	15	97
Union	17	18	23	21	16	95
Calhoun	19	18	15	13	17	82
Saluda	15	13	15	13	18	74
Edgefield	14	8	17	20	14	73
Bamberg	20	11	13	16	11	71
Lee	12	16	16	13	13	70
Allendale	11	11	10	9	7	48
McCormick	6	6	10	8	5	35
Total	3,402	3,302	3,424	3,431	3,298	16,857

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA	Highway Safety Program Administration	Highway Safety Office Program Management

Planned Activity: Highway Safety Program Administration

Planned activity number: PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

The South Carolina Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$174,473.00	$174,473.00	$0.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

Police Traffic Services

Traffic Fatalities

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

Data indicates that speeding-related fatalities from 2013 to 2017 were at their lowest level in 2013 (305 fatalities) and at their highest level during 2017 (416 fatalities). The 416 speeding-related fatalities in South Carolina in 2017 represent a 36.39% increase when compared to the 2013 total (305). South Carolina’s population-based fatality rate followed a somewhat similar pattern as the number of speeding-related fatalities, with the highest rate in 2017 (8.28) and the lowest rate in 2014 (6.36). South Carolina’s 2017 speeding-related population-based fatality rate (8.28 deaths per 100,000 population) is 17.61% higher than the 2013-2016 average (7.04) and 29.37% higher than the 2013 rate.

In 2014, 37.30% of all traffic fatalities in South Carolina were speeding-related, the lowest of proportion of the five-year period. This proportion was at its highest in 2017 (42.11%). The 2017 percentage (42.11) is 3.86% higher than the average of the previous four years. Additionally, the 2017 proportion of speeding-related fatalities to total traffic fatalities increased 2.34% when compared to this same proportion for 2013.

Speeding-related fatalities decreased throughout the nation (-0.32%) in 2017 when compared to

the prior four-year average. The population-based fatality rate increased nationally, rising by 1.84% during the same timeframe. The nation's speeding-related percentage of total deaths averaged 27.78% from 2013 through 2017, with this proportion decreasing by 1.67% in 2017 when compared to the 2013-2016 average. South Carolina experienced an overall upward trend in two key traffic indices, total speeding-related fatalities and total speeding-related fatality population-based rate, during the period of 2013-2017. Additionally, South Carolina's percentage of fatalities that were speeding-related remained greater than that of the nation during the entire 2013-2017 period. In 2017, 39.02% of South Carolina's total traffic fatalities were speeding-related, compared to 27.78% for the nation.

According to FARS, from 2013 to 2017, the counties accounting for the highest percentages of the speeding-related fatalities in South Carolina were: Richland (6.16%); Horry and Charleston (5.48%); Spartanburg (5.43%); Greenville (4.98%); Anderson (4.25%); and Lexington (3.97%) (see Table 30).

As shown in Table 30, the counties with the most speeding-related fatalities from 2013 to 2017 were: Richland (110); Charleston and Horry (98); Spartanburg (97); Greenville (89); Anderson (76); and Lexington (71). One of these seven counties experienced a decrease in the number of speeding-related fatalities in 2017 when compared to the prior four-year averages: Greenville (-25.33%). Six of those counties saw an increase in speeding-related fatalities during 2017 when compared to the prior four-year average: Horry and Charleston (44.44%); Lexington (16.36%); Anderson (15.25%); Spartanburg (10.53%); and Richland (5.75%).

South Carolina's speeding-related population-based fatality rate increased 17.61% in 2017 (8.28 fatalities per 100,000 population) compared to the average of the previous four years (7.29).

The counties with the highest average of speeding-related population-based fatality rates during the 2013-2017 period (see Table 31) were Calhoun (27.09); Jasper (23.81); Clarendon (22.85); Williamsburg (20.47); Laurens (19.53); Dillon (18.69); and Fairfield (17.51). It should be noted that the population-based fatality rates can vary drastically from year to year and thus should be considered with caution.

Table 30. Speed-Related Fatalities by County								
						Total 2013-2017		
County	2013	2014	2015	2016	2017	N	%	% Change: 2017 vs. prior 4-yr Avg.
Abbeville	4	1	2	4	6	17	0.95%	118.2%
Aiken	9	7	7	20	20	63	3.53%	86.05%
Allendale	2	1	1	0	0	4	0.22%	-100.0%
Anderson	10	15	13	21	17	76	4.25%	15.25%
Bamberg	1	1	3	2	0	7	0.39%	-100.0%
Barnwell	1	4	3	2	3	13	0.73%	20.00%
Beaufort	3	8	8	6	10	35	1.96%	60.00%
Berkeley	11	16	12	15	15	69	3.86%	11.11%
Calhoun	1	4	5	4	6	20	1.12%	71.43%
Charleston	12	18	23	19	26	98	5.48%	44.44%
Cherokee	4	9	7	3	7	30	1.68%	21.74%
Chester	6	3	9	7	3	28	1.57%	-52.00%
Chesterfield	3	1	5	3	6	18	1.01%	100.0%
Clarendon	4	6	7	10	12	39	2.18%	77.78%
Colleton	5	7	6	7	7	32	1.79%	12.00%
Darlington	11	9	10	13	8	51	2.85%	-25.58%
Dillon	2	10	4	6	7	29	1.62%	27.27%
Dorchester	5	8	9	11	8	41	2.29%	-3.03%
Edgefield	0	1	0	2	4	7	0.39%	300.0%
Fairfield	6	1	3	5	5	20	1.12%	33.33%
Florence	11	6	21	12	13	63	3.53%	4.00%
Georgetown	5	4	5	2	6	22	1.23%	50.00%
Greenville	24	15	14	22	14	89	4.98%	-25.33%
Greenwood	5	4	5	5	4	23	1.29%	-15.79%
Hampton	3	1	2	0	1	7	0.39%	-33.33%
Horry	20	16	21	15	26	98	5.48%	44.44%
Jasper	3	4	7	13	6	33	1.85%	-11.11%
Kershaw	9	4	9	7	7	36	2.01%	-3.45%
Lancaster	2	8	3	4	5	22	1.23%	17.65%
Laurens	5	12	15	16	17	65	3.64%	41.67%
Lee	1	0	3	3	3	10	0.56%	71.43%
Lexington	18	10	13	14	16	71	3.97%	16.36%
McCormick	0	1	1	3	1	6	0.34%	-20.00%
Marion	3	2	7	4	5	21	1.18%	25.00%
Marlboro	1	7	6	3	6	23	1.29%	41.18%
Newberry	3	2	7	1	6	19	1.06%	84.62%
Oconee	3	4	5	2	8	22	1.23%	128.6%
Orangeburg	12	6	13	15	16	62	3.47%	39.13%
Pickens	8	8	4	5	12	37	2.07%	92.00%
Richland	26	18	14	29	23	110	6.16%	5.75%
Saluda	0	2	0	1	2	5	0.28%	100.0%
Spartanburg	10	16	35	15	21	97	5.43%	10.53%
Sumter	9	10	5	9	9	42	2.35%	9.09%
Union	1	5	5	7	4	22	1.23%	-11.11%
Williamsburg	10	4	3	10	6	33	1.85%	-11.11%
York	13	8	6	16	9	52	2.91%	-16.28%
Total	**305**	**307**	**366**	**393**	**416**	**1,787**	**100.0%**	**21.37%**

Traffic Injuries

State data shows an increase of 18.9% in total traffic-related injuries, from 50,938 total injuries in 2013 to 60,566 in 2017. The 2017 figure was also more (7.92%) than the average of the four prior years 2013-2016 (56,118).

Table 31. Speed-Related Fatalities by County: Rate per 100,000 Population							
County	2013	2014	2015	2016	2017	2013-2017 Average	% Change: 2017 vs. prior 4-yr Avg.
Abbeville	16.06	4.03	8.06	16.18	24.27	13.72	118.9%
Aiken	5.50	4.26	4.23	11.98	11.89	7.57	83.16%
Allendale	20.35	10.31	10.62	0.00	0.00	8.26	-100.0%
Anderson	5.26	7.81	6.70	10.72	8.55	7.81	12.21%
Bamberg	6.49	6.59	20.39	13.76	0.00	9.45	-100.0%
Barnwell	4.50	18.16	13.78	9.26	14.05	11.95	23.00%
Beaufort	1.75	4.57	4.45	3.27	5.35	3.88	52.53%
Berkeley	5.69	8.10	5.93	7.08	6.88	6.74	2.75%
Calhoun	6.67	26.95	33.88	27.12	40.81	27.09	72.49%
Charleston	3.23	4.74	5.91	4.79	6.48	5.03	38.82%
Cherokee	7.14	15.97	12.39	5.29	12.26	10.61	20.23%
Chester	18.34	9.25	27.79	21.69	9.29	17.27	-51.79%
Chesterfield	6.50	2.17	10.83	6.50	13.06	7.81	101.0%
Clarendon	11.66	17.54	20.59	29.21	35.24	22.85	78.39%
Colleton	13.27	18.64	16.01	18.62	18.61	17.03	11.88%
Darlington	16.20	13.29	14.80	19.30	11.89	15.09	-25.17%
Dillon	6.37	31.95	12.83	19.47	22.83	18.69	29.29%
Dorchester	3.42	5.36	5.87	7.17	5.11	5.39	-6.26%
Edgefield	0.00	3.75	0.00	7.52	14.99	5.25	431.6%
Fairfield	25.86	4.34	13.11	22.09	22.12	17.51	35.24%
Florence	7.96	4.32	15.14	8.67	9.38	9.09	3.98%
Georgetown	8.29	6.59	8.16	3.26	9.74	7.21	48.18%
Greenville	5.07	3.11	2.85	4.41	2.76	3.64	-28.47%
Greenwood	7.16	5.74	7.15	7.13	5.69	6.57	-16.33%
Hampton	14.71	4.89	9.98	0.00	5.10	6.94	-31.04%
Horry	6.92	5.37	6.79	4.67	7.80	6.31	31.41%
Jasper	11.35	14.95	25.36	46.31	21.08	23.81	-13.92%
Kershaw	14.38	6.33	14.15	10.89	10.76	11.30	-5.90%
Lancaster	2.48	9.59	3.48	4.45	5.40	5.08	8.04%
Laurens	7.55	18.05	22.58	24.03	25.43	19.53	40.86%
Lee	5.44	0.00	16.84	17.04	17.29	11.32	75.89%
Lexington	6.59	3.60	4.62	4.89	5.51	5.04	11.80%
McCormick	0.00	10.19	10.35	31.35	10.48	12.47	-19.24%
Marion	9.35	6.26	22.05	12.60	15.98	13.25	27.17%
Marlboro	3.56	24.98	21.76	11.10	22.37	16.75	45.73%
Newberry	8.00	5.30	18.50	2.63	15.59	10.00	81.09%
Oconee	4.00	5.32	6.60	2.62	10.35	5.78	123.4%
Orangeburg	13.24	6.67	14.59	16.98	18.29	13.95	42.14%
Pickens	6.72	6.65	3.30	4.07	9.72	6.09	87.56%
Richland	6.55	4.49	3.45	7.09	5.59	5.43	3.58%
Saluda	0.00	9.95	0.00	4.93	9.78	4.93	162.9%
Spartanburg	3.44	5.46	11.79	4.98	6.84	6.50	6.64%
Sumter	8.35	9.28	4.66	8.39	8.42	7.82	9.80%
Union	3.57	17.91	18.03	25.28	14.53	15.87	-10.33%
Williamsburg	30.22	12.22	9.24	31.40	19.27	20.47	-7.21%
York	5.45	3.27	2.39	6.20	3.38	4.14	-21.96%
Total	**6.40**	**6.36**	**7.48**	**7.92**	**8.28**	**7.29**	**17.58%**

Figure S-5. Injuries in SC Motor Vehicle Collisions State Data 2013-2017		
Year	Total Injuries	Impaired Driving Injuries
2013	50,938	4,080
2014	53,029	4,097
2015	58,604	4,169
2016	61,899	4,319
2017	60,566	4,016

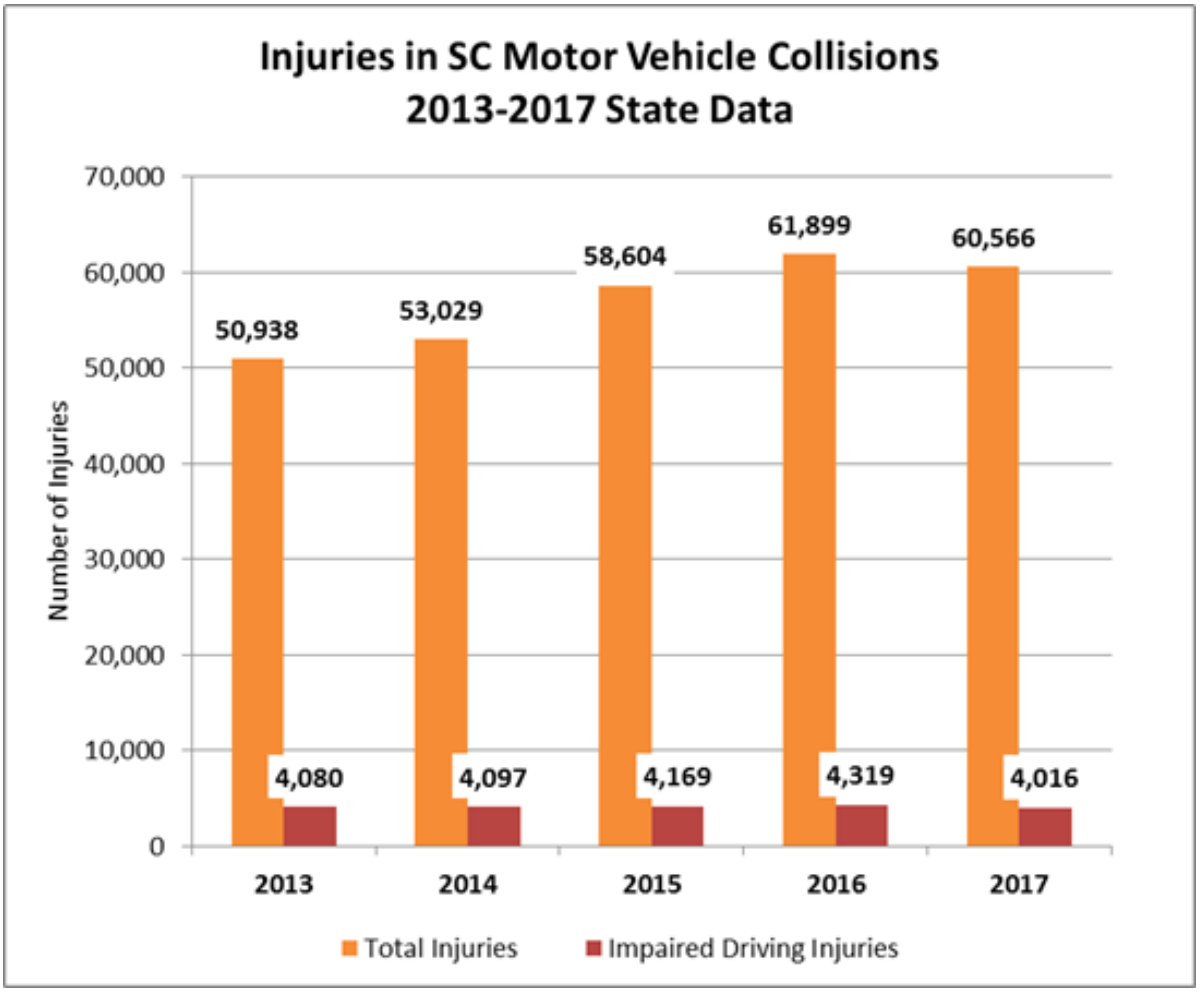


Table S-18 shows the number of speed-related crash injuries for the State of South Carolina for the years 2013-2017. Of the 60,566 total traffic-related injuries reported in 2017, 20,273, or 33.47%, occurred in speeding-related collisions. Injuries in speeding-related traffic crashes increased from 17,254 in 2013 to 20,273 in 2017, an increase of 17.49%. On average, for the years 2013-2016, injuries occurring in speeding-related traffic crashes accounted for 34.04% of all traffic-related injuries. The 2017 figure for speeding-related crash injuries (20,273) is 3.25%

lower than the average for speeding-related crash injuries (19,107) from 2013 to 2016.

Table S-18 Speeding-Related Crashes in South Carolina, State Data 2013-2017			
Year	Injury Collision	Property Damage Only Collision	All Persons Injured
2013	11,241	26,211	17,254
2014	11,634	27,429	17,779
2015	13,410	31,853	20,442
2016	13,783	32,668	20,954
2017	13,391	32,861	20,273
Total	**63,459**	**151,024**	**96,702**

State data show a decrease of 12.7 % in total serious traffic-related injuries, from 3,266 in 2013 to 2,851 in 2017. Serious traffic injuries in 2017 decreased by 6.49% compared to the number of serious injuries in 2016 (3,049). The 2017 figure represents a decrease of 7.7% when compared to the average number of serious traffic injuries for the years 2013-2017 (3,089).

Figure S-2. Serious Injuries in SC Motor Vehicle Collisions State Data 2013-2017	
Year	Total Injuries
2013	3,266
2014	3,189
2015	3,092
2016	3,049
2017	2,851

In Figure S-15, state data from 2013-2017 show that the number of serious injuries occurring in speeding-related collisions decreased 7.3% in South Carolina, from 1,109 serious injuries in speeding-related collisions in 2013 to 1,028 in 2017. The 2017 figure also represents a 5.6% decrease when compared to the average number of serious injuries in speeding-related crashes for the four years 2013-2016 (1089). Of the 2,851 total traffic-related serious injuries reported in 2017, 1,028, or 36%, occurred in speeding-related collisions. The 2017 percentage of traffic-related serious injuries that occurred in speeding-related collisions represents an increase of 2.0% when compared to the percentage of traffic-related serious injuries that occurred in speeding-related serious injuries that occurred in 2013 (34%).

Serious injuries in speeding-related traffic crashes decreased from 1,088 in 2016 to 1,028 in 2017, a decrease of 5.51%, and the percentage of traffic-related serious injuries that occurred in speeding-related crashes decreased 5.5% as compared to 2017.

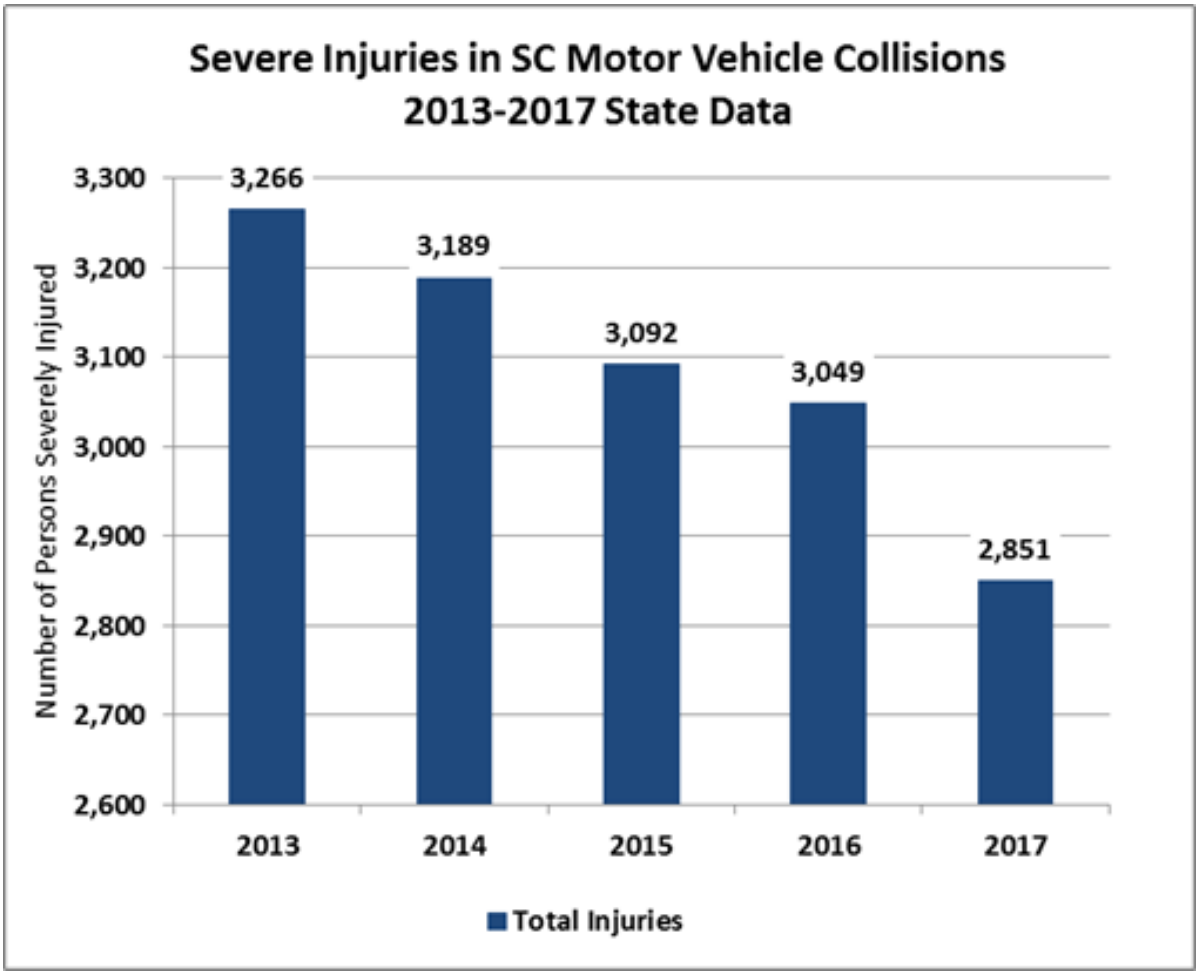


Figure S-15. Severe Injuries in SC Speed-Related Collisions State Data 2013-2017

Year	Severe Injuries
2013	1,109
2014	1,100
2015	1,059
2016	1,088
2017	1,028

Traffic Collisions

There were 649,867 total traffic collisions in South Carolina from 2013 to 2017. This total includes fatal collisions, injury collisions, and property-damage-only collisions. There was an increase of 0.19% in total collisions from 2016 (141,599) to 2017 (141,874). The 2017 figure represents an increase of 25.26% as compared to 2013 and an increase of 11.71% as compared to the average of the previous four years of 2013-2016 (126,998).

