The State of South Carolina Highway Safety Plan Federal Fiscal Year 2021

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

July 31, 2020

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

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **No**

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

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **Yes**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **Yes**

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HIGHWAY SAFETY PLANNING PROCESS
<u>FFY 2021 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY
PROBLEMS</u>

<u>Phase 1</u>

The FFY 2021 Problem Identification process began with a statewide statistical overview conducted by the Statistical Analysis Research Section (SARS) housed within the Office of Highway Safety and Justice Programs (OHSJP) to give a picture of the highway safety problems in general in the state of South Carolina. The overview included an identification of problems and priority counties in the state regarding traffic safety issues and concerns and was presented to the OHSJP management staff and Program Coordinators. The analysis utilized traffic data trends showing all counties in the state of South Carolina in six statistical categories regarding fatal and severe-injury collisions (number DUI-related, percentage DUI-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related).

Additional data was provided relative to occupant protection statistics, such as statewide safety belt use, child passenger safety seat use, and unbelted occupant traffic fatalities. In addition, traffic statistics were provided for vulnerable roadway users (motorcyclists, moped riders, pedestrians, and bicyclists). Priority areas for highway safety initiatives for FFY 2021 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; Non-motorized Safety (Bicyclists and Pedestrians) and Traffic Records (Statewide Emphasis).

<u>Phase 2</u>

OHSJP management staff met on several occasions to determine funding priorities (programmatic and geographic) and develop a plan for project development for FFY 2021. During these meetings, OHSJP staff identified areas of the state where highway safety problems exist that are void of grant-funded projects or other efforts to reduce collisions and fatalities. The project development plan included, based on an estimate of federal funds being available in FFY 2021, soliciting quality grant applications from entities in those geographic areas where the greatest highway safety problems exist and for the type of projects that are likely to have the most impact.

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

South Carolina Performance Measures

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

Justification for Performance Targets

A description of the traffic safety performance measures, corresponding goals with established performance targets, justification for the targets, and grant projects selected for South Carolina's FFY 2021 Highway Safety Plan are individually referenced by program area throughout this document. Grant projects identified for funding in this plan will be implemented through local and statewide traffic safety enforcement programs that are proven to be effective in preventing traffic violations, collisions, injuries, and fatalities in areas of South Carolina most at risk for such incidents.

Process for Setting Targets in the HSP

When setting targets in the HSP for the core performance measures, the SARS statisticians performed an extensive analysis of the data related to each measure. South Carolina uses an eight-data-point graphical analysis with a five-year rolling average for all but one of the performance measures. The exception was the seatbelt use rate performance measure, which utilizes a year-to-year analysis. For all the measures, after the data points were plotted and the graphs were created, a trend line was added that could be used to predict future values. Trend lines were reviewed using linear, logarithmic, and polynomial equations with R-squared (best fit measure) values. The statisticians did a thorough examination to determine a best fit, often depending on the normality of data for each performance measure. They also took into account the feasibility of the predicted trend values, the annual fluctuations from year to year, and examined where the 2019 preliminary data lines up in relation to the trend line.

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

Performance Targets (Annual Goals)

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

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

	NHTSA/FHWA Common Core Measures	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2017-2021 Goal
C-1	Traffic Fatalities	906	863	832	818	852	890	916	969	1,005
C-2	Serious Injuries	3,558	3,417	3,367	3,315	3,241	3,199	3,089	2,965	2,950
C-3	Fatalities/VMT	1.83	1.76	1.70	1.66	1.71	1.75	1.75	1.80	1.760
	NHTSA Core Measures	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2021 Goal
C-3R	Fatalities/VMT - Rural	3.32	3.20	3.00	2.78	2.73	2.63	2.54	2.54	2.53
C-3U	Fatalities/VMT - Urban	0.39	0.40	0.48	0.66	0.80	0.97	1.08	1.19	1.18
C-4	Unrestrained Passenger Vehicle Occupants	371	335	301	280	279	291	290	307	306
C-5	Alcohol Impaired Driving Fatalities	380	357	345	336	327	333	325	315	314
C-6	Speed Related Fatalities	341	315	306	300	316	339	358	386	385
C-7	MC Fatalities	118	121	127	129	146	157	157	156	155
C-8	Unhelmeted MC Fatalities	89	90	93	96	107	114	113	112	111
C-9	Driver Age 20 or Younger Inv in Fatal Crashes	131	122	114	112	114	114	113	121	120
C-10	Pedestrian Fatalities	100	103	103	107	113	119	126	139	138