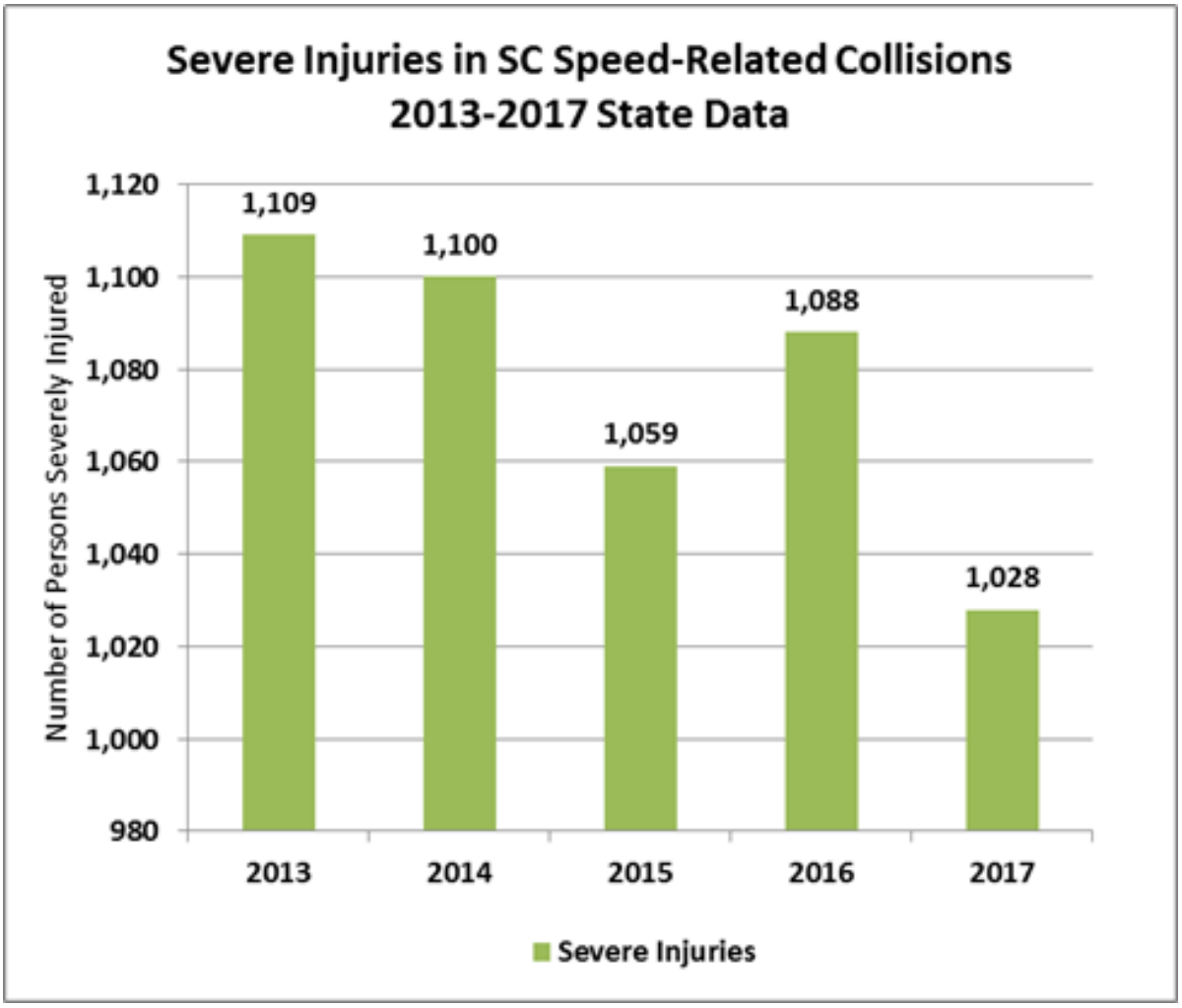


Figure S-3. Total SC Motor Vehicle Collisions State Data 2013-2017	
Year	Total Crashes
2013	113,260
2014	119,173
2015	133,961
2016	141,599
2017	141,874

There were 216,178 total speeding-related traffic collisions in South Carolina from 2013 to 2017 (see Figure S-16). Speeding-related collisions accounted for 33.26% of total traffic crashes in the state. In 2017, speeding-related crashes decreased by 0.45% as compared to 2016, from 46,830 in 2016 to 46,619 in 2017. The 2017 figure also represents a 23.5% increase as compared to the 2013 figure (37,749) and an increase of 9.98% when compared to the average number of speeding- related collisions (42,390) for the four-year period 2013-2016.

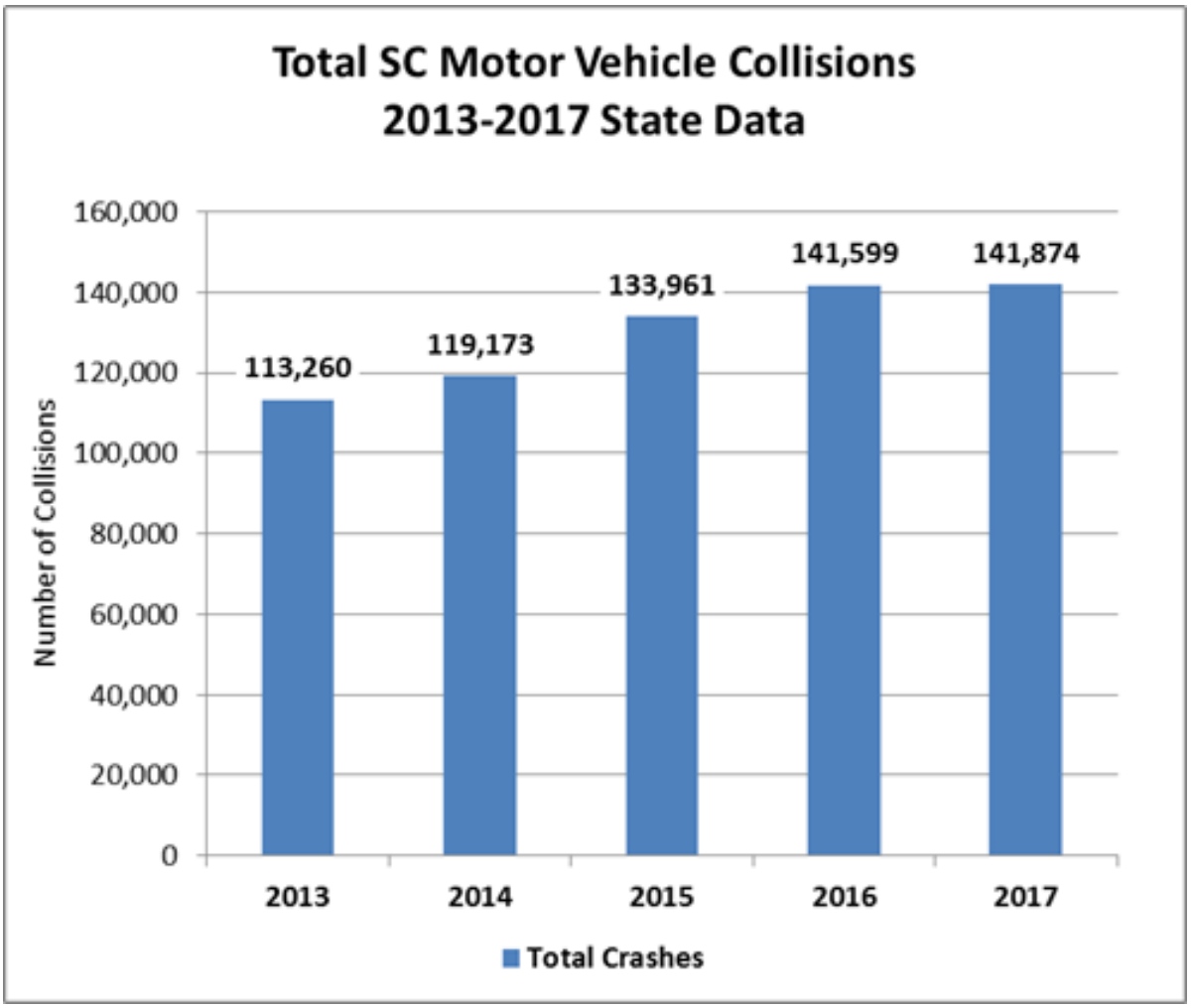
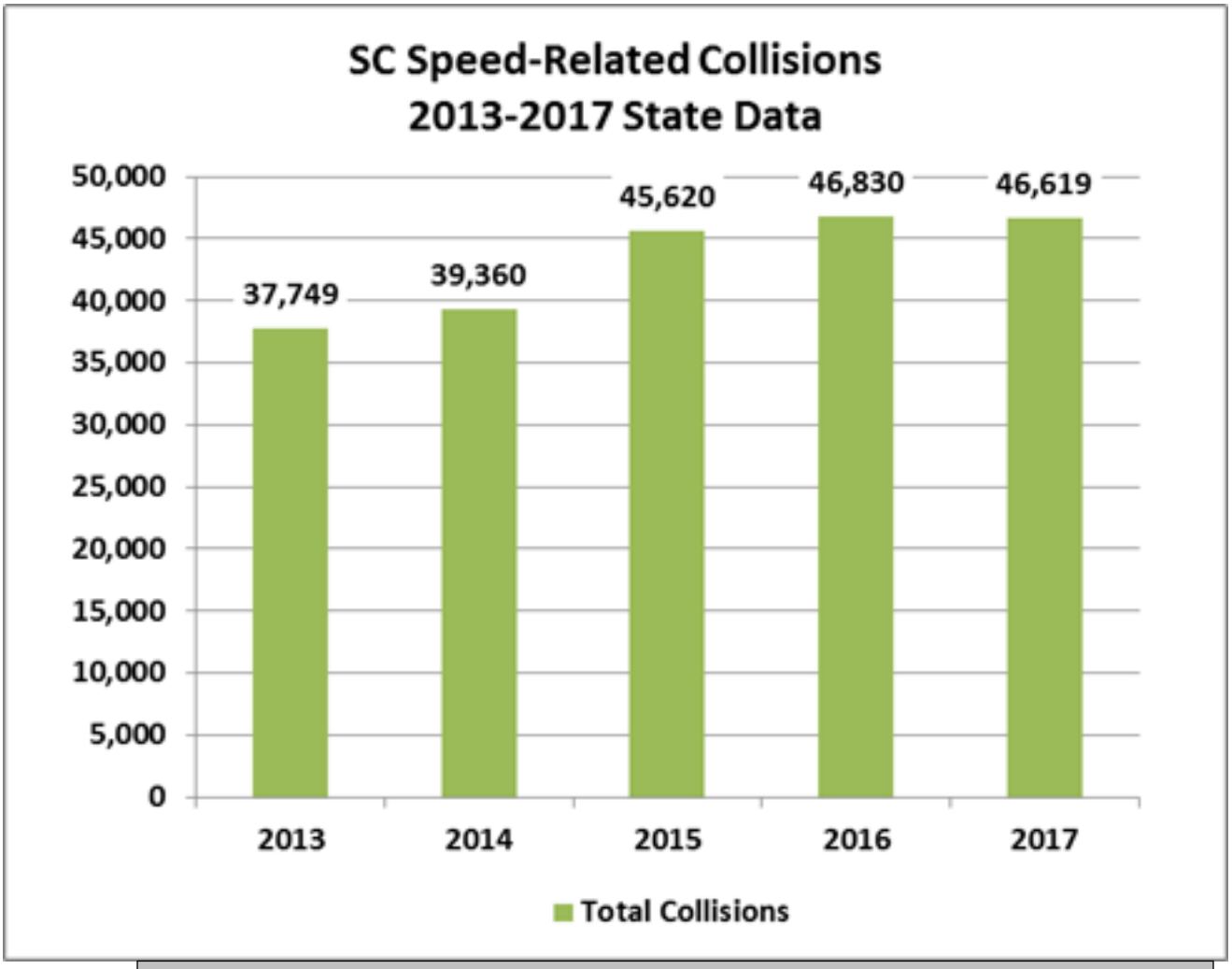


Figure S-16. SC Speed Related Collisions State Data 2013-2017	
Year	Total Collisions
2013	37,749
2014	39,360
2015	45,620
2016	46,830
2017	46,619

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	356

Countermeasure Strategies in Program Area



Countermeasure Strategy
Short-term, High Visibility Law Enforcement
Traffic Safety Officer Training

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

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

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

Linkage Between Program Area

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

Rationale

PTS enforcement units will use countermeasures demonstrated to be highly effective in NHTSA's Countermeasures That Work document. Some of these countermeasures include the enforcement of speed limits through the use of measuring equipment such as Radars and/or Lidars, (CTW, Chapter 3: Section 2.3, [pp. 3- 29 to 3-31]) and Communications and Outreach Supporting Enforcement (CTW, Chapter 3: Section 4.1, [p. 3-38 to 3-39]). PTS enforcement units will also use countermeasures outlined in the document that have proven successful in DUI enforcement (pp. 1-21 to 1-28) and occupant restraint enforcement. An example of this type of combined enforcement would be to emphasize nighttime safety belt enforcement (pp. 2-15 to 2-16), while conducting a sustained DUI enforcement effort (p. 2-17) simultaneously.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M4HVE	DUI Enforcement Teams
PTS-EU	PTS Enforcement Units

Planned Activity: DUI Enforcement Teams

Planned activity number: M4HVE

Primary Countermeasure Strategy ID: High Visibility DUI Enforcement

Planned Activity Description

The State will continue to implement a statewide Law Enforcement DUI Challenge (Sober or Slammer! campaign comparable to the national Drive Sober or Get Pulled Over., campaign). The Sober or Slammer campaigns will take place twice during the grant year in conjunction with the national Drive Sober or Get Pulled Over, campaign.

The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2020. The DUI enforcement campaign will focus predominantly on the SC Highway Patrol (SCHP) for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. The SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. The SCHP, during FFY 2020, will conduct special DUI enforcement emphases once a month on weekends from December 2019 to September 2020. The enforcement efforts will be supported by monthly media components. The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts.

Educational efforts will again utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty priority counties, (Greenville, Horry, Lexington, Richland, Anderson, Spartanburg, Charleston, Berkeley, York, Aiken, Laurens, Florence, Orangeburg, Beaufort,

Lancaster, Dorchester, Pickens, Sumter, Darlington and Kershaw) which represent approximately 82.5% of the state's population (based on the Census population estimate for July 1, 2018) and 78.04% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2013 to 2017 and are designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.

A high-visibility statewide enforcement and education campaign Buckle up, SC. It's the law and it's enforced., is conducted each year around the Memorial Day holiday modeled after the national Click it or Ticket mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. In FFY 2020, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is apparent that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI, as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

For FFY 2020, the SC Public Safety Coordinating Council has approved thirty-four (34) traffic enforcement projects, the majority of which will be implemented, based on the availability of federal funding, in priority counties in the state. Of the 34 enforcement projects, twelve (12) are DUI enforcement projects. The state will contract with the 11 host agencies to provide 27,040-32,448 hours of activity during FFY 2020 in the counties of Darlington (1 project), Charleston (1 project), Berkeley (2 projects), Lexington (2 projects), Spartanburg (1 project), Dorchester (1 project), Florence (1 project), Lancaster (1 project), and Beaufort (1 project). Three of these 11 projects will be implemented in county sheriffs' offices. The 11 projects referenced above are all third-year projects. The projects will focus exclusively on DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 27,040-32,448 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which FARS data demonstrates to be those during which the most DUI-related fatal crashes occur in the state (approximately 1,330, or 88.67%, of the 1,502 DUI-related fatal crashes during the years of 2013-2017). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI- related crashes within their respective jurisdictions.

During the FFY 2020 grant cycle, DUI enforcement project activity will include the following: participation in at least 12 public safety checkpoints; conducting a minimum of six educational presentations on the dangers of DUI; and issuing at least 12 press releases to the local media detailing the activities of the grant projects. Additionally, DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Additionally, of the 34 approved enforcement projects, twenty-two (22) are Police Traffic Services projects, which will fund a total of 68,640-82,368 hours of general traffic and speed enforcement activity in municipalities located in priority counties. These projects will also encompass DUI enforcement efforts as each project requires the grant-funded officers (Section 402-funded) to engage in aggressive DUI enforcement activity.

Intended Subrecipients

DUI Enforcement Projects:

Agency	County	Project Title
City of North Charleston Police Department	Charleston	North Charleston DUI Team
Florence County Sheriff's Office	Florence	Traffic Safety Unit DUI Enforcement
Berkeley County Sheriff's Office	Berkeley	Building DUI Capacity
City of Spartanburg Police Department	Spartanburg	City of Spartanburg Reduction in Impaired Driving
Lancaster County Sheriff's Office	Lancaster	Impaired Driving Enforcement
Town of Summerville Police Department	Berkeley Charleston	Summerville DUI Countermeasures and Educations for Young People Education
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures
City of Cayce Police Department	Lexington Richland	City of Cayce DUI Enforcement Unit
Bluffton Police Department	Beaufort	Bluffton Police Department DUI Enforcement
City of Hartsville Police Department	Darlington	Hartsville Impaired Driving Countermeasures: Enforcement
Town of Irmo	Lexington	Town of Irmo DUI Enforcement Unit
City of Charleston Police Department	Charleston	FFY 2020 Highway Safety Grant: DUI Enforcement

Countermeasure strategies

Countermeasure Strategy
High Visibility DUI Enforcement
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	$1,039,831.00	$259,957.75	

Planned Activity: PTS Enforcement Units

Planned activity number: PTS-EU

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

Planned Activity Description

PTS enforcement units will be developed and implemented in those areas where analysis of traffic collision and citation data indicates a major traffic safety problem. The PTS projects funded are located in counties identified as having a significant problem with speed-related traffic collisions, serious injuries, and fatalities. This includes county sheriffs' offices and municipal law enforcement agency projects identified by the supporting data. The projects will fund law enforcement officer personnel, travel, equipment, and other allowable items.

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

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

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

Intended Subrecipients

Countermeasure strategies

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

Funding sources

Agency	Title	County
City of Columbia	FY2020 PTS Speed Enforcement/Enhancement of Traffic Division (Year 3)	Richland
Charleston County Sheriff's Office	Charleston County Traffic Services/Speed Enforcement	Charleston
Dorchester County Sheriff's Office	Traffic Division Enhancement	Dorchester
Town of Summerville	Summerville Traffic Enforcement Unit Enhancement	Berkeley Charleston
Kershaw County Sheriff's Office	Traffic Services Enforcement/Education	Kershaw
Aiken Department of Public Safety	Aiken Public Safety Police Traffic Services Grant	Aiken
Fort Mill Police Department	Fort Mill Police Department Safety Unit	York
City of Cayce	City of Cayce Traffic Enforcement Unit	Lexington/ Richland
Town of Moncks Corner Police Department	Traffic Enforcement	Berkeley
City of Goose Creek	Traffic Enforcement Officer	Berkeley
City of Anderson Police Department	Traffic Enforcement Unit	Anderson
North Augusta Department of Public Safety	North Augusta Traffic Safety Unit	Aiken
York County Sheriff's Office	Creation of Traffic Safety and Enforcement Unit	York
City of Charleston	FFY2020 Highway Safety Grant Speed Enforcement	Charleston
Berkeley County Sheriff's Office	Berkeley County Traffic Unit	Berkeley
Mount Pleasant Police Department	Mount Pleasant Traffic Enforcement Unit	Charleston
Lexington Police Department	Town of Lexington Police Traffic Services Enhancement	Lexington
Simpsonville Police Department	Simpsonville Police Department Traffic Safety Unit	Greenville
Lancaster Police Department	Lancaster Traffic Enforcement	Lancaster
Georgetown County	Georgetown County Sheriff's Office Traffic Unit	Georgetown
Darlington County Sheriff's Office	Darlington County Traffic Enforcement	Darlington
Oconee County	Oconee County Sheriff's Office Traffic Safety/Speed Enforcement Unit	Oconee

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,620,003.50	$405,000.88	$1,620,003.50

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
In-Car Camera	2	$5,500.00	$11,000.00	$5,500.00	$11,000.00
In-Car Camera	1	$6,407.00	$6,407.00	$6,407.00	$6,407.00
In-Car Camera	2	$6,665.00	$13,330.00	$6,665.00	$13,330.00
In-Car Camera	1	$6,895.00	$6,895.00	$6,895.00	$6,895.00
In-Car Camera	1	$7,000.00	$7,000.00	$7,000.00	$7,000.00
In-Car Camera	1	$5,207.00	$5,207.00	$5,207.00	$5,207.00

In-Car Camera	1	$5,000.00	$5,000.00	$5,000.00	$5,000.00
In-Car Camera	1	$6,500.00	$6,500.00	$6,500.00	$6,500.00
In-Car Camera	1	$6,334.00	$6,334.00	$6,334.00	$6,334.00
Lidar	1	$5,495.00	$5,495.00	$5,495.00	$5,495.00
Mobile Radio	1	$5,596.00	$5,596.00	$5,596.00	$5,596.00
Mobile Radio	1	$8,500.00	$8,500.00	$8,500.00	$8,500.00
Mobile Radios	2	$6,000.00	$12,000.00	$6,000.00	$12,000.00
Mobile Radios	2	$5,000.00	$10,000.00	$5,000.00	$10,000.00
Police Vehicle	2	$35,000.00	$70,000.00	$35,000.00	$70,000.00
Police Vehicle	1	$34,000.00	$34,000.00	$34,000.00	$34,000.00
Police Vehicle	1	$54,636.00	$54,636.00	$54,636.00	$54,636.00
Police Vehicle	1	$33,000.00	$33,000.00	$33,000.00	$33,000.00
Police Vehicle	1	$33,734.00	$33,734.00	$33,734.00	$33,734.00
Police Vehicle	1	$28,685.00	$28,685.00	$28,685.00	$28,685.00
Police Vehicle	1	$38,000.00	$38,000.00	$38,000.00	$38,000.00
Police Vehicle	1	$34,558.00	$34,558.00	$34,558.00	$34,558.00
Police Vehicles	2	$35,088.00	$70,176.00	$35,088.00	$70,176.00
Police Vehicles	2	$36,000.00	$72,000.00	$36,000.00	$72,000.00
Portable Radio	2	$6,000.00	$12,000.00	$6,000.00	$12,000.00
Portable Radio	1	$5,732.00	$5,732.00	$5,732.00	$5,732.00
Portable Radio	1	$8,750.00	$8,750.00	$8,750.00	$8,750.00
Portable Radios	2	$5,000.00	$10,000.00	$5,000.00	$10,000.00

Countermeasure Strategy: Traffic Safety Officer Training

Program Area: Police Traffic Services

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-TSO	Traffic Safety Officer Training

Planned Activity: Traffic Safety Officer Training

Planned activity number: PTS-TSO

Primary Countermeasure Strategy ID: Traffic Safety Officer Training

Planned Activity Description

.

Intended Subrecipients

The South Carolina Criminal Justice Academy

Countermeasure strategies

Countermeasure Strategy
Traffic Safety Officer Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$381,454.00	$95,363.50	$381,454.00

Program Area: Traffic Records

Description of Highway Safety Problems

Traffic Records

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

Overview of the South Carolina Traffic Records System

The South Carolina Traffic Records System is composed of the six components maintained by five core state agencies: SC Department of Motor Vehicles (SCDMV), SC Department of Transportation (SCDOT), SC Judicial Department (SCJD), SC Department of Health and Environmental Control (SCDHEC), and SC Department of Public Safety (SCDPS).

The Collision Component (SCDPS, SCDMV)

The SCDPS maintains the South Carolina Collision and Ticket Tracking System (SCCATTS). SCCATTS serves as the state-provided solution for collecting collision, public contact/warning, and citation data for SCCATTS users and also employs a Geographic Information System (GIS) component. This system currently collects 90% of all collision data statewide. The remaining 10% of reports are submitted manually and entered into SCCATTS by data entry clerks with the SCDPS Office of Highway Safety and Justice Programs (OHSJP). SCCATTS also has the ability to collect public contact/warning data and Uniform Traffic Ticket (UTT) citation data issued by law enforcement.

SCDPS also houses the South Carolina Traffic Collision Master File. This file contains data obtained from the South Carolina Traffic Collision Report Form (TR-310) submitted by law enforcement collision investigators. This form can be submitted electronically through the SCCATTS system to SCDPS and SCDMV. The form can also be submitted manually through a paper process by law enforcement agencies that do not have the capability to submit electronically through SCCATTS. SCDPS also houses the Traffic Records Staff, Fatality Analysis Reporting System (FARS), SafetyNet, and Statistical Analysis & Research sections. All of these sections work as a cohesive unit in association with South Carolina’s crash data collection.

In addition to those systems mentioned above, OHSJP is now participating in the National Highway Traffic Safety Administration's (NHTSA) Crash Report Sampling System (CRSS). This system reviews a sample geographical area of law enforcement reported crash investigations involving all types of motor vehicles, pedestrians, and cyclists. CRSS is used to develop an overall crash depiction that can be used to identify highway safety problem areas, performance measure trends, and as a basis for cost analysis with highway safety initiatives. SCDMV currently houses driver and vehicle collision records obtained from the TR-310 and Financial Responsibility (FR-10) form. The FR-10 is a component of the TR-310 issued by law enforcement during crash investigations to verify liability insurance on the units involved. These records are used for insurance verification and driver/vehicle components of collision records described on the following pages.

The Driver Component (SCDMV)

SCDMV maintains driver records for the state in a customer-centric system called the Phoenix System. This system uses a common architecture to combine driver license records and driver history. These records contain crash and citation data that are used daily by stakeholder agencies for day-to-day operations. The SCDMV is responsible for maintaining current South Carolina driver history from the data collected from the TR-310 collision form and UTT citation data received from law enforcement and the courts.

The Vehicle Component (SCDMV)

SCDMV's Phoenix System also maintains vehicle records for the state. This system is used to maintain vehicle title, registration, and insurance records. This system is also used daily by stakeholders for vehicle information. The SCDMV is responsible for maintaining current South Carolina vehicle history from title, registration information, and data collected from the TR-310 collision and FR-10 forms.

The Citation/Adjudication Component (SCDMV, SCJD)

The Citation/Adjudication component went through major changes in the collection of citation data over the past several years. The South Carolina General Assembly enacted legislation that requires all citation data to be submitted electronically to SCDMV by January 1, 2017 as per SCDMV requirements. In response to this legislation, the TRCC coordinated the creation of a statewide citation database housed within SCDMV. This database, the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES), was designed to collect all citation data electronically from the issuing law enforcement agency and track the citation through the court system to ultimately obtain the disposition data for all traffic related offenses. The system became fully operational on January 1, 2018.

The Adjudication Component is managed by the South Carolina Judicial Department (SCJD) through its Case Management System (CMS) and various local courts' Records Management Systems (RMS). The Court Administration was charged, as per legislation, with developing adjudication disposition data collection application(s) for all citations issued within the state. The data collection process utilized the state's Case Management System developed by SCJD. It also uses a Web-services application that was developed for local courts not utilizing CMS. The CMS disposition system was completed and enacted in June 2016. The Disposition Portal to collect disposition data for courts with no RMS was deployed in January 2018.

The Injury Surveillance System Component (SCDHEC)

The Injury Surveillance System (ISS) is managed by SCDHEC. This agency collects and maintains data through several statewide data systems. They include Emergency Medical Services (EMS) records; a patient care reporting system called Prehospital Management Information System (PreMIS), which is an electronic reporting component of the National Emergency Medical Services Information System (NEMSIS); and statewide trauma registry and the vital records system.

These major statewide data systems rely on data collected by:

State, county, local government agencies, private and volunteer service providers in health care-related fields that manage/report data contained in these systems

State, county, and local government employees in law enforcement and engineering agencies

The Roadway Component (SCDOT)

The South Carolina Department of Transportation (SCDOT) maintains roadway information in the Integrated Transportation Management System (ITMS), the Roadway Information Management System (RIMS), and a Geographic Information System (GIS). These systems focus on state-maintained roadways and local roadway segments that are included as selected segments for the Highway Performance Monitoring System (HPMS).

States are required to have access to a complete collection of Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE) on all public roads by September 30, 2026. In preparation for 100% compliance, 23 CFR Part 924.11 directs states to include in their 2017 Traffic Records Strategic Plan (TRSP) information related to MIRE FDE, expressly to "incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements". Of the 33 unique MIRE FDE identified, South Carolina Department of Transportation currently has access to 87.9%, missing only four elements. Many projects in this year's TRSP address improvements to the collection of MIRE FDE. Specifically, Collision Report Form Revision, Intersections with Traffic Signals Database,

Local Agency Data Collection for Road Location Coding, Rural/Urban Designation and Roadway Surface Type Database, Horizontal Roadway Curve Identification, and Traffic Records Dashboard.

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system. As such, a major priority for FFY 2020 is the upgrading of the SCCATTS (South Carolina Collision and Ticket Tracking System) e- Reporting application.

The current application for electronic Traffic Records report submission and data processing is the ReportBeam© product. This product, purchased through federal grant funds, is hosted by SCDPS for state, county and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to SCDMV, SCJD, and the SCDOT.

Due to the age of the product and outdated technology, the risk of operating this product is increasing and failures/breaches are possible. SCDPS maintains a secure network infrastructure and wants to ensure that all avenues of security are meeting state standards. The SCUTTIES and SCCATTS programs are dependent upon the traffic records data created by this application to continue to meet both Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA) requirements. These requirements have a direct impact on funding for Traffic and Roadway Safety programs within our state. A project in the 2018-2020 TRSP, listed under the SCCATTS program, will be focused on upgrading the current e-Reporting application to meet industry security standards and begin the research for a possible replacement or upgrade of the e-reporting software application.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Timeliness			
2020	Accuracy			
2020	Completeness			
2020	Accessibility			
2020	Uniformity			

2020	Data Integration			

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database
Improves uniformity of a core highway safety database

Countermeasure Strategy: Improves accessibility of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Accessibility reflects the ability of legitimate users to successfully obtain desired data. For every database and file in a traffic records system, there is a set of legitimate users who are entitled to request and receive data. A Traffic Records System (TRS) with accurate, uniform, timely and complete data integrated between the state's various core databases is essentially useless if it cannot be accessed by those who legitimately need to access the data. Improving accessibility of the TRS data will have positive traffic safety impacts because it will enable the development of meaningful solutions to the traffic safety problems identified through analysis of the data.

Linkage Between Program Area

Accessible data is necessary for identifying the locations and causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the accessibility for legitimate users of the data contained within the state's Traffic Records System (TRS) will enable the development of meaningful solutions to the traffic safety problems identified through analysis of the data. Improving the accessibility of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

The accessibility of the database or subfile is determined by obtaining the users' perceptions of how well the system responds to their requests. It is measured in terms of customer satisfaction related to the retrieval of data.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR	OHSJP Traffic Records Management

Planned Activity: OHSJP Traffic Records Management

Planned activity number: TR

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

Planned Activity Description

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	$415,000

Description of Problem: Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.

Solution: SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina's Traffic Records Systems. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Statisticians.

This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.

Section 405c Annual Recurring Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☒ Citation / Adjudication, ☒ Roadway, ☒ Injury Surveillance, ☒ Driver, ☒ Vehicle

Lead Agency: SCDPS **Project Lead:** John Westerhold **Date of Completion:** Ongoing	**Partner Agencies:**
Total Annual Budget: $615,000	**Funding Sources:** 405c (Traffic Records): $315,000 Other Funds: $300,000

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

Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community. Hire new TRCC Coordinator.

Program Information:
The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. The TRCC Coordinator position is currently vacant.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Project Title	TRS Program	Lead Agency	405 c Request
SCCATTS Software Application Enhancement/Upgrade	SCCATTS Priority 1	SCDPS	TBD

Description of Problem: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT).

Solution: Immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT

Section 405c Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☐ Citation / Adjudication, ☐ Roadway, ☒ Injury Surveillance, ☐ Driver, ☐ Vehicle

Lead Agency: SCDPS **Project Lead:** Wilson Matthews **Goal Completion Date:** Sept. 2019	**Partner Agencies:**
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $TBD State funds: $TBD Other Federal Funds: $TBD

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

Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meets security requirements

Project Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updated

.

Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database
Improves uniformity of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Countermeasure Strategy: Improves accuracy of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Accuracy reflects the degree to which the data is errorfree, satisfies internal consistency checks, and does not exist in duplicate within a single database. Error means that the recorded value for some data element of interest is incorrect. Error does not mean the information is missing from the record. Erroneous information in a database cannot always be detected. In some cases, it is possible to determine that the values entered for a variable or data element are not legitimate codes. In other cases, errors can be detected by matching data with external sources of information. It may also be possible to determine that duplicate records have been entered for the same event. Improving the accuracy of the data contained within the state's TRS will have a positive traffic safety impact because accurate data is necessary for identifying the locations and causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements.

Linkage Between Program Area

Accurate data is necessary for identifying the locations and causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the accuracy of the data contained within the state's Traffic Records System will ensure that the problems identified during the problem identification process actually exist. It will also enable the setting of realistic performance targets. Improving the accuracy of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and those resources are allocated in a systematic manner.

Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the accuracy of data is necessary for achieving a well-developed TRS within the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR	OHSJP Traffic Records Management

Planned Activity: OHSJP Traffic Records Management

Planned activity number: TR

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

Planned Activity Description

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	$415,000

Description of Problem: Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.

Solution: SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina's Traffic Records Systems. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Statisticians.

This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.

Section 405c Annual Recurring Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☒ Citation / Adjudication, ☒ Roadway, ☒ Injury Surveillance, ☒ Driver, ☒ Vehicle

Lead Agency: SCDPS **Project Lead:** John Westerhold **Date of Completion:** Ongoing	**Partner Agencies:**
Total Annual Budget: $615,000	**Funding Sources:** 405c (Traffic Records): $315,000 Other Funds: $300,000

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

Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community. Hire new TRCC Coordinator.

Program Information:
The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. The TRCC Coordinator position is currently vacant.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Project Title	TRS Program	Lead Agency	405 c Request
SCCATTS Software Application Enhancement/Upgrade	SCCATTS Priority 1	SCDPS	TBD

Description of Problem: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT).

Solution: Immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT

Section 405c Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☐ Citation / Adjudication, ☐ Roadway, ☒ Injury Surveillance, ☐ Driver, ☐ Vehicle

Lead Agency: SCDPS **Project Lead:** Wilson Matthews **Goal Completion Date:** Sept. 2019	**Partner Agencies:**
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $TBD State funds: $TBD Other Federal Funds: $TBD

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

Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meets security requirements

Project Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updated

.

Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database
Improves uniformity of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Countermeasure Strategy: Improves completeness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Completeness of the data is another important attribute of a well-developed TRS. The information contained within a well-developed TRS should be complete in terms of all the people, events, things, or places represented by the records in the various components, and it should be complete in terms of all the variables required to be collected on those people, events, things, or places. Improving the completeness of the data contained within the core databases of the state's TRS will have a positive traffic safety impact because complete data is necessary for identifying the locations and causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements.

Linkage Between Program Area

Complete data is necessary for identifying the locations and causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the completeness of the data contained within the state's TRS will ensure that the full scope of the problems identified during the problem identification is known. It will also enable the setting of realistic performance targets. Improving the completeness of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the completeness of data is necessary for achieving a well-developed TRS within the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR	OHSJP Traffic Records Management

Planned Activity: OHSJP Traffic Records Management

Planned activity number: TR

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

Planned Activity Description

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	$415,000

Description of Problem: Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.

Solution: SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina's Traffic Records Systems. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Statisticians.

This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.

Section 405c Annual Recurring Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☒ Citation / Adjudication, ☒ Roadway, ☒ Injury Surveillance, ☒ Driver, ☒ Vehicle

Lead Agency: SCDPS **Project Lead:** John Westerhold **Date of Completion:** Ongoing	**Partner Agencies:**
Total Annual Budget: $615,000	**Funding Sources:** 405c (Traffic Records): $315,000 Other Funds: $300,000

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

Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community. Hire new TRCC Coordinator.

Program Information:
The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. The TRCC Coordinator position is currently vacant.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Project Title	TRS Program	Lead Agency	405 c Request
SCCATTS Software Application Enhancement/Upgrade	SCCATTS Priority 1	SCDPS	TBD

Description of Problem: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT).

Solution: Immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT

Section 405c Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☐ Citation / Adjudication, ☐ Roadway, ☒ Injury Surveillance, ☐ Driver, ☐ Vehicle

Lead Agency: SCDPS **Project Lead:** Wilson Matthews **Goal Completion Date:** Sept. 2019	**Partner Agencies:**
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $TBD State funds: $TBD Other Federal Funds: $TBD

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

Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meets security requirements

Project Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updated

.

Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database
Improves uniformity of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: Traffic Records

Project Safety Impacts

The goal of development and management of traffic safety programs is a systematic process with the goal of reducing the number and severity of traffic crashes. This data-driven process ensures that all opportunities to improve highway safety are identified and considered for implementation. A well-developed Traffic Records System (TRS) facilitates this data driven process because it serves as the information base for the state's management of the highway and traffic safety activities. A well-developed TRS allows for the compilation of the data from each of the systems comprising the TRS into a unified, accessible resource without bringing all the data into a single database. Improving integration between each of the core highway safety databases is the goal of the TRS, and achieving this goal would have considerable traffic safety impacts because it would allow for greater opportunities to track and address traffic safety events among each of the data files.

Linkage Between Program Area

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

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system and the collision records system must be integrated between the agencies with custodial responsibility over each of the major components of the TRS: South Carolina Department of Public Safety (SCDPS), the South Carolina Department of Health and Environmental Control (SCDHEC), the South Carolina Department of Transportation (SCDOT), the SC Department of Motor Vehicles (SCDMV), and the South Carolina Judicial Department (SCJD). Allocating funds to the projects outlined in the state Traffic Records Strategic Plan (TRSP) will bring the state closer to its goal of achieving integrated access to the TRS's numerous data components. This would allow

access for each of the entities who need to access the data in order to act in ways that produce positive traffic safety impacts, which would ultimately lead to the state's achievement of its outlined performance targets.

Rationale

A State’s traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the State. According to NHTSA's Highway Safety Program Guidelines, data integration should be addressed through creating and maintaining a system inventory; supporting centralized access to linked data; meeting Federal reporting requirements, such as the Fatality Analysis Reporting System (FARS), the Motor Carrier Management Information System (MCMIS / safetynet), the Highway Performance Monitoring System (HPMS), and others; supporting electronic data sharing; and adhering to State and Federal privacy and security standards. Allocating funds to the projects outlined in the state Traffic Records Strategic Plan (TRSP) will bring the state closer to its goal of achieving integrated access to the TRS's numerous data components, which will ultimately lead to the state's achievement of its outlined performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR	OHSJP Traffic Records Management

Planned Activity: OHSJP Traffic Records Management

Planned activity number: TR

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

Planned Activity Description

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	$415,000

Description of Problem: Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.

Solution: SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina's Traffic Records Systems. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Statisticians.

This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.

Section 405c Annual Recurring Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☒ Citation / Adjudication, ☒ Roadway, ☒ Injury Surveillance, ☒ Driver, ☒ Vehicle

Lead Agency: SCDPS **Project Lead:** John Westerhold **Date of Completion:** Ongoing	**Partner Agencies:**
Total Annual Budget: $615,000	**Funding Sources:** 405c (Traffic Records): $315,000 Other Funds: $300,000

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

Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community. Hire new TRCC Coordinator.

Program Information:
The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. The TRCC Coordinator position is currently vacant.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Project Title	TRS Program	Lead Agency	405 c Request
SCCATTS Software Application Enhancement/Upgrade	SCCATTS Priority 1	SCDPS	TBD

Description of Problem: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT).

Solution: Immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT

Section 405c Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☐ Citation / Adjudication, ☐ Roadway, ☒ Injury Surveillance, ☐ Driver, ☐ Vehicle

Lead Agency: SCDPS **Project Lead:** Wilson Matthews **Goal Completion Date:** Sept. 2019	**Partner Agencies:**
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $TBD State funds: $TBD Other Federal Funds: $TBD

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

Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meets security requirements

Project Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updated

.

Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database
Improves uniformity of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

The information contained within the TRS should be available within a timeframe to be meaningful for effective analysis of a State's highway safety programs, and for efficient conduct of each custodial agency's business and mission. Improving the timeliness of the data contained within the core databases will produce a positive traffic safety impact within the state because it will ensure that all of the necessary problem identification data is as up-to-date as is reasonably possible.

Linkage Between Program Area

Timely data is necessary for identifying up-to-date locations and relevant causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the timeliness of the data contained within the state's TRS will ensure that the relevance of the problems identified during the problem identification is known. It will also enable the setting of realistic performance targets. Improving the timeliness of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the timeliness of data is necessary for achieving a well-developed TRS within the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR	OHSJP Traffic Records Management

Planned Activity: OHSJP Traffic Records Management

Planned activity number: TR

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

Planned Activity Description

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	$415,000

Description of Problem: Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.

Solution: SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina's Traffic Records Systems. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Statisticians.

This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.

Section 405c Annual Recurring Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☒ Citation / Adjudication, ☒ Roadway, ☒ Injury Surveillance, ☒ Driver, ☒ Vehicle

Lead Agency: SCDPS **Project Lead:** John Westerhold **Date of Completion:** Ongoing	**Partner Agencies:**
Total Annual Budget: $615,000	**Funding Sources:** 405c (Traffic Records): $315,000 Other Funds: $300,000

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

Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community. Hire new TRCC Coordinator.

Program Information:
The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. The TRCC Coordinator position is currently vacant.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Project Title	TRS Program	Lead Agency	405 c Request
SCCATTS Software Application Enhancement/Upgrade	SCCATTS Priority 1	SCDPS	TBD

Description of Problem: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT).

Solution: Immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT

Section 405c Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☐ Citation / Adjudication, ☐ Roadway, ☒ Injury Surveillance, ☐ Driver, ☐ Vehicle

Lead Agency: SCDPS **Project Lead:** Wilson Matthews **Goal Completion Date:** Sept. 2019	**Partner Agencies:**
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $TBD State funds: $TBD Other Federal Funds: $TBD

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

Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meets security requirements

Project Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updated

.

Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database
Improves uniformity of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Countermeasure Strategy: Improves uniformity of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard. Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures. Without uniformity, the goal of data integration cannot be achieved, and both are vital attributes of a well-developed TRS. Improving uniformity of the data will assist in achieving integration among the core databases, and achieving this goal would have considerable traffic safety impacts since because it would allow for greater opportunities to track and address traffic safety events among each of the data files.

Linkage Between Program Area

Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures in order for an accurate depiction of the state's traffic safety concerns. Uniformity of the data collection and reporting procedures is needed because it will enable the setting of realistic performance targets. Improving the uniformity of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the timeliness of data is necessary for achieving a well-developed TRS within the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR	OHSJP Traffic Records Management

Planned Activity: OHSJP Traffic Records Management

Planned activity number: TR

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

Planned Activity Description

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	$415,000

Description of Problem: Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.

Solution: SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina's Traffic Records Systems. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Statisticians.

This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.

Section 405c Annual Recurring Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☒ Citation / Adjudication, ☒ Roadway, ☒ Injury Surveillance, ☒ Driver, ☒ Vehicle

Lead Agency: SCDPS **Project Lead:** John Westerhold **Date of Completion:** Ongoing	**Partner Agencies:**
Total Annual Budget: $615,000	**Funding Sources:** 405c (Traffic Records): $315,000 Other Funds: $300,000

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

Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community. Hire new TRCC Coordinator.

Program Information:
The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. The TRCC Coordinator position is currently vacant.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Project Title	TRS Program	Lead Agency	405 c Request
SCCATTS Software Application Enhancement/Upgrade	SCCATTS Priority 1	SCDPS	TBD

Description of Problem: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT).

Solution: Immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT

Section 405c Funds are requested for this project - ☒ Yes ☐ No

Core Traffic Records System Components Affected (Check all that apply):
☒ Collision, ☐ Citation / Adjudication, ☐ Roadway, ☒ Injury Surveillance, ☐ Driver, ☐ Vehicle

Lead Agency: SCDPS **Project Lead:** Wilson Matthews **Goal Completion Date:** Sept. 2019	**Partner Agencies:**
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $TBD State funds: $TBD Other Federal Funds: $TBD

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

Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meets security requirements

Project Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updated

.

Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database
Improves uniformity of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
AL PEM	Communication and Outreach
164 AL	DUI Enforcement Team 164
M4HVE	DUI Enforcement Teams
PTS-OP	High visibility enforcement of seat belt law
M4TR	Impaired Driving Countermeasures Training for Law Enforcement
PTS-LEC	Law Enforcement Coordination
PTS-EU	PTS Enforcement Units
PTS-TSO	Traffic Safety Officer Training

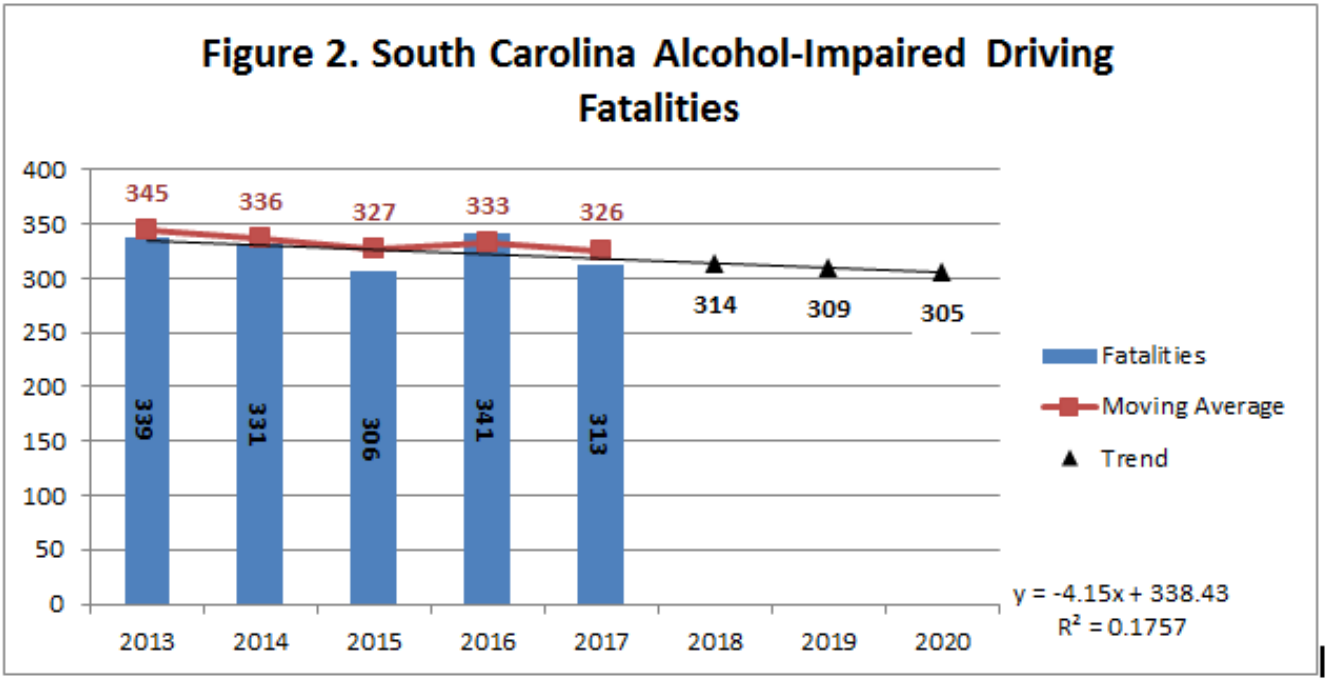
Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

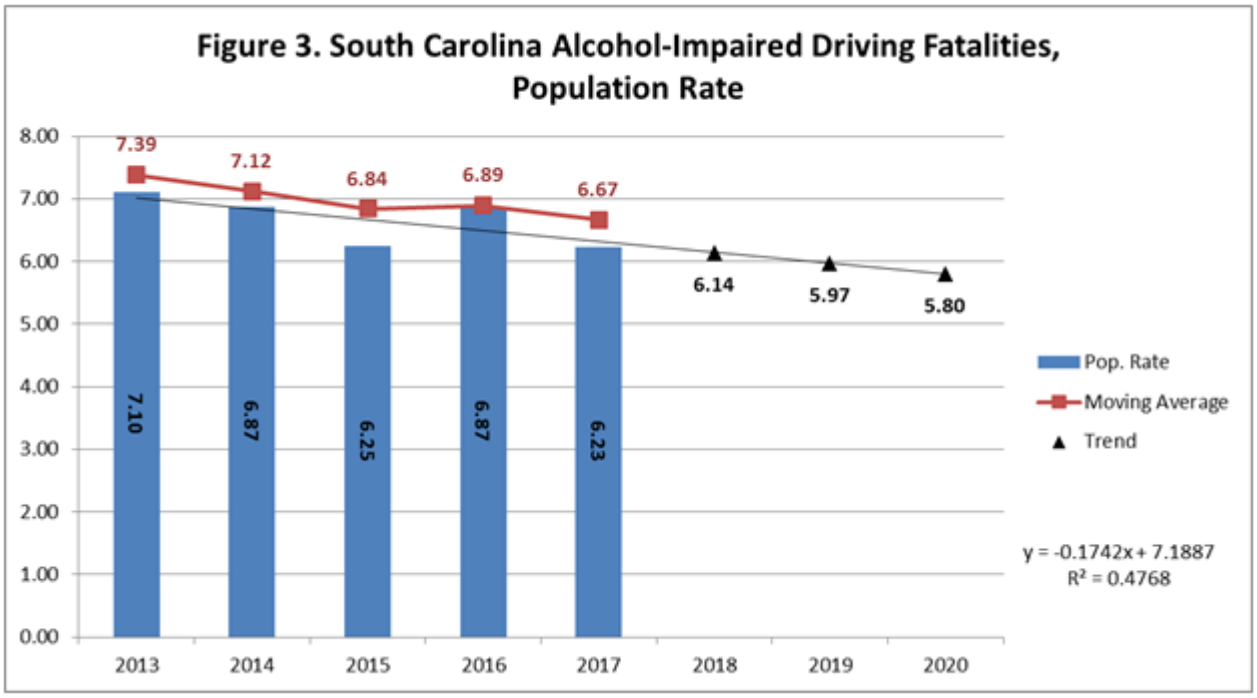
The state of South Carolina has seen significant fatality reductions in the impaired driving category over the time period 2013-2017. According to 2017 Fatality Analysis Reporting System (FARS) annual report file (ARF) data, the state has experienced a significant decrease in alcohol-impaired driving fatalities (-26 from 2013 to 2017; -8 in 2014; -25 in 2015; +35 in 2016; and -28 in 2017). South Carolina has experienced a 7.53% decline in impaired driving fatalities from 2013 to 2017 compared to a 7.83% increase nationally. See Table 3; Table 5; Figure 2 and Figure 3 for trends.

Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 2017 vs. prior 4-yr Avg.
Total Fatalities	339	331	306	341	313	-7.67%	-4.94%
VMT Rate**	0.69	0.66	0.59	0.63	0.56	-18.84%	-12.84%
Pop Rate***	7.11	6.86	6.25	6.88	6.23	-12.38%	-8.04%
Pct. Of Total	44.20%	40.22%	31.26%	33.43%	31.68%	-12.52%	-5.60%

Table 3. Fatalities by Type							
	2013	2014	2015	2016	2017	% Change: 2013 vs. 2017	% Change: 2017 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	767	823	979	1,020	988	28.81%	10.11%
U.S.	32,890	32,744	35,477	37,803	36,754	11.75%	5.83%
Driver Fatalities							
South Carolina	535	531	669	679	664	24.11%	10.02%
U.S.	20,943	20,788	22,349	23,713	23,372	11.60%	6.49%
Passenger Fatalities							
South Carolina	112	169	169	166	149	33.04%	-3.25%
U.S.	6,163	6,040	6,503	6,820	6,398	3.81%	0.26%
Motorcyclist Fatalities							
South Carolina	149	121	185	186	145	-2.68%	-9.52%
U.S.	4,692	4,594	5,029	5,337	5,120	9.12%	4.21%
Pedestrian Fatalities							
South Carolina	100	107	123	144	154	54.00%	29.96%
U.S.	4,776	4,910	5,489	6,080	5,914	23.83%	11.30%
Bicyclist Fatalities							
South Carolina	15	14	16	25	18	20.00%	2.86%
U.S.	749	729	829	852	770	2.80%	-2.50%
Impaired Driving Fatalities							
South Carolina	339	331	306	341	313	-7.53%	-4.89%
U.S.	10,084	9,943	10,280	10,996	10,874	7.83%	5.31%
Speeding Fatalities							
South Carolina	305	307	366	393	416	36.39%	21.37%
U.S.	9,696	9,283	9,723	10,291	9,717	0.22%	-0.32%
Unrestrained Occupant Fatalities							
South Carolina	242	275	308	317	306	26.45%	7.18%
U.S.	9,627	9,413	9,978	10,515	9,997	3.84%	1.15%
Young Driver(20 & under) -Involved Fatalities							
South Carolina	98	119	121	108	121	23.47%	8.52%
U.S.	4,047	3,952	4,413	4,631	4,423	9.29%	3.81%
Older Driver(65+) - Involved Fatalities							
South Carolina	122	136	157	161	187	53.28%	29.86%
U.S.	5,959	5,966	6,556	7,169	7,227	21.28%	12.70%



This area has clearly been impacted by the state's sophisticated and well-coordinated Law Enforcement



Network system, which enlists approximately 200 state and local law enforcement agencies statewide in singular and multi-jurisdictional enforcement efforts and campaigns focusing on speed, occupant protection, and DUI violators and integrated enforcement efforts year-round. Though the state has experienced the positive gains outlined above, there is still much work to be done to improve highway safety in the state and to continue to drive down traffic collisions, injuries, and deaths on the state's roadways. The state has implemented a variety of enforcement, education, EMS, and engineering efforts to address the highway safety problems that remain. The SC Strategic Highway Safety Plan (SHSP), Target Zero, updated in 2015, identified a number of strategies in an effort to improve highway safety in the state, including targeted conventional enforcement of traffic laws (p. 70: 2.1); increasing speed and DUI enforcement in areas identified with a high occurrence of speed- and DUI-related crashes (p. 46: 1.1,1.2; p. 82 1.4); conducting enhanced speed enforcement in work zones (p. 75: 1.2); continuing of blitz enforcement campaigns and waves (p. 83: 5.3); conducting education and awareness campaigns targeting the general public (p. 46: 3.1, 3.2); educating parents about the liability of social hosting (p. 82: 4.2); funding Drug Recognition Expert programs for law enforcement (p. 82: 3.1); aggressive enforcement of the primary safety belt law (p. 33: 2.1-2.3); conducting public safety checkpoints and saturation patrols in high-crash/risk areas for DUI (p. 82: 1.4); and many others. These initiatives demonstrate that not only has the state, and the OHSJP in particular, taken seriously the SHSP document, but the state has used its limited federal and state resources wisely and in partnership among federal, state, and local agencies to improve traffic safety in the state.

The NHTSA-produced Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017 stresses the importance of key emphasis areas relative to impaired driving, speed enforcement, occupant protection issues, and motorcycle and pedestrian safety. The document also outlines significant strategies and appropriate countermeasures for these traffic safety issues and problems. Many of these countermeasures have been implemented over time in the State of South Carolina, including highly effective countermeasures, such as administrative license revocation or suspension for DUI offenders;

publicizing sobriety checkpoints; ignition interlocks; speed limit enforcement; statewide primary safety belt enforcement; short-term high-visibility belt law enforcement following the national Click it or Ticket model; and communications strategies to lower belt use groups. The state has also implemented countermeasures deemed likely to be effective, such as high BAC sanctions; mass media campaigns; communications and outreach supporting enforcement; and sustained enforcement. Also, South Carolina implements countermeasures that have been deemed effective in specific situations, such as combined enforcement emphasizing nighttime safety belt enforcement. In addition, the state has implemented countermeasures that have not been clearly demonstrated as effective overall, but may have impact in specific areas, such as the development of inspection stations for child safety seats.

The following data sections outline specifically the problems being faced by the State of South Carolina in terms of highway safety issues and demonstrate the foundation upon which the state has built its response to the problems for its FFY 2020 Highway Safety Plan.

Traffic Fatalities

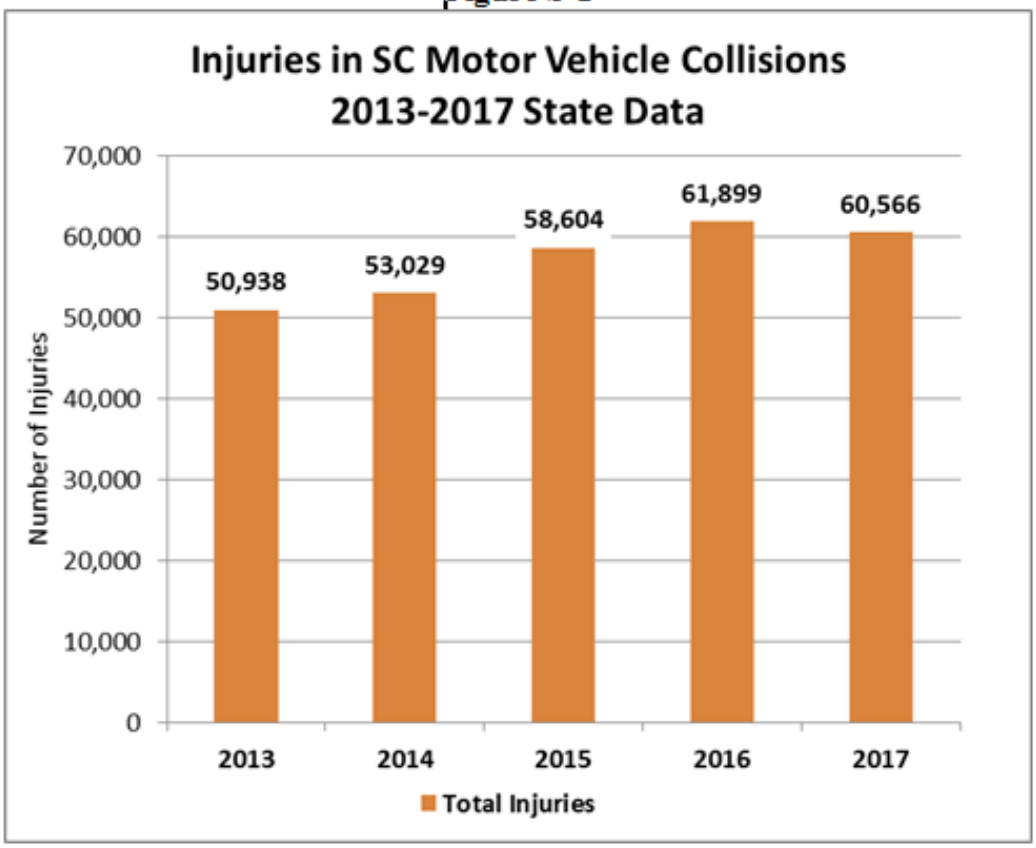
Total traffic deaths in South Carolina numbered 767 in 2013, and since then, the total number of traffic deaths in South Carolina has increased considerably. The year 2014 saw 823 traffic fatalities and 979 traffic fatalities occurred in 2015. The number of traffic fatalities increased significantly in 2016 to 1,020, but a 3.14% decline did occur in 2017 (988) when compared to the 2016 figure (1,020). Overall, there was an increase of 221 deaths in comparing 2013 with 2017. It is not certain what effect changes in the economy or other related factors had on the more unfavorable results of 2016.

The only observed statistical declines from 2013 through 2017 were in impaired-driving deaths (-7.53%) and motorcyclists deaths (-2.68%). The remaining categories all saw increases. The top five increasing categories in traffic fatalities were: Pedestrian Fatalities (54.00%); Older Driver-Involved Fatalities (53.28%); Speeding Fatalities (36.39%); Passenger Fatalities (33.04%); and Unrestrained Occupant Fatalities (26.45%).

Traffic Injuries

Figure S-1 contains South Carolina state statistical data which indicates there were 285,036 persons injured in motor vehicle collisions during a five-year period (2013-2017). The crash data compiled by the OHSJP’s Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during collisions increased from 50,938 in 2013 to 60,566 in 2017. The 2017 data relative to the actual number of injuries sustained in traffic crashes represents an 18.9% increase when compared to the number of people injured in traffic collisions in 2013. When compared to the average of the four-year period 2013-2016 (56,118 injuries), the 2017 figure represents a 7.9 % increase. Of the 285,036 people injured during a vehicle crash from 2013 to 2017, 15,447 people (Figure S-2), or 5.4%, sustained severe injuries as a result of a crash.

Figure S-1



Traffic Collisions

From 2013 to 2017, state statistical data listed in Figure S-3 shows that there were a total of 649,867 vehicle collisions in South Carolina during this five year time period. Of the 649,867 vehicle collisions reported during this time period, 16,857 (Figure S-4), or 2.6%, were fatal or severe-injury crashes. From 2013 to 2017, the state has experienced a 25.3% increase in the number of reported vehicle crashes. When compared to the four-year average of traffic crashes occurring from 2013 to 2016 (126,998 collisions) the 2017 figure represents an 11.7% increase. The leading counties for fatal and severe-injury crashes from 2013 to 2017 were, in decreasing order, Horry, Charleston, Greenville, Richland, Spartanburg, Anderson, Lexington, Berkeley, York, Beaufort, Aiken, Florence, Orangeburg, Dorchester, Lancaster, Pickens, Laurens, Sumter, Georgetown, Colleton, Darlington, Cherokee, Greenwood, Oconee, and Jasper.

Figure S-2

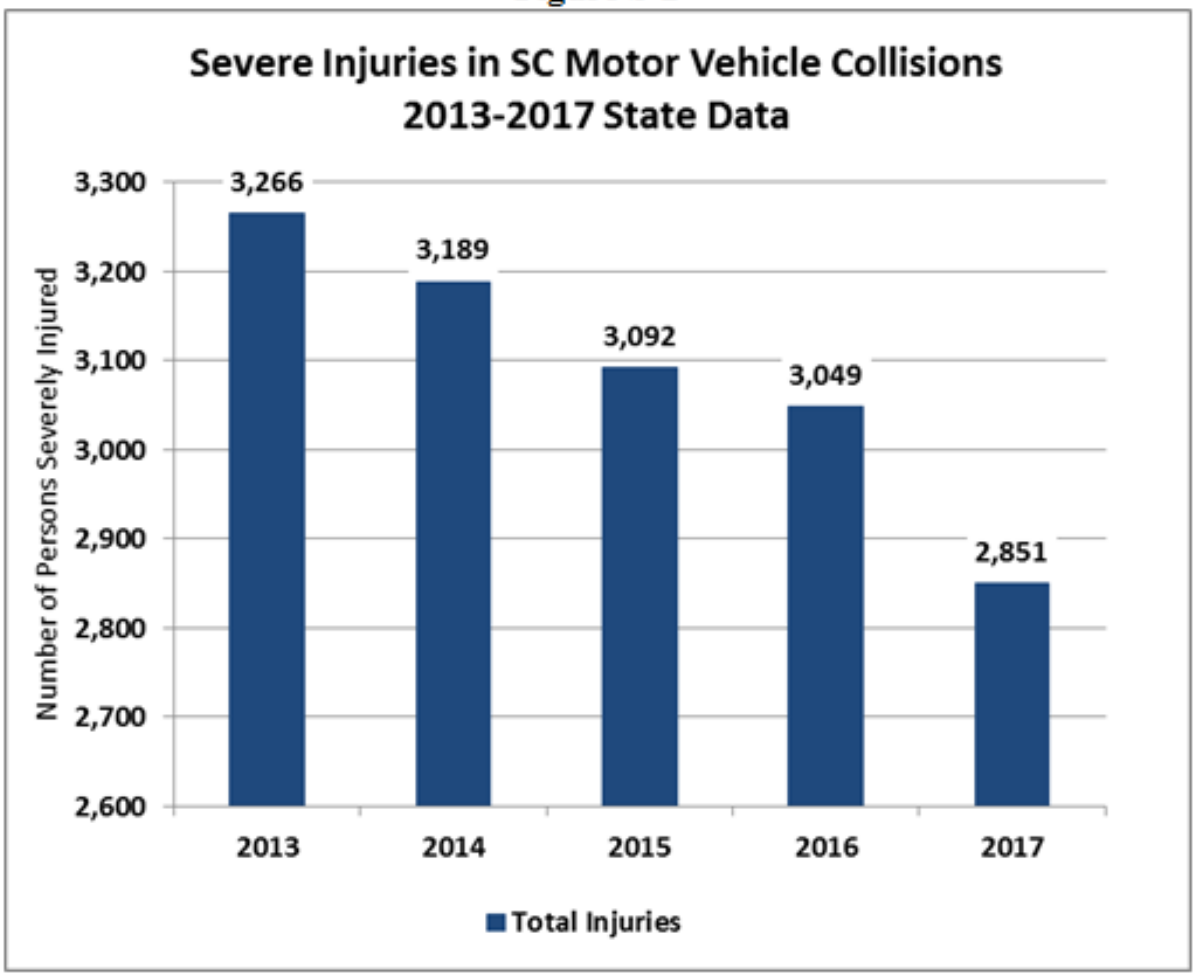
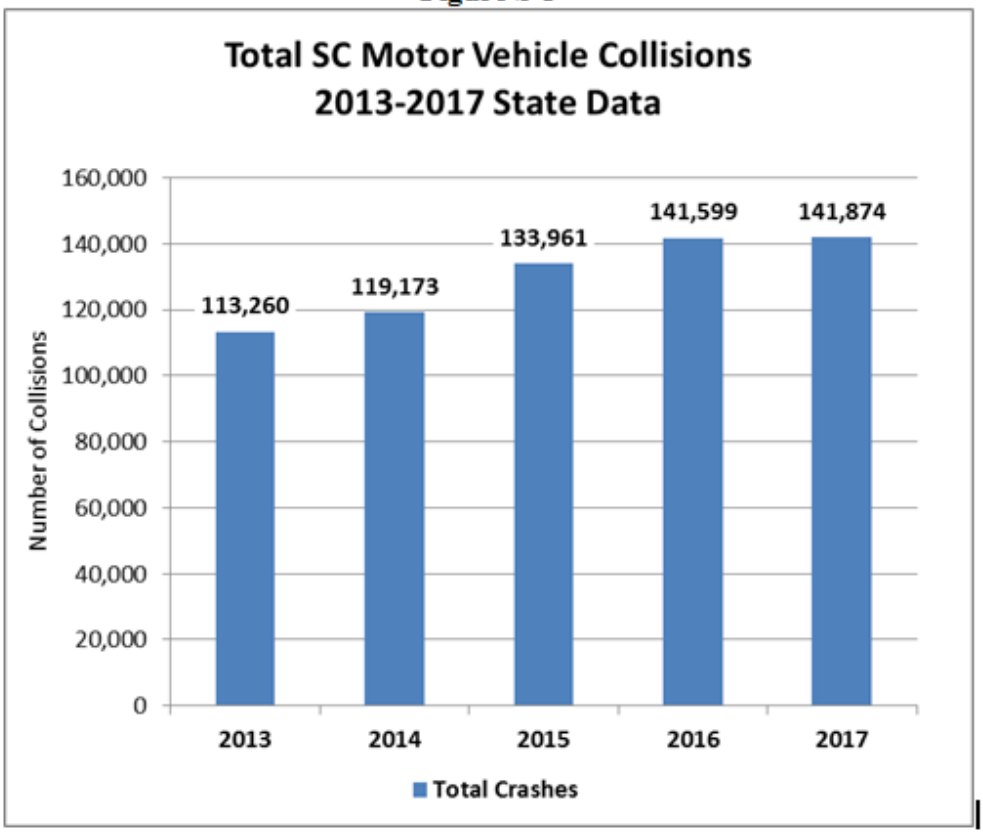

Severe Injuries in SC Motor Vehicle Collisions
2013-2017 State Data
Number of Persons Severely Injured
3,300
3,200
3,100
3,000
2,900
2,800
2,700
2,600
3,266
3,189
3,092
3,049
2,851
2013
2014
2015
2016
2017
Total Injuries

Figure S-3



Deployment of Resources

Explanation of the Deployment of Resources Based on the Analysis Performed

Evidence-Based Traffic Safety Enforcement Program (TSEP)

For FFY 2020, the OHSJP will implement an Evidence-Based Traffic Safety Enforcement Plan (TSEP) comprising strategies that will include efforts utilizing highway safety grant enforcement projects in priority counties in the state, law enforcement training projects, the maintenance of the SC Law Enforcement Network, the continuation of Target Zero Teams of SC Highway Patrol Troopers in critical areas of the state, and planned high-visibility enforcement strategies to support national mobilizations. The following sections outline these efforts in more detail.

Highway Safety Grant Enforcement Projects

For FFY 2020, the SC Public Safety Coordinating Council has approved thirty-four (34) traffic enforcement projects, the majority of which will be implemented, based on the availability of federal funding, in priority counties in the state.

Of the 34 enforcement projects, twenty-two (22) are police traffic services projects, which will fund a total of 68,640-82,368 hours of general traffic and speed enforcement activity in municipalities located in the priority counties of Richland, Charleston, Lexington, Aiken, York, Greenville, Dorchester, Berkeley, Anderson, and Lancaster, as well as enforcement projects in

Figure S-4. All SC Fatal and Severe Injury Collisions by County, State Data 2013-2017						
County	2013	2014	2015	2016	2017	2013-2017
Horry	307	330	299	269	278	1,483
Charleston	314	308	281	272	280	1,455
Greenville	309	277	252	300	292	1,430
Richland	205	180	198	214	168	965
Spartanburg	185	178	202	201	175	941
Anderson	149	139	161	192	174	815
Lexington	142	137	151	142	165	737
Berkeley	187	153	148	102	109	699
York	124	127	125	143	128	647
Beaufort	67	95	107	102	105	476
Aiken	82	91	96	88	108	465
Florence	93	78	86	91	79	427
Orangeburg	97	75	79	96	76	423
Dorchester	78	70	85	75	68	376
Lancaster	56	83	86	85	65	375
Pickens	68	69	67	61	69	334
Laurens	63	58	67	66	65	319
Sumter	63	58	60	68	59	308
Georgetown	71	46	63	43	67	290
Colleton	57	44	56	66	50	273
Darlington	52	59	52	64	38	265
Cherokee	39	56	51	48	59	253
Greenwood	47	40	62	47	46	242
Oconee	27	48	53	51	55	234
Jasper	46	46	43	60	31	226
Kershaw	50	28	33	56	49	216
Williamsburg	41	42	38	38	41	200
Chesterfield	36	35	44	38	44	197
Chester	30	33	39	39	40	181
Newberry	36	26	34	35	32	163
Clarendon	24	21	32	33	36	146
Fairfield	22	26	22	29	28	127
Dillon	16	27	24	21	27	115
Barnwell	18	32	26	15	16	107
Marion	22	27	23	13	20	105
Hampton	24	20	23	17	16	100
Abbeville	26	13	17	17	24	97
Marlboro	15	26	20	21	15	97
Union	17	18	23	21	16	95
Calhoun	19	18	15	13	17	82
Saluda	15	13	15	13	18	74
Edgefield	14	8	17	20	14	73
Bamberg	20	11	13	16	11	71
Lee	12	16	16	13	13	70
Allendale	11	11	10	9	7	48
McCormick	6	6	10	8	5	35
Total	3,402	3,302	3,424	3,431	3,298	16,857

eight county sheriffs' offices (Charleston, Dorchester, Georgetown, York, Berkeley, Kershaw, Darlington, and Oconee counties). The fourteen previously identified counties accounted for 48.4% of all speed-related fatalities in the state in 2017. The projects referenced above include nine third-year projects, three second-year projects, and ten first-year efforts. These projects will also encompass DUI enforcement efforts, however, they will primarily focus on general traffic enforcement to include speeding and occupant restraint violations; the conducting of educational presentations to inform local communities about traffic safety problems and issues;

meeting with local judges to instruct them about the projects; media contacts to share success stories and enforcement strategies with the general public; and required participation in the SC Law Enforcement Network.

Of the 34 enforcement projects, twelve (12) are DUI enforcement projects, which will fund a total of 31,200-37,440 hours of DUI enforcement activity in the counties of Darlington (1 project), Charleston (2 projects), Berkeley (2 projects), Lexington (2 projects), Spartanburg (1 project), Dorchester (1 project), Florence (1 project), Lancaster (1 project), and Beaufort (1 project). Of the 12 projects, three will be implemented in county sheriffs' offices. The projects referenced above include 11 third-year projects, and one first-year project. The projects will focus exclusively on DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 31,200-37,440 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which FARS data demonstrates to be those during which the most DUI-related fatal crashes occur in the state (approximately 1,330, or 88.67%, of the 1,502 DUI-related fatal crashes during the years of 2013-2017). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI- related crashes within their respective jurisdictions.

Law Enforcement Training Projects

The OHSJP will also fund two projects that provide training to law enforcement officers statewide through the SC Criminal Justice Academy. One of the two training projects implemented through the SC Criminal Justice Academy will be funded with Section 402 federal dollars and will focus on comprehensive, advanced training for traffic enforcement officers leading to a Traffic Safety Officer certification and/or a Traffic Safety Instructor Program certification. Training will not only assist officers in enhancing their knowledge and enforcement of traffic laws, but will also provide them with the skills needed to increase conviction rates of traffic law violators. The project will fund four Traffic Safety Instructors. Instructors will train officers from all over South Carolina in a variety of traffic enforcement and investigation areas, including the following:

DUI Detection and Standardized Field Sobriety Testing (32 hours, 15 classes);
DUI Detection and SFST Instructor (40 hours, 7 classes);
SFST Recertification (2 hours, online classes);
Speed Measurement Device Instructor, RADAR/LIDAR (40 hours, 3 classes);
Speed Measurement Device Instructor Recertification (4 hours, 2 classes);
Speed Measurement Device Operator, RADAR/LIDAR (24 hours, 6 classes);

Speed Measurement Device Recertification, RADAR and/or LIDAR (5 hours, online classes);
At-Scene Traffic Collision Investigation (80 hours, 4 classes);
Technical Traffic Collision Investigation (80 hours, 3 classes);
Traffic Collision Reconstruction (80 hours, 2 classes);
Motorcycle Collision Investigation (40 hours, 2 classes);
Pedestrian and Bicycle Collision Reconstruction (40 hours, 2 classes);
Commercial Vehicle Collision Investigation Level I (40 hours, 1 class);
Commercial Vehicle Collision Investigation Level II (40 hours, 1 class);
Safe And Legal Traffic Stops (SALTS) (4 hours, 15 classes);
Data Master DMT Operator Certification (8 hours, 40 classes);
Data Master DMT Operator Recertification (3 hours, online classes);
LIDAR Operator (16 hours, 1 class); and
RADAR Operator Recertification (3 hours, online classes).

The other training project which will be continued with the SC Criminal Justice Academy focuses on Impaired Driving Countermeasures Training for Law Enforcement and will be funded with Section 405d federal dollars. This project funds one State Impaired Driving Coordinator, who will expend efforts in providing training to state traffic enforcement officers in the areas of Standardized Field Sobriety Testing Instructor (3 classes); Advanced Roadside Impaired Driving Enforcement (A-RIDE) (10 classes); and Drug Recognition Expert (DRE) (3 classes, 12 students each class). Since this project began several years ago, it has been largely responsible for increasing the number of DRE-certified officers in the state to 128 and the number of DRE-certified instructors to 30. This valuable training is provided to South Carolina’s traffic enforcement officers, both state and local, at no cost.

SC Law Enforcement Network

The OHSJP will continue to fund, with Section 402 federal dollars, a Law Enforcement Coordination internal grant which funds one law enforcement liaison and one supervisor , whose priorities are to develop and maintain the SC Law Enforcement Network (SCLEN) system. Law enforcement support services staff will work to establish and maintain relationships between OHSJP and law enforcement agencies around the state and garner law enforcement support for participation in statewide enforcement mobilization campaigns. The grant project will also provide SCLEN support grants to established networks around the state. The sixteen (16) established law enforcement networks correspond to the sixteen judicial circuits in the state. The support grants will be provided through the Law Enforcement Coordination grant to assist the networks with meeting room costs, recognition awards, the costs to attend training and/or conferences, educational materials, and the cost of helping to train traffic officers in their respective networks. The LEN system will allow statewide

coverage and implementation of law enforcement activity including multi-jurisdictional enforcement activities.

The State of South Carolina has an effective, unique way of leveraging resources through its SCLEN system. The OHSJP will continue in FFY 2020 awarding 16 grants of $10,000 each ($160,000 total) to an agency within each individual law enforcement network. Each of the 16 individual agencies serves as the Host Agency within its respective network. The purpose of the network, as mentioned above, is to disseminate information among participating law enforcement agencies (state, local, federal) regarding important traffic safety campaigns and other issues that may impact traffic enforcement within each network and to garner law enforcement support of and participation in statewide enforcement mobilization campaigns, including the two DUI annual mobilization crackdowns, known as Sober or Slammer!, and the state's high-visibility DUI Challenge enforcement campaign.

The statewide Law Enforcement DUI Challenge has been successful over the last decade with DUI-related traffic fatalities reduced by almost 33%, from 464 in 2007 to 313 in 2017, and the State is hopeful that the positive reductions will continue in FFY 20 and future years. The SCDPS will continue to implement a statewide Law Enforcement DUI Challenge in FFY 2020 that focuses predominantly on the SC Highway Patrol (SCHP) for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. The SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. The SCHP, during FFY 2020, will conduct special DUI enforcement emphases once a month on weekends from December 2019 to September 2020. The weekend enforcement efforts will be supported by radio, social media, and possibly television advertising announcing the enforcement beginning on Wednesday of each week preceding the scheduled enforcement weekends. In addition, during the two DUI mobilization crackdowns, the SCHP will conduct an additional four nights of specialized DUI enforcement, including saturation patrols and public safety checkpoints.

The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts. Agencies with the highest DUI arrests made during the campaigns will be awarded a recognition plaque for their efforts. Law Enforcement Liaisons will encourage agencies within the Law Enforcement Network system in the state to participate in these enforcement events. Participating agencies will receive a certificate from the OHSJP in recognition of their participation.

Educational efforts will again utilize media (television, radio, social media, and alternative

advertising) to support campaign efforts. The focus of the educational efforts will be on the twenty priority counties, (Horry, Charleston, Greenville, Richland, Spartanburg, Anderson, Lexington, Berkeley, York, Beaufort, Aiken, Florence, Orangeburg, Dorchester, Lancaster, Pickens, Laurens, Sumter, Georgetown, and Colleton) which represent approximately 78.5% of the state's driving fatalities and severe injuries over the five-year period 2013 to 2017 and are designated within the state's Highway Safety Plan.

Target Zero Teams

The SC Department of Public Safety (SCDPS), funds from the SC Department of Transportation (SCDOT), will continue to implement a targeted enforcement program. The program, called Target Zero Teams, began June 1, 2015. The project name is derived from the state's "Target Zero Traffic Deaths" umbrella slogan for all highway safety initiatives implemented by SCDPS.

The law enforcement project provides SCDPS with complete funding for six, four-officer teams of SC Highway Patrol Troopers, which devote full-time efforts to the selective, concentrated, and strict enforcement of the state's traffic laws along roadway corridors identified by SCDPS and SCDOT as being highest for the occurrence of fatal and severe-injury collisions within four areas of the state, the Upstate, the Midlands, the Pee Dee, and the Lowcountry. Participating Troopers focus on traffic enforcement and spend little or no time engaging in crash investigation. Roadways have been identified through statistical analysis following strategies employed successfully by other states around the country. SCDOT selected the 16, 10 mile corridors based on an analysis fatal & injury crashes from 2009-2013. The 16 selected corridors accounted for 4.1% of the total traffic fatalities and 4.4% of the total injuries the state during that time period.

The partnering agencies will continue to meet quarterly to review the lists of roadway corridors to be patrolled and to coordinate enforcement activities. SCDPS will provide weekly schedules to SCDOT of enforcement coverage. This will allow for shifting and reassignment of enforcement resources and priorities based on statistical information and enforcement successes. The partnering agreement between SCDPS and SCDOT allows for the project to be renewed for an additional year. Both the commander over the Target Zero Team and a SCDOT representative consistently review the data for the number of traffic collisions, citations, warnings, and arrests for the designated enforcement corridors. It has been SCDOT's policy to conduct formal evaluations on all of their safety improvement projects (which would include the TZ Teams) on a pre- and post- schedule of three years.

The TZ Teams project, combining enforcement and statistical analysis, has the potential to

significantly and positively impact traffic-related severe injuries and fatalities statewide.

Effectiveness Monitoring

How SC Plans to Monitor the Effectiveness of Enforcement Activities, Make Ongoing Adjustments as Warranted by Data and Update the Countermeasure Strategies and Projects in the HSP

The South County Department of Public Safety, Office of Highway Safety and Justice Programs (OHSJP) utilizes several methods to monitor the effectiveness of enforcement activities using data as the basis for adjustments to countermeasure strategies and updates to the HSP. To ensure that the activities required by the grant award are being performed, the Program Coordinators (For Impaired Driving Countermeasures and Police Traffic Services and Occupant Protection) along with the Business Administration Accountant and/or Grants Administration Accountant conduct on-site monitoring visits for 100% of all projects funded in order to provide adequate technical assistance and to ensure compliance with grant guidelines. First year subgrantees are visited at least twice during the grant year. Continuation grant recipients are visited at least once. During the visit, staff assigned to the grant are asked programmatic and financial monitoring questions to determine whether the subgrantee is in compliance with the terms and conditions of the grant award and if the subgrantee has made sufficient progress towards achieving the grant's outlined goals and objectives. The results, as well as any findings or recommendations for improvement, are discussed with the subgrantee and documented in a letter, mailed to the subgrantee, and a copy is placed in the grant file. Enforcement subgrantees must also submit monthly reports and all subgrantees provide quarterly reports to the OHSJP documenting grant progress. The monthly and quarterly reports are reviewed by the appropriate OHSJP staff including the Program Coordinator, Grants Administration Manager, and law enforcement staff.

The enforcement subgrantees' specific performance e.g., numbers of citations written for speeding, DUI, seatbelt use, etc. are recorded in a spread sheet. An internal Enforcement meeting is held monthly to review the subgrantees' progress. This Enforcement meeting is attended by the Program Coordinators, a member of the Accounting staff, the Grants Administration Manager, the Grants Program Manager, and at least one OHSJP staff member with law enforcement experience. The perspective of law enforcement staff is immensely beneficial to the team in evaluating whether the level of enforcement activity is appropriate for the number of officers assigned to the project. If the team determines that enforcement activity is insufficient, the subgrantee is notified by a phone call (which is followed up by an email) regarding the need to make adjustments. The email is placed in the subgrantee's grant file.

Additionally, the Program Coordinators maintain effective working relationships with the subgrantees encouraging them to notify the OHSJP if there are changes that may impact the level of grant activity, e.g., an officer is on leave. These relationships and ongoing communication help to keep the subgrantees on track with meeting the grant requirements. Any recommended changes made to the OHSJP's Countermeasure Strategies as warranted by data, are discussed by the senior management team in consultation with our regional NHTSA representative.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Communication and Outreach
Communication and Outreach (ID)
Communication Campaign
High Visibility DUI Enforcement
Highway Safety Office Program Management
Short-term, High Visibility Law Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
AL PEM	Communication and Outreach
M4HVE	DUI Enforcement Teams
PTS-EU	PTS Enforcement Units
PTS-LEC	Law Enforcement Coordination
PTS-OP	High visibility enforcement of seat belt law

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

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

Agencies planning to participate in CIOT:

Agency
Aiken Department of Public Safety
Anderson Police Department
Cayce Public Safety
Charleston County Sheriff's Department
Charleston Police Department
Columbia Police Department
Dorchester County Sheriff's Office
Fort Mill Police Department
Georgetown County Sheriff's Office
Goose Creek Police Department
Kershaw County Sheriff's Office
Lancaster Police Department
Lexington Police Department
Moncks Corner Police Department
Mount Pleasant Police Department
North Augusta Police Department
Oconee County Sheriff's Office
Summerville Police Department
South Carolina Department of Public Safety (SCDPS)
Berkeley County Sheriff's Office
Darlington County Sheriff's Office
Simpsonville Police Department
York County Sheriff's Office

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

The state of South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2020 holiday period from May 18 – 31, 2020, known as Buckle Up, South Carolina. It’s the law and it’s enforced. (BUSC), modeled after the national Click-It-or-Ticket mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state’s minority populations, and it will focus on nighttime safety belt enforcement to attempt to reduce unrestrained traffic fatalities and injuries, especially during nighttime hours. The 2020 BUSC campaign media plan will similarly follow the media buy plan for the 2019 BUSC campaign. All agencies that participate in the state’s FFY 2020 DUI enforcement campaign mobilizations will be encouraged to participate in the BUSC efforts. The SC Highway Patrol (SCHP), the SC State Transport Police (STP), and the Law Enforcement Network system in South Carolina, which is composed of local law enforcement agencies statewide, have indicated that they will again participate in 2020. This level of participation will again allow the OHSJP to cover 100% of the state’s population. The campaign mobilizations will include elements of paid and earned media, enforcement, and diversity outreach. The funding expended during the BUSC portion of the effort will be utilized for advertising, which will focus on the enforcement of safety belt and child passenger safety seat laws. The Law Enforcement Support Services section

of the OHSJP will work to recruit and encourage agencies to conduct and report special enforcement activities focusing on occupant protection violations during the BUSC campaign. Additionally, all Police Traffic Services FFY 2020 sub-grantees will have an objective to participate in the BUSC campaign and have another objective specifically related to increasing occupant protection violation enforcement activities. According to the U.S. Census Bureau's 2016 population estimates, South Carolina has a significant minority population: 27.5% African American and 5.5% Hispanic. For this reason, the State has focused placement of paid media on digital outlets and on television stations during time slots that attract African American, youth, and rural male audiences. These demographic groups have shown statistically lower safety belt use rates than non-minority and female counterparts. The urban category has statistically been somewhat lower than rural as a whole since 2016. The data presented on Table S-8 indicate that South Carolina's diversity outreach efforts have shown success until 2018. In 2018, all categories surveyed dropped below the 2017 results, including the overall seat belt use rate (2017 – 92.3% vs. 2018 – 89.7%). The most significant drop was in the passenger category, dropping from 95.7% in 2017 to 90.5% in 2018 (5.2 percentage points). In 2018, belt usage among drivers in rural areas (90.3%) surpassed belt usage among urban drivers (89.5%). Seat belt usage in 2018 among white (91.7%) and non-white (86.1%) drivers also decreased from the 2017 survey.

The paid media components of this effort may include a combination of paid social media, digital media, television, and outdoor advertising. All paid media will be used to send the message that law enforcement in the state is serious about enforcing the state's occupant protection laws. The campaign will utilize the state's enforcement slogan, Buckle up, South Carolina. (BUSC). The enforcement mobilization will be coordinated through the SC Highway Patrol and the SC Law Enforcement Network (SCLEN). Saturation patrols and direct enforcement strategies will be employed to focus on occupant protection violations. The OHSJP will continue to utilize, in the development of paid media for the BUSC enforcement mobilization, research conducted in surveys and focus groups of younger drivers in May 2018. Online surveys and interviews with drivers ages 16-35 were conducted to determine how the agency could best develop campaign media messages which resonate with the focus populations, attempt to bring about behavioral change. 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. A new commercial spot was created for the Memorial Day 2019 enforcement mobilization crackdown. Statistical information shows that seat belt usage rates decrease significantly after dark, and a large percentage of traffic fatalities occur between the hours of 6 PM and 6 AM. This existing spot focuses on nighttime seat belt enforcement, utilizing members of the SC Highway Patrol and other local agencies to illustrate nighttime enforcement procedures for non-compliance with the state's primary seat belt law. In addition, for 2020, the state will use its adopted umbrella message of "Target Zero" relating to all campaign efforts and its corresponding logo will be incorporated with all campaign materials. Law enforcement agencies that fully participate in all campaigns efforts, including the BUSC campaign will be recognized and awarded with a plaque for their efforts during the campaign periods.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or

inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
OP-1	Increasing the number of Inspection Stations

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 115

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 80

Populations served - rural: 35

Populations served - at risk: 115

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child passenger safety technicians

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
OP-2	Recruiting, Training, and Maintaining Child Passenger Safety Technicians

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 12

Estimated total number of technicians: 90

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: Yes

Occupant protection statute: No

Seat belt enforcement: No

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: No

Occupant protection program assessment: Yes

Primary enforcement seat belt use statute

Requirement Description	State citation(s) captured
The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	Yes

Citations

Legal Citation Requirement: The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.

Legal Citation: Section 56-5-6520

Amended Date: 12/9/2005

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways;Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Communication Campaign

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
OP PEM	Communication and Outreach
OP-1	Increasing the number of Inspection Stations
OP-2	Recruiting, Training, and Maintaining Child Passenger Safety Technicians

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 6/10/2019

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
7/19/2018
11/1/2018
1/10/2019
5/30/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: Captain Russell Wilson

Title of State's Traffic Records Coordinator: (Acting) State Traffic Records Manager

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Traffic Records System Assessment

Crash Recommendations

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

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

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the data dictionary for the Roadway data system to reflect best practices identified in the

Appendix A - 2019-2020 TRCC Membership

Revised 5-30-2019

TRCC – Executive Group

The Honorable Donald W. Beatty
SC Chief Justice
SC Judicial Department
Citation & Adjudication

Colonel Kevin A. Shwedo (ret., U.S. Army),
Executive Director
SC Department of Motor Vehicles
Crash, Driver & Vehicle Services

Mr. Leroy Smith, Director
SC Department of Public Safety
TRCC, Crash & Citation

Christy Hall, P. E., Secretary
SC Department of Transportation
Crash & Roadway Systems

Dr. Rick Tooney
Director
SC Department of Health and
Environmental Control
Injury Surveillance Systems

TRCC – Working Group Designees

SC Department of Health and
Environmental Control
Core System-Injury Surveillance Systems
Mr. Victor Grimes, EMS and Trauma
Mr. Rich Wisniewski, EMS and Trauma

SC Judicial Department
Core Systems-Citation/Adjudication
Mr. Mark Crenshaw, Courts Administration
Mr. Terry Leverette, Courts Administration
Mr. Bob McCurdy, Courts Administration

SC Department of Motor Vehicles
Core Systems Crash, Driver and Vehicle
Ms. Shirley Rivers, Driver Services
Mr. Bill Wannamaker, Financial Resp.
Mr. Frank Rodgers, IT-Director

SC Department of Public Safety
Core Systems Crash, Citation
Mr. David Findlay, State Transport Police
Officer Wilson Matthews, SCCATTS
Larry Long, Statistician
Regina Crolley, OIT-Director

SC Department of Transportation
Core Systems-Crash & Roadway
Mr. Doug Harper, Chief Information Officer
Mr. Todd Anderson, P. E., Road Data Services
Mrs. Emily Thomas, SHSP Manager

Law Enforcement Representatives
Core Systems-Crash & Citation
Captain David Biggers, Technical Services
Rock Hill Police Department (RHPD)
Captain Kevin Baker, Fusion Center
SC State Law Enforcement Division (SLED)
Sgt. Stephen Craven, Admin/Regulatory Comp.
SC Highway Patrol (SCHP)
Deputy Brian Borough, Traffic Safety
Lexington County Sheriff's Office (LCSO)

TRCC Coordinator
Captain Russell Wilson (Acting), SCDPS

Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation / Adjudication Recommendations

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

Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

EMS / Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records for Measurable Progress

Crash Recommendations

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

Response: SCDPS, SCDOT and SCDMV are reviewing the current structures of the Crash data system to develop a data dictionary. This recommendation is slated for future development within the TRCC.

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

Response: The SCCATTS Enhancements/Reporting Equipment project is included in the current TRSP to enhance the interfaces between SCDPS, SCDMV, SCDHEC and SCDOT “Crash-Roadway and Injury Surveillance Systems”. These interfaces will enhance the capabilities of SCCATTS for data sharing of elements collected between the systems that relate to crash records. [Project Description in 2018-2019 TRSP Appendix C]

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The Office of Highway Safety and Justice Programs hired a full time Data Traffic Records Analyst for the SCCATTS. This analyst has been charged with developing programs and initiatives to identify best practices for ensuring optimal data collection for “Crash Systems” reporting. The TRCC will also enact a regular agenda item for the reporting of data quality initiatives and problems at each regularly schedule TRCC meeting.

Vehicle Recommendations

Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: SCDMV and the TRCC are reviewing the current structures of the descriptions and contents of the Vehicle data system to develop a comprehensive data dictionary and best practices included in the advisory for this system. This recommendation is slated for future development within the TRCC.

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

Response: SCDMV and the TRCC are reviewing the guidelines of the Vehicle data system to incorporate best practices included in the recommendations of the advisory for this system. This recommendation is slated for future development within the TRCC.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each

of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

Driver Recommendations

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: SCDMV is reviewing the current structures of the Driver data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.

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

Response: The e-Citation database project was completed in January 2018. This project enhanced the interfaces between SCDPS, SCDMV, and SCJD “Driver and Citation/Adjudication” systems. These new interfaces between the Core Systems will enhance the process flow for records directly associated with Citation/Adjudication Driver data systems. Two new projects included in the current TRSP address enhancing these new interfaces that are now being utilized to improve Timeliness, Accuracy, Completeness and Uniformity. They are the SCUTTIES e-Citation Enhancements project and the Phoenix e-Citation Enhancements project. [Project Descriptions in 2018-2019 TRSP Appendix C]

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program.

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

Roadway Recommendations

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: SCDOT is reviewing the current structures of the Roadway data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

Citation/Adjudication Recommendations

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

Response: SCJD is reviewing the current structures of their data system to develop a detailed data dictionary. This recommendation is slated for future development within the TRCC.

Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The e-Citation database project was completed in January 2018. This project enhanced the interfaces between SCDPS, SCDMV, and SCJD “Driver and Citation/Adjudication” systems. These new interfaces

between the Core Systems will enhance the process flow for records directly associated with Citation/Adjudication and Driver data systems. Three new projects included in the current TRSP address enhancing these new interfaces that are now being utilized to improve Timeliness, Accuracy, Completeness and Uniformity. They are the SCUTTIES e-Citation Enhancements project, Phoenix e- Citation Enhancements project and the CMS-SCUTTIES Enhancement project. [Project Descriptions in 2018-2019 TRSP Appendix C]

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

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

EMS/Injury Surveillance System Recommendations

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: SCDHEC is in the processing of reviewing their Injury Surveillance and Emergency Medical Systems to develop projects to enhance interfaces between their systems and the Crash System to accurately report injury surveillance data. The current TRSP Emergency Medical Services Patient Tracking System project will be the initial step in the process. This project will track the patient from crash to discharge and will improve proper coding data collection for injuries related to crash victims. [Project Description in 2018-2019 TRSP Appendix C]

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

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

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The current TRSP has several projects targeting the integration of Traffic Records Systems to enhance the data sharing and accessibility of data collected from all Core Systems. The projects addressing these issues include the SCCATTS, CMS, SCUTTIES and Phoenix system enhancement projects. In addition, the EMS Patient Tracking System would be a first step in integrating the ISS and Crash systems for improved data collection of injury records. The TRSP also includes the Traffic Records Dashboard project. This dashboard would give stake-holders and limited public access to data records based on security protocols. [Project Descriptions in 2018-2019 TRSP Appendix C].

Traffic Records Supporting Non-Implemented Recommendations

Crash Recommendations

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

Response: SCDPS, SCDOT and SCDMV are reviewing the current structures of the Crash data system to

develop a data dictionary. This recommendation is slated for future development within the TRCC.
Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: The Office of Highway Safety and Justice Programs hired a full time Data Traffic Records Analyst for the SCCATTS. This analyst has been charged with developing programs and initiatives to identify best practices for ensuring optimal data collection for “Crash Systems” reporting. The TRCC will also enact a regular agenda item for the reporting of data quality initiatives and problems at each regularly schedule TRCC meeting.
Vehicle Recommendations
Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCDMV and the TRCC are reviewing the current structures of the descriptions and contents of the Vehicle data system to develop a comprehensive data dictionary and best practices included in the advisory for this system. This recommendation is slated for future development within the TRCC.
Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCDMV and the TRCC are reviewing the guidelines of the Vehicle data system to incorporate best practices included in the recommendations of the advisory for this system. This recommendation is slated for future development within the TRCC.
Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.
Driver Recommendations
Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCDMV is reviewing the current structures of the Driver data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.
Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program.
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.
Roadway Recommendations
Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCDOT is reviewing the current structures of the Roadway data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.
Improve the data quality control program for the Roadway data system to reflect best practices identified in the

Traffic Records Program Assessment Advisory.
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.
Citation/Adjudication Recommendations
Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCJD is reviewing the current structures of their data system to develop a detailed data dictionary. This recommendation is slated for future development within the TRCC.
Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.
EMS/Injury Surveillance System Recommendations
Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

Traffic Records for Model Performance Measures

A direct copy of this information is provided in Appendix C of the State's Approved 2018-2019 TRSP. The information provided below is a snapshot of each project's contribution to the anticipated improvements in each of the State's core safety databases.
SC TRCC administers programs and projects that benefit multiple Traffic Records Systems. These programs/projects are approved by designated members of the TRCC.
Recurring Program title: OHSJP Staffing
Description: a recurring program that addresses TRS Goal #3: Improve management and coordination of traffic records systems. The core traffic records system components affected, applicable performance measures, project goal and program information are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.Program Information:The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System.

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.Program Information:The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System.

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.Program Information:The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System.

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.Program Information:The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System.

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.Program Information:The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System.

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.Program Information:The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to

grow to ensure both operations are successful for SC Traffic Records System. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.Program Information:The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.Program Information:The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.Program Information:The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System.

Project title: Traffic Records Dashboard (Suspended)

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Develop user-enabled dashboard for data analysis with a user quality acceptance rate of 70% for FY 2020. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Develop user-enabled dashboard for data analysis with a user quality acceptance rate of 70% for FY 2020. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Develop user-enabled dashboard for data analysis with a user quality acceptance rate of 70% for FY 2020. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Develop user-enabled dashboard for data analysis with a user quality acceptance rate of 70% for FY 2020. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Develop user-enabled dashboard for data analysis with a user quality acceptance rate of 70% for FY 2020.

Project Status: Ongoing project: SC requested and was granted a NHTSA GO Team to study the feasibility of a Traffic Records Dashboard. The project is now moving into an exploratory mode to determine the best application for the foundation of a state Traffic Records dashboard. A sub-Working Group has been formed and a proof of concept is now being developed. Project Status: Ongoing project: SC requested and was granted a NHTSA GO Team to study the feasibility of a Traffic Records Dashboard. The project is now moving into an exploratory mode to determine the best application for the foundation of a state Traffic Records dashboard. A sub-Working Group has been formed and a proof of concept is now being developed.

SCDHEC’s Injury Surveillance Systems (ISS) injury coding and tracking for traffic related incidents.

Project Title: EMS Patient Tracking System

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: To reduce the number of improper injury status codes on traffic collisions by 10% before October 2019. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: To reduce the number of improper injury status codes on traffic collisions by 10% before October 2019. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: To reduce the number of improper injury status codes on traffic collisions by 10% before October 2019. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: To reduce the number of improper injury status codes on traffic collisions by 10% before October 2019. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: To reduce the number of improper injury status codes on traffic collisions by 10% before October 2019.
Project Status: Under development. Original RFP is being updated with new criteria. Project Status: Under development. Original RFP is being updated with new criteria.

SCDMV’s Phoenix System for driver and vehicle records services.

Project Title: Automate Failure to Pay UTT Process

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Reduce the number of days to receive information on noncompliance from SCJD. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Reduce the number of days to receive information on noncompliance from SCJD. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Reduce the number of days to receive information on noncompliance from SCJD. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Reduce the number of days to receive information on noncompliance from SCJD. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Reduce the number of days to receive information on noncompliance from SCJD. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Reduce the number of days to receive information on noncompliance from SCJD.
Project Status: The final process is in development. An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2020. Project Status: The final process is in development. An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2020. Project Status: The final process is in development. An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2020.

Project Title: Phoenix e-Citation Enhancements

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status is listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Enhance Phoenix to further automate the processing of e-CitationsPerformance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Enhance Phoenix to further automate the processing of e-Citations
Project Status: The project is in development. An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2020.Project Status: The project is in development. An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2020.

Project Title: Data Quality Improvements: Citations & Collisions

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Maintain and improve the consistent quality of the citation and disposition data for the duration of the projectPerformance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Maintain and improve the consistent quality of the citation and disposition data for the duration of the projectPerformance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Maintain and improve the consistent quality of the citation and disposition data for the duration of the project

Project Status: Project under development. Project Status: Project under development.

SCDMV's South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES) for citation records processing.

Project Title: Citation Reports

Project Description: Currently SCUTTIES offers a simplified solution for reporting. As we move toward a data warehouse and as we fully implement SCUTTIES there is an anticipated requirement that more statistical reporting will be required from the legislature and other interested parties. If we are required to provide additional reporting prior to the data warehouse implementation this will require development time from either a.net developer or DBA. Until such a time as these reports are requested by interested third parties we will expend our efforts toward building the data warehouse. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Project Under development.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Project Under development.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Project Under development.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Project Under development.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Project Under development.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Project Under development.
Project Status: Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.

Project Title: SCUTTIES e-Citation Enhancements

Project Description: This project addresses aims to add additional edits for both citations and dispositions as they are required, including general support for enhancements, additional vendor certification, and general problem solving. This can be achieved through hiring a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Continue updates to SCUTTIES and provide general support and troubleshooting.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Continue updates to SCUTTIES and provide general support and troubleshooting.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status: An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2020. Project Status: An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2020.

Project Title: Court Ishmael Orders: Electronic Process

Project Description: Currently, Ishmael orders are received in paper format when a court makes a change to a previously disposed citation. Automating this process would be a joint effort between SCDMV and SCJD. The solution to this problem is to use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Automate the Ishmael process from courts to SCDMV by September 2019Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Automate the Ishmael process from courts to SCDMV by September 2019Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Automate the Ishmael process from courts to SCDMV by September 2019
Project Status: Project under development Project Status: Project under development

SCDOT's Roadway Component for maintaining, compiling and analyzing traffic records data for highway safety purposes

Project Title: Local Agency Data Collection/Road Location Coding

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Complete local agency data collection in all 46 counties by 2019.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Complete local agency data collection in all 46 counties by 2019.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Complete local agency data collection in all 46 counties by 2019.
Project Status: To date, SCDOT has completed local agency data collection in 39 counties. We anticipate completing the final 7 counties in 2019, and then will begin a process to keep this data updated.

Project Title: Intersections with Traffic Signals Database

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Create a database within the Roadway Component that will contain traffic control information for intersections. Develop application to allow this data to auto populate e-Collison forms. This application will decrease the number of inaccurately reported collision signal intersection data elements by 10%. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Create a database within the Roadway Component that will contain traffic control information for intersections. Develop application to allow this data to auto populate e-Collison forms. This application will decrease the number of inaccurately reported collision signal intersection data elements by 10%. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Create a database within the Roadway Component that will contain traffic control information for intersections. Develop application to allow this data to auto populate e-Collison forms. This application will decrease the number of inaccurately reported collision signal intersection data elements by 10%. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Create a database within the Roadway Component that will contain traffic control information for intersections. Develop application to allow this data to auto populate e-Collison forms. This application will decrease the number of inaccurately reported collision signal intersection data elements by 10%.
Project Status: SCDOT is currently reviewing options to collect traffic control types; this project may be expanded to include collection of all 4 remaining MIRE FDE (unique junction identifier, intersection/junction traffic control, unique interchange identifier and interchange type). Project Status: SCDOT is currently reviewing options to collect traffic control types; this project may be expanded to include collection of all 4 remaining MIRE FDE (unique junction identifier, intersection/junction traffic control, unique interchange identifier and interchange type). Project Status: SCDOT is currently reviewing options to collect traffic control types; this project may be expanded to include collection of all 4 remaining MIRE FDE (unique junction identifier, intersection/junction traffic control, unique interchange identifier and interchange type).

Project Title: Rural/Urban Designation & Roadway Surface Type

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Increase the percentage of accurate rural/urban designation and roadway surface type reported to FARS by 15%.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Increase the percentage of accurate rural/urban designation and roadway surface type reported to FARS by 15%.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Increase the percentage of accurate rural/urban designation and roadway surface type reported to FARS by 15%.
Project Status: SCDOT online application was updated to include these elements for use by LE and the FARS analyst; training on its use is forthcoming

Project Title: Roadway & Crash Management Program Enhancement/Update

Project Description: While a current system exists for the management of South Carolina’s roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT’s key strategic

goals is to improve safety along the state's roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT's roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state's roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The solution is to develop a software solution, adjacent to SCDOT's current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions.
Project Status: Project is in the design phase.

SCDPS's South Carolina Collision and Ticket Tracking System (SCCATTS) application for collection and e-Reporting of crash, citation and public contact/warnings.

Project Title: SCCATTS Software Application Enhancement/Upgrade

Project Description: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT).The solution is to immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meet security requirementsPerformance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meet security requirementsPerformance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meet security requirementsPerformance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meet security requirementsPerformance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meet security requirementsPerformance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meet security requirements
Project Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updatedProject Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updatedProject Status: The Report Beam developer Aptean (CentralSquare), has delivered an updated version of Report Beam for testing. The testing phase is complete and we are working on the details to provide a copy to the local agencies. At SCDPS, we will need temporary IT staff to deploy this to all Troopers/Officers with ReportBeam as each computer must be manually updated

Project Title: Online Collision Sales

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s):   Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To increase the number of crash reports sold by 15% through an online process by October 2020. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To increase the number of crash reports sold by 15% through an online process by October 2020. Performance Measure(s):   Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To increase the number of crash reports sold by 15% through an online process by October 2020. Performance Measure(s):   Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To increase the number of crash reports sold by 15% through an online process by October 2020.
Project Status:. SCDMV has developed an online sale of crash report system which is currently in the testing stage. Project Status:. SCDMV has developed an online sale of crash report system which is currently in the testing stage.

Project Title: Field Deployment to L/E Agencies

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports.
Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 95 % of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application. Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 95 % of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title: SCCATTS Enhancements/Reporting Equipment

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative.
Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 95 % of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application. Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 95 % of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title: Collision Report Revision

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2019. Improve the overall collection of crash related injury coding for collision reporting.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2019. Improve the overall collection of crash related injury coding for collision reporting.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2019. Improve the overall collection of crash related injury coding for collision reporting.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2019. Improve the overall collection of crash related injury coding for collision reporting.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2019. Improve the overall collection of crash related injury coding for collision reporting.Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2019. Improve the overall collection of crash related injury coding for collision reporting.
Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to lack of personnel available to address project properly. Scheduled to be reinstated for 2018-2020 development. Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to lack of personnel available to address project properly. Scheduled to be reinstated for 2018-2020 development.

SCJD’s Case Management System (CMS) citation and adjudication processing.

Project Title: CMS-SCUTTIES Enhancements

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To enhance processes in the interface between SCJD's CMS and SCDMV's SCUTTIES to improve data quality and information exchange. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To enhance processes in the interface between SCJD's CMS and SCDMV's SCUTTIES to improve data quality and information exchange. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To enhance processes in the interface between SCJD's CMS and SCDMV's SCUTTIES to improve data quality and information exchange. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To enhance processes in the interface between SCJD's CMS and SCDMV's SCUTTIES to improve data quality and information exchange. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To enhance processes in the interface between SCJD's CMS and SCDMV's SCUTTIES to improve data quality and information exchange. Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data Integration Project Goal: To enhance processes in the interface between SCJD's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.
Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged. Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title: PDF Citation

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply): Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle
Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: To allow for a PDF copy of the UTT to be generated for administrative purpose Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: To allow for a PDF copy of the UTT to be generated for administrative purpose Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: To allow for a PDF copy of the UTT to be generated for administrative purpose Performance Measure(s): Timeliness Accuracy Completeness Uniformity Accessibility Data IntegrationProject Goal: To allow for a PDF copy of the UTT to be generated for administrative purpose
Project Status: This project is in initial stages of development. Project Status: This project is in initial stages of development.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
TR M3DA	OHSJP Traffic Records Improvement
TR	OHSJP Traffic Records Management

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 4/27/2017

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: High-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment: 11/18/2016

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

The State of South Carolina has an impaired driving task force known as the South Carolina Impaired Driving Prevention Council (SCIDPC), which was formed in August 2004 based on a recommendation submitted by an Impaired Driving Assessment conducted in the state in 2002 by a team of NHTSA experts led by Judge Mike Witte of the State of Indiana. The SCIDPC is a multi-agency, multi-disciplinary task force, made up of representatives from law enforcement, the criminal justice system (prosecution, adjudication and probation), driver licensing, treatment and rehabilitation, ignition interlock program, data and traffic records, public health,

and communication, which has sought to utilize a variety of approaches in attacking the DUI problem in the state.

The SCIDPC is composed of representatives from various agencies, and each member agency/organization brings different perspectives and experiences to the task force.

The essential purpose of the SC Impaired Driving Prevention Council (SCIDPC) is to provide leadership and guidance for citizens seeking to reduce the number of DUI-related collisions, injuries, and fatalities in the state. The SCIDPC assists in the drafting and review of the Impaired Driving Countermeasures Plan. Prior to the SCIDPC meeting, the Impaired Driving Countermeasures Program Coordinator sends the relevant sections of the plan to the Chairs and Co-Chairs to update with information resulting from the committee's work. OHSJP staff compiles the information into a draft and disseminates the draft to the SCIDPC for review and comment. During the SCIDPC meeting, OHSJP staff review the statutory requirements for a high-range state and the key areas of the IDPC plan. Changes resulting from any discussion of the plan are made to the draft. After all concerns and questions are addressed, the Chair, following parliamentary procedure, (Roberts Rules of Order) requests the Council's approval of the plan. The meeting is recorded and minutes are drafted by an OHSJP staff person who serves as the secretary. The SC Impaired Driving Prevention Council approved the 2020 Impaired Driving Countermeasures Plan on June 12, 2019.

In FFY 2020, 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.

Key Stakeholders

First	Last	Title	Organization
Douglas	Lax	Compliance Associate	SC Trucking Association
Brad	Hutto	Senator	SC Senate
J. J.	Gentry	Senator	SC Senate/Senate Judiciary Committee
Dan	Hinton	Safety amp Traffic Operations Engineer	Federal Highway Administration
Steven	Burritt	Program Director	SC Mothers Against Drunk Driving (MADD)
Mia	Masella	Program Coordinator	5th Circuit Solicitor’s Office
Walter	Leverette	Summary Court Representative	SC Court Administration
Matthew	Buchanan	General Counsel	SC Dept. of Probation, Parole and Pardon Services
Thomas	Nicholson	Legal Counsel	SC Dept. of Probation, Parole and Pardon Services

Dick	Jenkins	Retired	Retired from SC Dept. of Transportation (SCDOT)
Shirley	Rivers	Deputy Director/Procedures amp Compliance	SC Dept. of Motor Vehicles (SCDMV)
Val	Valenta	General Counsel	SCDMV
Brett	Harrelson	State Safety Engineer	SC Dept. of Transportation
Emily	Thomas	SHSP Manager	SCDOT Highway Safety Office
Richard	Podmore	Director of Safety amp Information	SC Department of Education – Office of Transportation
Sandy	Richardson	Regional Program Manager	USDOT – NHTSA
Bob	McCurdy	Senior Staff Attorney	SC Court Administration
Jarrod	Bruder (Vice-Chair)	Executive Director	SC Sheriff's Assoc.
Mark	Keel	Chief	SC Law Enforcement Division
Leroy	Smith	Director of South Carolina Department of Public Safety	SC Dept. of Public Safety (SCDPS)
John	Westerhold	Director of Office of Highway Safety and Justice Programs (OHSJP), SCDPS	SCDPS, OHSJP
Phil	Riley	Senior Advisor	SCDPS, OHSJP
Joi	Brunson	Grant Programs Manager	SCDPS, OHSJP
Cheryl	Worrell	Grants Administration Manager	SCDPS, OHSJP
Jasmine	Simmons	Impaired Driving Countermeasures Program Coordinator	SCDPS, OHSJP
Leroy	Taylor	Colonel	State Transport Police, SCDPS
Lisa	Catalanotto	Director	SC Commission on Prosecution Coordination
Mattison	Gamble	Traffic Safety Resource Prosecutor	SC Commission on Prosecution Coordination
Sara Lee	Drawdy	Asst. Solicitor	13th Circuit Solicitor's Office
William	Bilton (Chair)	Asst. Solicitor/Director of Affiliate Services	5th Circuit Solicitor's Office

Sabrina	Gast	York County Coroner	President of the SC Coroner's AssociationYork County CoronerPresident of the SC Coroner's AssociationYork County Coroner
Laura	Aldinger	Executive Director	Behavioral Health Services Association (BHSA)
Melissa	Reck	Training amp Development Coordinator	SC National Safety Council
Maria	Bates	Region 2 Representative for BHSA	Hazel Pittman Center
Crystal	Gordon	Prevention Consultant, Prevention and Intervention Services	SC Dept. of Alcohol and Other Drug Abuse Services (SC DAODAS)
Gayle	Aycock	President and CEO of LRADAC/Vice-President of BHSA	Lexington/Richland Alcohol and Drug Abuse Center (LRADAC), BHSA
Michelle	Nienhius	Manager of Prevention Services	SC DAODAS
Lee	Dutton	Chief of Staff	SC DAODAS
C.N.	Williamson	Colonel	SCDPS, SC Highway Patrol
Michael	George	AET Liaison	SC DAODAS
Joe	Lumpkin	Former Vice-Chairman of the SCIDPC	
David	Stumbo	8th Circuit Solicitor	8th Circuit Solicitor's Office
Crystal	Salley	Victim Advocate	SCDPS, Families of Highway Fatalities
Ethel	Ford	Assistant Deputy Director	SC Office of the Attorney General, Department of Crime Victim Compensation
Karl	Bitzky	Rates Analyst	SC Dept. of Insurance
Jonathan	Osborne	Traffic Safety Manager	South Carolina Criminal Justice Academy
Neal	Martin	Program Coordinator II -- Injury amp Violence Prevention	SC Department of Health and Environmental Control (SC DHEC)
Terre	Marshall	Deputy Director of Health Services	SC Department of Corrections

Kenya	Mingo	Corporate Compliance/Program Development Officer	SC Primary Health Care Association
Carlean	Glover	Federal Program Manager	US Motor Carriers/Federal Motor Carrier Safety Administration
Laura	Hudson	Executive Director	South Carolina Crime Victims' Council
Ruth Ann	Cartwright	Director of Ignition Interlock Program	SC Dept. of Probation, Parole and Pardon Services
Dawn	Hawkins	Team Lead – Office of Standards and Learning;	SC Department of Education – Division of College and Career Readiness
Tiffany	Wright	Public Relations Manager	AAA Carolinas

Plan Area Review

Below are the listed recommendations, printed in bold, and updated actions from the state's last NHTSA facilitated Impaired Driving Program Assessment

Program Management and Strategic Planning

Recommendations:

Convene a Governor's Alcohol and Drug Impaired Driving Task Force that includes both traditional and non-traditional members such as highway safety experts, law enforcement, judiciary, driver licensing services, treatment, alcohol beverage control, businesses, insurance companies, medical and health care representatives, advocacy groups, the media, and higher education, to review existing laws and regulations and make recommendations to the Governor and State Legislature.

The OHSJP will consider seeking an Executive Order from the Governor that will convene a Governor's Alcohol and Drug Impaired Driving Task Force that will secure a vast array of experts and professionals to review existing laws and regulations and make recommendations to the Governor and State Legislature.

Conduct a survey for the members of the South Carolina Impaired Driving Prevention Council that have not regularly attended meetings during the past two years to seek their input on methods to increase participation in the meetings.

The OHSJP will conduct a survey for the members of the SCIDPC in order to gather input on methods to increase participation in the meetings.

Identify locations in South Carolina where South Carolina Impaired Driving Prevention Council meetings might be held, making attendance more convenient for members residing outside of the Columbia area.

The OHSJP will conduct a survey for the members of the SCIDPC in order to gather input on potential meeting locations in order to increase participation in the meetings.

Provide teleconferencing for South Carolina Impaired Driving Prevention Council members that are unable to participate in person at meetings.

The OHSJP staff will explore the possibility of providing teleconferencing for the members of the SCIDPC in

order to increase participation in the meetings.
Fill the vacant South Carolina Impaired Driving Prevention Council positions.
The OHSJP, on behalf of the SCIDPC, has submitted appointment letters to agency directors requesting participation in the SCIDPC. The membership positions have been filled and OHSJP staff will submit appointment letters in the future, when needed.
Continue to evolve the problem identification process in the Office of Highway Safety and Justice Programs by taking advantage of new and emerging data sources in impaired driving.
The OHSJP will continue to evolve its Problem Identification process to include more input from local traffic safety stakeholders statewide and to utilize new and emerging sources of available impaired driving data.
Integrate medical data into the planning process to enhance the needs for better and more accurate impaired driving analyses.
The OHSJPs' Statistical Analysis and Research Section will work to integrate medical data into the planning process to enhance the needs for better and more accurate impaired driving analyses.
Require convicted Driving Under the Influence offenders to pay fines and fees that support the Impaired Driving Countermeasures Program.
The OHSJP will continue to research through the SCIDPC the prospects of legislative change to allow convicted DUI offenders to pay the costs of supporting impaired driving countermeasures programs within the state. However, the prospects of securing this type of change continue to appear, at this time, to be minimal.
Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner.
Evaluate the performance measures that are common to South Carolina's HSP, SHSP and the state's Highway Safety Improvement Plan (HSIP) regarding the number of Traffic Fatalities, the number of Severe Traffic Injuries and the Traffic Fatality VMT Rate. The Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) are responsible for the development of the HSIP. The SCDPS, SCDOT, FHWA and other local, state and federal agencies and safety advocates collaborated on the creation of the Strategic Highway Safety Plan (SHSP). The state's Highway Safety Plan, though developed by the OHSJP, reflects multiple partnerships among a variety of federal, state, and local agencies. The number of Traffic Fatalities, number of Severe Traffic Injuries, and Traffic Fatality VMT Rate performance measures are mutually identified in each plan (HSP, HSIP and SHSP) with evidence-based targets within emphasis areas that were developed through extensive data analysis. The state views the coordination of the HSP with the SHSP as an effort to build a unified State approach to highway safety and can be used to determine impaired driving program effectiveness.
Prevention
Recommendations:
Enact Alli's Law or similar legislation to require responsible beverage server training as a condition of liquor licensure.
The OHSJP will work through the SCIDPC Legislative subcommittee in order to continue to address the need for legislative action for (S.342) Responsible Alcohol Server Training Act, as it is currently pending legislation. This law would allow for future administrative and/or criminal penalties to ensue, as it mandates a training program to hold servers and establishments accountable.
Provide local Alcohol and Drug Commissions with timely and accurate impaired driving- related information to

be integrated into school-based prevention programs.
The OHSJP will continue to provide timely and accurate impaired-driving data to local Alcohol and Drug Commissions as needed.
Add impaired driving and other traffic safety learning objectives to the South Carolina Health and Safety Education Standards.
The OHSJP, through the SCIDPC, has cultivated partnerships with individuals within the SC Department of Education in hopes of dispersing information regarding DUI issues and countermeasures to student populations in the state. The Education/Prevention Subcommittee of the SCIDPC will work with the SCDOE to determine the possibility of adding impaired driving and other traffic safety learning objectives to the SC Health and Safety Education Standards.
Provide Drug Impairment Training for Educational Professionals to school counselors, teachers, and administrators throughout South Carolina.
The OHSJP will work with the SC Department of Education (SCDOE) to determine the efficacy of expanding the DITEP program into local school districts to increase the number of educational professionals (school counselors, teachers, and administrators) trained in this discipline.
Establish statewide and local student organizations to address impaired driving.
The OHSJP, through its partnerships with the SC Department of Education, MADD SC, and the SC National Safety Council, will work to establish local student organizations to address impaired driving issues affecting student populations.
Coordinate one-shot or single session prevention strategies with evidence-based prevention programs in schools.
The OHSJP staff, through the SCIDPC, will work with the SC Department of Education, local school districts, and colleges/universities, to coordinate one-shot or single session prevention strategies with evidence-based prevention programs in schools regarding DUI issues and countermeasures.
Establish a statewide college impaired driving and/or underage drinking prevention consortium to address the drinking culture on South Carolina college campuses.
The OHSJP staff, through the SCIDPC, will work with MADD SC, Higher Education Commission, and colleges/universities to get information regarding DUI issues and countermeasures before student populations in the state.
Integrate impaired driving information into drug free workplace, employee assistance, and other programs for employees.
The OHSJP staff will work with the SC National Safety Council to explore the possibility of producing an electronic newsletter/flyer to be sent to employers, school districts, and other interested stakeholders statewide containing strategic traffic safety information, including impaired driving data, for distribution to employees and students alerting them to the DUI problems in the state and proposing appropriate countermeasures that could be implemented at the workplace.
Provide employers with impaired driving media materials for inclusion in company newsletters, posting in facilities and employee work areas, and use in employee safety training.
The OHSJP staff will work with the SC National Safety Council to explore the possibility of producing an electronic newsletter/flyer to be sent to employers, school districts, and other interested stakeholders statewide

containing strategic traffic safety information, including impaired driving data, for distribution to employees and students alerting them to the DUI problems in the state and proposing appropriate countermeasures that could be implemented at the workplace.

Support and expand the resources of Alcohol and Drug Commissions, Alcohol Enforcement Teams, and Law Enforcement Networks.

The OHSJP will continue to support the SCDAODAS AET project focusing on educational and enforcement strategies to reduce underage alcohol consumption and underage DUI. The OHSJP will continue to provide grant funding for the Law Enforcement Networks (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.

Provide timely and accurate impaired driving information and technical assistance to Alcohol and Drug Commissions and Alcohol Enforcement Teams.

The OHSJP will continue its partnering efforts with other entities in the state which are concerned with impaired driving issues and will provide accurate and timely data/information regarding impaired driving issues, including local Alcohol and Drug Commissions and Alcohol Enforcement Teams as needed.

Ensure that all designated driver programs stress “no use” of alcohol messages for the designated driver.

The OHSJP will work toward ensuring that any designated-driver programs implemented through the OHSJP and partners, stress a “no use’ of alcohol message for designated-driver programs.

Ensure alternative transportation programs do not encourage or enable excessive drinking.

The OHSJP will work through the SCIDPC and partnering agencies to address the issues contained in this recommendation.

Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals or unintentionally promote over- consumption.

The OHSJP will work through the SCIDPC and partnering agencies to address the issues contained in this recommendation.

Enact statewide social host liability laws that include liability for serving to adults who are visibly impaired.

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Enact comprehensive dram shop liability laws.

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Conduct an assessment of the availability and product placement of alcoholic beverages that resemble non-alcoholic beverages.

The SCIDPC will work closely with the SC Law Enforcement Division (SLED) to determine the opportunity for an assessment of the availability and product placement of alcoholic beverages that resemble non-alcoholic beverages.

Criminal Justice System

Recommendations:

Repeal the statutory videotaping requirements of the entire traffic stop, including the field sobriety testing and

advice of rights.
The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).
Convene a Governor's DUI and Drugs Task Force that includes both traditional and non-traditional members such as highway safety experts, law enforcement, judiciary, driver licensing services, treatment, alcohol beverage control, businesses, insurance companies, medical and health care representatives, advocacy groups, the media, and higher education, to review existing laws and regulations and make recommendations to the Governor and State Legislature.
The OHSJP will consider seeking an Executive Order from the Governor that will convene a Governor's Alcohol and Drug Impaired Driving Task Force that will secure a vast array of experts and professionals to review existing laws and regulations and make recommendations to the Governor and State Legislature.
Emphasize year-round high visibility impaired driving enforcement by all law enforcement agencies in South Carolina.
The OHSJP will continue its partnering efforts with other law enforcement agencies in South Carolina to emphasize year-round high visibility impaired driving enforcement, relying heavily on the SC Highway Patrol and the Law Enforcement Networks (LEN) to assist them in their ongoing enforcement efforts.
Engage more Sheriffs Offices in traffic enforcement activities.
The OHSJP will continue its partnering efforts with Sheriff's Offices in traffic enforcement activities, largely through the assistance of the LEN.
Increase the number of law enforcement agencies that participate in the Law Enforcement DUI Challenge Sober or Slammer!.
The OHSJP will continue to provide grant funding for the Law Enforcement Networks (LEN) to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the Law Enforcement DUI Challenge Sober or Slammer!.
Evaluate the effectiveness of funding special DUI enforcement teams as opposed to providing funding for more law enforcement agencies to garner more participation in DUI enforcement activities.
The OHSJP will work with the SCDOT to evaluate the effectiveness of funding the special DUI enforcement teams known as the Target Zero Teams, a project funded since 2015 by the SCDOT, as opposed to providing funding for more law enforcement agencies to garner more participation in DUI enforcement activities.
Expand the Drug Recognition Expert program in South Carolina.
The SC Criminal Justice Academy (SCCJA) is the training facility for all law enforcement in the state. The Drug Recognition Expert (DRE) program is continually expanding as the focus on impaired driving remains a State concern.
Distribute contact lists and explore the feasibility of on-call procedures to make Drug Recognition Experts more accessible.
The OHSJP will work with the SCCJA regarding a distribution list and the SCCJA currently utilizes a DRE point of contact for regions in order to facilitate the accessibility and availability of DREs.
Give training priority to those agencies that are willing to share their Drug Recognition Expert resources with neighboring jurisdictions.
The OHSJP will work with the SCCJA in an attempt to address the above issue, although the SCCJA currently

utilizes a “most qualified” criterion in order to effectively maintain the program in the State.
Increase the number of Solicitors to handle DUI cases.
The State of South Carolina resumed funding effective July 1, 2013 for a specialized DUI prosecutor in each of the 16 judicial circuits in the state. In SFY 2019, the state will continue this funding. Additional funding will be provided by the OHSJP during FFY 2020 to continue a DUI prosecutor to prosecute DUI-related traffic cases made by the Berkeley County Sheriff’s deputies in Berkeley County in an effort to increase DUI convictions within this county and reduce the number of DUI case dismissals. The OHSJP will also continue to fund in FFY 2020 a DUI Prosecutor in the Sixth Circuit Solicitor’s Office, which includes Chester, Fairfield, and Lancaster counties. Special DUI Prosecutors will also be funded in the Fifth Circuit Solicitor’s Office, which serves Richland and Kershaw Counties, and the City of Goose Creek Police Department.
Repeal the statutory videotaping requirements of the entire traffic stop, including the field sobriety testing and advice of rights.
The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).
Provide paralegal assistants to the police who prosecute in the summary courts.
The OHSJP will work with the SC Commission on Prosecution Coordination’s Traffic Safety Resource Prosecutor (TSRP) to determine what additional assistance may be provided to law enforcement officers in the prosecution of DUI cases when required. The TSRP is available to provide certain assistance to law enforcement officers in the prosecution of DUI cases when requested.
Work more closely with the South Carolina Office of Court Administration to improve access to court data.
The OHSJP will work with the Traffic Records Coordinating Committee (TRCC) and the SC Office of Court Administration to improve access to court data.
Establish a Judicial Outreach Liaison position with a focus on the summary courts.
The OHSJP will work through the SCIDPC and partnering agencies to address the issues contained in this recommendation.
Expand the use of the Ignition Interlock Device program to include all first time offenders upon conviction regardless of blood alcohol concentration.
The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).
Conduct an evaluation study of the Ignition Interlock Device program to quantify recidivism based on enrollment, length of the program, and as compared to other sanctions and treatment options.
The OHSJP will work with the SC Department of Probation, Parole, and Pardon Services (SCDPPPS) to attain access to any and all evaluations conducted to quantify recidivism based on enrollment, length of the program, and as compared to other sanctions and treatment options.
Enact Alli’s Law or similar legislation to require responsible beverage server training as a condition of liquor licensure.
The OHSJP will work through the SCIDPC Legislative subcommittee in order to continue to address the need for legislative action for (S. 342) Responsible Alcohol Server Training Act, as it is currently pending legislation. This law would allow for future administrative and/or criminal penalties to ensue, as it mandates a training program to hold servers and establishments accountable.

Evaluate inexperienced/young driver statistics to identify the degree to which increasing the minimum age for licensure (at each graduated stage) would reduce traffic crashes, injuries, and fatalities.

The OHSJP will work with the SCIDPC and the SCDMV to research the prospects of evaluating inexperienced/young driver statistics to identify the degree to which increasing the minimum age for licensure (at each graduated stage) would reduce traffic crashes, injuries, and fatalities.

Communication Program

Recommendations:

Increase impaired driving message exposure on earned media by partnership with the contracted media consultant and buyer.

The OHSJP will continue to work with the contractor regarding the highway safety messaging to paint the picture for the general public of the extreme danger caused by the impaired driver.

Evaluate the Office of Highway Safety and Justice Programs' media plan to ensure its messages are reaching target audiences.

The OHSJP will continue to evaluate and ensure its highway safety messages reach target audiences and supports law enforcement and prevention partners in their ongoing efforts. The OHSJP has adopted "Target Zero" as its over-arching theme for all campaign activities. The state is committed to the elimination of traffic fatalities over time in the state.

Plan and coordinate simultaneous press events during Sober or Slammer mobilizations and utilize the services of the Governor and other high ranking state officials to deliver the message that impaired driving will be met with strong law enforcement.

The state will continue the media campaign focusing on Sober or Slammer! (SOS!) for FY 2020, including radio, outdoor advertising, paid social media, and television advertising during strategic points throughout the year, including the two traditional DUI enforcement crackdowns during Christmas/New Year's 2019-2020 and Labor Day 2020.

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

Recommendations:

Require completion of the Alcohol and Drug Safety Action Program as a condition of license reinstatement for DUI offenders whose license is suspended for an alcohol driving offense.

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Expand the South Carolina Screening, Brief Intervention Referral and Treatment project in all hospital emergency departments in South Carolina.

The OHSJP will continue to work with SCDAODAS to research the possibility of having screening and brief intervention referral and treatment available in all hospital emergency departments in South Carolina.

Implement Screening, Brief Intervention Referral and Treatment (SBIRT) in all healthcare settings such as family practices, as well as on college and high school campuses and jails throughout South Carolina.

The OHSJP will continue to work with SCDAODAS to research the possibility of having screening and brief intervention referral and treatment available in settings as recommended. It should be noted that the SCDAODAS has been awarded a cooperative agreement from the federal Substance Abuse and Mental Health Services Administration (SAMHSA) to implement SBIRT in health care sites. The first SC SBIRT initiative

period was from August 1, 2013 – July 31, 2018. SAMHSA funded a second, five-year agreement that began in September 2018. Formal SBIRT protocols have been implemented in sixteen health care sites to date: Barnwell County (Southern Palmetto Hospital ED, Southern Palmetto Hospital Barnwell clinic, and Healthwise Family Medicine); Georgetown County (St. James Santee Family Health Center: Georgetown, Sampit, and Choppee sites); Greenville County (New Horizon Family Health Services, and Greenville Health System Internal Medicine); Horry County (Little River Medical Center: Little River, Loris, Health Access, South Strand, Carolina Forest, and Myrtle Beach sites, along with Grand Strand Regional Medical Center ED); and York County (North Central Family Medical Center). Though each site receives varying amounts of funding, all sites receive ongoing training and technical assistance from the SCDAODAS SC SBIRT state team. Plans to expand to additional healthcare sites are underway.

Through RPTIF grants from DHHS, Clarendon County has implemented SBIRT in its ED and outpatient clinic, and Spartanburg County has implemented SBIRT in its county jail.

The state's goal is to implement SBIRT in all health care facilities in South Carolina. However, funds and resources limit the state's ability at this time to implement the SBIRT program in all health care facilities in the state.

Enact legislation designating impaired driving as a mandatory reportable condition for all healthcare providers.

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Repeal the South Carolina alcohol exclusion statutes.

On May 4, 2017, the House voted and passed S. 9 ; AN ACT TO AMEND THE CODE OF LAWS OF SOUTH CAROLINA, 1976, BY ADDING SECTION 38-71-380 SO AS TO PROVIDE THAT THE OPTIONAL INTOXICANTS AND NARCOTICS EXCLUSION PROVISION CONTAINED IN CERTAIN INSURANCE POLICIES THAT REQUIRE THE REPLICATION OF EXACT LANGUAGE AS PROVIDED IN SECTION 38-71-370 DOES NOT APPLY TO A MEDICAL EXPENSE POLICY, AND TO DEFINE MEDICAL EXPENSE POLICY. - ratified title.

Require completion of the Alcohol and Drug Safety Action Program as a condition of license reinstatement for DUI offenders whose license is suspended for an alcohol driving offense.

The OHSJP will present a list of legislative issues for the FFY 2020 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Implement additional DUI Courts and conduct an evaluation to determine effectiveness and identify replication issues.

The OHSJP provided grant funding during FFY 2014 for the development and implementation of a Pilot DUI Court in the Twelfth Judicial Circuit, composed of Florence and Marion Counties, and in the Fifth Judicial Circuit, which consists of Kershaw and Richland Counties. Both judicial circuits successfully completed NHTSA's required DWI Court training and implemented the DUI Court program. The OHSJP provided grant funding from FFY 2015 through FFY 2017 for the continuation of the DUI Courts. The DUI Courts are designed to prosecute, adjudicate, and monitor DUI cases and to reduce DUI recidivism.

Program Evaluation and Data

Recommendations:

Conduct an evaluation of the Ignition Interlock Device and Alive at 25 programs to quantify their effectiveness

and suggest any revisions; such an analysis may include crash/arrest recidivism or behavioral measures.
The OHSJP will refer this recommendation to the SCIDPC and the agencies directly involved with the ignition interlock program in the state to research the practicality of conducting the above recommendation.
Continue to focus problem identification and program evaluation analyses on injuries of all levels (specifically serious injuries) in addition to fatalities.
The OHSJP will continue to evolve its Problem Identification process to include more input from local traffic safety stakeholders statewide and to utilize new and emerging sources of available impaired driving data (to include all levels of injuries).
Pursue medical data access (pre-hospital, trauma registry, emergency department, and inpatient) and collaboration to enhance traffic safety efforts; this partnership may be fostered through the Traffic Records Coordinating Committee.
The OHSJPs' Statistical Analysis and Research Section, through the Traffic Records Coordinating Committee, will pursue medical data access and collaboration to enhance traffic safety efforts.
Evaluate continuously the Fatality Analysis Reporting System data to ensure the most accurate estimate of alcohol-related fatalities is resulting from the imputation model.
The OHSJPs' Statistical Analysis and Research Section will continue to evaluate the Fatality Analysis Reporting System data to ensure the most accurate estimate of alcohol-related fatalities is resulting from the imputation model.
Support the implementation of the South Carolina Uniform Traffic Ticket Information Exchange System to serve as a comprehensive citation tracking system.
The South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES) was deployed on January 1, 2018. The system was deployed to serve as a comprehensive citation tracking system.
Incorporate information about injuries of all levels (specifically serious injuries) in addition to fatalities into products shared with partners and the public.
The OHSJP will continue incorporating information about injuries of all levels (specifically serious injuries) in addition to fatalities into products shared with partners and the public.

Planned Activities

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 the SC Highway Patrol (SCHP) and law enforcement agencies across the state utilizing high-visibility saturation patrols (p.1-27), as well as Prosecution and Adjudication, with continuation of the Court Monitoring Program (p.1-38).
A high-visibility DUI enforcement and education initiative known as the Sober or Slammer! campaign (corresponding to the national Drive Sober or Get Pulled Over. campaign) on a statewide level utilizing strategies that have proven to yield results. The campaign runs from December 1 of the federal fiscal year through Labor Day. According to the Countermeasures That Work guide (Chapter 1, section 2.2, p. 1-27) publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal crashes and deterring drunk driving. The state encourages and requires campaign participants to utilize high visibility enforcement and safety checkpoint strategies in their DUI enforcement efforts statewide. The State also conducts an occupant protection enforcement mobilization in the time period leading up to and after the

Memorial Day holiday in May each year. The statewide campaign, known as Buckle up, South Carolina. It's the law and it's enforced., mirrors the national Click it or Ticket campaign. The campaign focuses on occupant protection enforcement generally and on nighttime safety belt enforcement at the state and local level, which results in, not only increased citations for safety belt violations, but increased opportunity for DUI arrests as well. All major mobilizations include outreach components that focus on the diverse population of our state. Communication and Outreach is a countermeasure strategy used to reduce impaired driving, and outreach is incorporated into each high-visibility enforcement mobilization. For example, the Sober or Slammer! campaign, modeled after and conducted with the national Drive Sober or Get Pulled Over. campaign, combines enforcement, education, media, and diversity outreach components to attempt to reduce impaired driving crashes, injuries, and fatalities in the state. Participation of state and local law enforcement agencies throughout every judicial circuit in the state is encouraged. With the decline in the number of alcohol-impaired traffic fatalities in the state, communication and outreach strategies have proven to be highly effective for South Carolina (CTW, 2017, pp. 1-51, and 1-54 to 1-55).

Additional detail on the previously identified Impaired Driving Countermeasure Strategies the State plans to implement in FFY 2020 and the corresponding planned activities for spending grant funds on impaired driving activities is provided below.

Enforcement

The State will continue to implement a statewide Law Enforcement DUI Challenge (Sober or Slammer! comparable to the national Drive Sober or Get Pulled Over. campaign). The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2020. The enforcement efforts will include monthly specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, as well as two DUI law enforcement crackdowns occurring during the Christmas/New Year's holidays and during the days leading up to and including the Labor Day holiday. Sober or Slammer! will be supported by monthly media components.

Educational efforts will again utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty priority counties, (Greenville, Horry, Lexington, Richland, Anderson, Spartanburg, Charleston, Berkeley, York, Aiken, Laurens, Florence, Orangeburg, Beaufort, Lancaster, Dorchester, Pickens, Sumter, Darlington and Kershaw) which represent approximately 82.5% of the state's population (based on the Census population estimate for July 1, 2018) and 78.04% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2013 to 2017 and are designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.

A high-visibility statewide enforcement and education campaign Buckle up, SC. It's the law and it's enforced., is conducted each year around the Memorial Day holiday modeled after the national Click it or Ticket mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. In FFY 2020, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired

driving enforcement as well. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is obvious that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI, as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

For FFY 2020, the SC Public Safety Coordinating Council has approved thirty-four (34) traffic enforcement projects, the majority of which will be implemented, based on the availability of federal funding, in priority counties in the state.

Of the 34 enforcement projects, twelve (12) are DUI enforcement projects. The state will contract with the 12 host agencies to provide 31,200-37,440 hours of activity during FFY 2020 in the counties of Darlington (1 project), Charleston (2 projects), Berkeley (2 projects), Lexington (2 projects), Spartanburg (1 project), Dorchester (1 project), Florence (1 project), Lancaster (1 project), and Beaufort (1 project). Three of these 12 projects will be implemented in county sheriffs' offices. The projects referenced above include 11 third-year projects and one first-year project. The projects will focus exclusively on DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 31,200-37,440 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which FARS data demonstrates to be those during which the most DUI-related fatal crashes occur in the state (approximately 1,330, or 88.67%, of the 1,502 DUI-related fatal crashes during the years of 2013-2017). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI- related crashes within their respective jurisdictions.

During the FFY 2020 grant cycle, DUI enforcement project activity will include the following: participation in at least 12 public safety checkpoints; conducting a minimum of six educational presentations on the dangers of DUI; and issuing at least 12 press releases to the local media and/or social media detailing the activities of the grant projects. Additionally, DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Additionally, of the 34 approved enforcement projects, twenty-two (22) are Police Traffic Services projects, which will fund a total of 68,640-82,368 hours of general traffic and speed enforcement activity in municipalities located in the priority counties of Richland, Charleston, Lexington, Aiken, York, Greenville, Dorchester, Berkeley, Anderson, and Lancaster as well as enforcement projects in eight county sheriffs' offices (Charleston, Dorchester, Kershaw, York, Berkeley, Georgetown, Darlington, and Oconee counties). The projects referenced above include nine third-year projects, three second-year projects, and ten first-year efforts. These projects will also encompass DUI enforcement efforts as current requirements stipulate that each Section 402-funded project also engage in aggressive DUI enforcement activity.

Communication and Outreach Enforcement

In FFY 2020, the Public Information, Outreach and Training (PIOT) section of the Office of Highway Safety and Justice Programs (OHSJP) will coordinate with the SCDPS contractor to develop and implement media

components of the OHSJP's Sober or Slammer! campaign and a variety of other major campaigns and emphases. The contractor will assist with efforts such as media buying, creative production, and evaluation of campaigns. Additionally, diversity outreach components will be incorporated within each campaign. The OHSJP will continue efforts to reach out to under-served audiences and hard-to-reach populations in the upcoming year.

The South Carolina Department of Public Safety's OHSJP will utilize Section 405d Impaired Driving Countermeasures funds in FFY 2020 for paid media efforts for DUI countermeasures. The state continues to use the Strategic Evaluation States (SES) model to implement a sustained DUI enforcement effort (Sober or Slammer! /Drive Sober or Get Pulled Over.), which includes monthly specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, as well as two DUI law enforcement crackdowns occurring during the Christmas/New Year's holidays and during the days leading up to and including the Labor Day holiday. Sober or Slammer! is a high-visibility enforcement crackdown on impaired driving combining paid/earned media with increased DUI enforcement activity in an effort to attack the problem of impaired driving in the state.

During FFY 2020, paid and earned media activities will be utilized to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in impaired driving. These activities will encompass radio, television, and paid social media advertising, as well as outdoor and other alternative advertising. The agency contractor will be used by the OHSJP to secure radio and television placement during the two major mobilization crackdowns and radio airtime for strategic points in time during high risk for impaired driving violations. The contractor – with the possible use of a sub-contractor—will also be responsible for the paid social media plan during the same designated time periods. Local law enforcement agencies will be highly encouraged to participate in special enforcement. Specific media buy plans for each component of the process will be developed by the agency contractor concentrating on major media markets which will reach the campaign's focus counties and other counties throughout the state. The media buy plans will be approved by the OHSJP prior to implementation of the effort. NHTSA promotes the importance of combining high-visibility enforcement with high-visibility public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals. The OHSJP will employ key strategies to promote its mission and core message of public safety.

Prosecution

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

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

Another important component in the prosecution of impaired drivers is the placement of a DUI prosecutor in each circuit. These assistant solicitors are specially trained to handle and effectively prosecute driving under the influence cases. These positions are funded by the state, with one in each judicial circuit at the level of $73,690 per circuit. The OHSJP does not fund these assistant solicitors; however, the Office did provide funding for a dedicated DUI Prosecutor to prosecute DUI-related cases made by the South Carolina Highway Patrol (SCHP) in Berkeley County from FFY 2015 to FFY 2018. In FFY 2020, the OHSJP will fund a DUI Prosecutor in the Sixth Circuit Solicitor's Office, which serves Chester, Fairfield, and Lancaster counties and a DUI Prosecutor in the Fifth Circuit Solicitor's Office, which serves Richland and Kershaw counties. The DUI Prosecutors will dedicate 100% of his/her time to the prosecution of DUI cases. Special DUI Prosecutors will also be funded in the Berkeley County Sheriff's Office and the city of Goose Creek Police Department. These prosecutorial projects will decrease the amount of time a Law Enforcement Officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals.

The planned prosecution activities for FFY 2020 will provide assistance to a variety of professionals from law enforcement to the judiciary. These projects will provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. The training programs will provide knowledge and training on the DUI law and proper roadside procedures for prosecutors, judges, and law enforcement officers that will assist in making quality DUI cases that will result in an increased number of DUI convictions statewide. The increased number of stakeholders educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways, higher conviction rates for impaired drivers, and a decrease in the number of impaired driving crashes, injuries, and fatalities.

Adjudication

Mothers Against Drunk Driving (MADD) SC's Court Monitoring Program provides data on how many cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. MADD SC will continue its court monitoring program utilizing volunteers to record data on DUI court cases to gather relevant statistics, so that areas of improvement within the court system and laws can be identified. During FFY 2020, the OHSJP will utilize grant funding for the continuation of MADD's Coastal Court Monitoring program, which will be entering its third year of operation. This program serves the priority counties of Horry, Berkeley and Charleston. The OHSJP will also utilize grant funding for MADD's Midlands/Upstate court monitoring effort in the priority counties of Greenville, Richland, Lexington and Spartanburg, which will be entering its second year of operation.

The planned impaired driving prevention activities (High-visibility enforcement efforts, adjudication and prosecution, and communication and outreach) will be supported by grant funding to state and local agencies in

FFY 2020. The commitment of funding levels to attack the problem of impaired driving in the state has been consistent over the last eight years. The state will utilize Section 402 funding, Section 405(d) impaired driving funding, and Section 405(b) funding in FFY 2020 to fund a variety of projects to combat DUI, including DUI enforcement teams, police traffic services projects, prosecution and adjudication efforts, and major campaign initiatives, such as Sober or Slammer!, the state's equivalent to the national Drive sober or get pulled over.

Achievement of Performance Targets

Each countermeasure strategy and project South Carolina plans to implement to reach the performance targets will be accomplished utilizing Section 402 and Section 405 funding streams during the FFY 2020 grant year. The systematic data collection and analysis used in the project selection process supports the successful implementation of an evidence-based traffic safety enforcement program in this state. The OHSJP's annual Highway Safety Plan (HSP) which serves as a programmatic roadmap for educational and highway safety enforcement initiatives implemented throughout the fiscal year with Section 402 and 405 funds received from the National Highway Traffic Safety Administration (NHTSA). The HSP outlines the strategic approach South Carolina takes to address traffic-related crashes and fatalities during the FFY 2020 year through data-driven, evidence-based performance measures and practices.

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/12/2019

Strategic plan details

State will submit updates to a Statewide impaired driving plan that was previously submitted under 23 C.F.R. 1300.23(f)(1). If the State is relying on a previously submitted plan, the State must provide updates to its Statewide impaired driving plan that meet the requirements of 23 C.F.R. 1300.23(e)(1) and updates to its assessment review and spending plan that meet the requirements of 23 C.F.R. 1300.23(f)(1).

Indicate either new or updated submission: Submit updates

405(d) Alcohol-ignition interlock law grant

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No

Sobriety program information

Legal citations: No

State program information: No

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

Click or tap here to enter text.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No

Legal citations for exemptions to the State's texting ban:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No

Legal citations for exemptions to the State's youth cell phone use ban.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: No

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: The South Carolina Technical College System of the State Board for Technical and Comprehensive Edu.

State authority name/title: Rosline Sumpter/Curriculum and Research Coordinator

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Aiken County	4,165
Anderson County	5,479
Beaufort County	3,502
Charleston County	6,665
Florence County	2,593
Greenville County	10,404
Greenwood County	1,412
Horry County	11,435
Richland County	5,844
Spartanburg County	7,054
York County	7,266

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 115,143

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: State Board for Technical and Comprehensive Edu.

State authority name/title: Rosline Sumter/Curriculum and Research Coordinator

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	145	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	112.00	8

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
Aiken County	48
Anderson County	69
Beaufort County	37
Charleston County	164
Florence County	30
Greenville County	150
Greenwood County	12
Horry County	215
Lexington County	81
Richland County	131
Spartanburg County	72
Spartanburg County	86
York County	52
York County	65

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 1,379

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven

programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Motorcyclist Awareness Campaign

Unique Identifier	Planned Activity Name
MSTF	Motorcycle Safety Taskforce
M9MA	Motorcyclist Awareness Campaign
MC	Motorcyclist Awareness Campaign

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured

Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: Official documents

Official documents

Official documents that demonstrate 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.

Law: Yes

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured

Law(s) that demonstrate 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.	Yes

Citations

Legal Citation Requirement: Law(s) that demonstrate 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.

Legal Citation: http://www.scstatehouse.gov/code/t56c005.php

Amended Date: 6/9/2005

Official documents that demonstrate 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.

Supporting Document
SC Code of Laws Section 56-5-6560.pdf

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.