Additional State Measures

C-11	Bicyclist Fatalities	15	13	14	14	15	17	17	19	18
C-12	Moped Fatalities	17	22	25	28	32	36	34	35	34

A-1	Number Seatbelt Citations*	Unavail.	195,240	238,775	239,429	231,485	214,720	194,784	173,756	no goal required
A-2	Number Impaired Driving Arrests*	Unavail.	19,681	24,357	25,137	24,906	23,902	22,740	21,476	no goal required
A-3	Number Speeding Citations*	Unavail.	359,867	434,068	427,708	411,676	400,246	392,538	382,033	no goal required

* During grant-funded enforcement activities

	Annual Tracking	2011	2012	2013	2014	2015	2016	2017	2018	2019	2021 Goal
B-1	Observed Seatbelt Use	86.0%	90.5%	91.7%	90.0%	91.6%	93.9%	92.3%	89.7%	90.3%	92.0%

DATA SOURCES AND PROCESSES

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

Traffic Collision Master File

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

Traffic Collision Statistical Database

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

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

South Carolina Traffic Fatality Register

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

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

South Carolina Online Fatality Count Application

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

South Carolina Department of Public Safety Weekend Fatality Report Online Application

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

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

Fatality Analysis Reporting System (FARS)

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

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

SAFETYNET

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

South Carolina Collision and Ticket Tracking System (SCCATTS)

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

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

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

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

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

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

SCDOT – data/traffic records

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

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

SC Legislature – administration, legislation

SC Department of Insurance (SCDOI) – data

SC Commission on Prosecution Coordination (SCCPC) – prosecution

SC Solicitors Association (SCSoA) – prosecution

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

SC Criminal Justice Academy (SCCJA) – law enforcement training

SC State Law Enforcement Division (SLED) – law enforcement

SC Judicial Department (SCJD) – criminal justice, adjudication

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

SC Sheriffs' Association (SCSA) – law enforcement

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

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

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

SC Trucking Association (SCTA) – administration, advisory

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

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

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

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

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

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

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

Federal Highway Administration (FHWA) – advisory

National Highway Traffic Safety Administration (NHTSA) – advisory

Federal Motor Carrier Safety Administration (FMCSA) - advisory

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS
South Carolina Traffic Fatality Data

Highway safety programs have been successful. In 1966, the motor vehicle death rate in South Carolina was 7.7 fatalities per 100 million vehicle miles of travel; in 2018, the rate was 1.82 fatalities per 100 million vehicle miles of travel. The federally-funded State and Community Highway Safety grant program has been a major contributor to that decline. Despite the gains, highway safety remains a significant and costly problem.

Statistical data **Table 1** for calendar year (CY) 2018 shows that 1,037 people were killed in South Carolina traffic collisions. In the period from 2014 through 2018, the most recent release of data from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) indicates that there were approximately 4,848 motor vehicle-related fatalities in South Carolina. This resulted in an average of about 970 traffic fatalities per year over the five-year period. Over this period, annual traffic fatalities fluctuated around the five-year average, starting with 823 in 2014 and ending with 1,037 in 2018. The 2018 count represents an 8.81% increase, when compared to the average of the prior four years (953 fatalities), and a 26.0% increase when compared to the count in 2014. Total fatalities increased from 823 in 2014 to 979 in 2015, before rising again to 1,020 in 2016 and to 1,037 at the end of the five-year cycle in 2018.

Table 1. South Carolina Basic Data							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	823	979	1,020	989	1,037	26.00%	8.84%
VMT*	49,950	51,723	54,404	55,496	56,836	13.79%	7.45%
VMT Rate**	1.65	1.89	1.87	1.78	1.82	10.30%	1.25%
Population	4,823,793	4,892,253	4,958,235	5,021,219	5,084,127	5.40%	3.25%
Pop Rate*	17.06	20.01	20.57	19.70	20.40	19.58%	5.51%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

A comparison of South Carolina data with the national data (**Table 2**) indicates that South Carolina's *average* VMT-based fatality rate over the five years 2014 to 2018 (1.80 deaths per 100 million vehicle miles traveled (VMT)) was higher than the five-year average for the nation (1.14). According to the most recent South Carolina Department of Transportation (SCDOT) data, South Carolina's traffic death rate per 100,000,000 VMT of 1.82 for 2018 is approximately 61% higher than the national VMT rate of 1.13. The VMT rate in South Carolina increased by 10.3% from 2014 through 2018 while the population increased by 5.40% during that period. Thus, increases were observed in the population-based fatality rate (19.58%), the actual total traffic fatalities increased (26.0 %), and the VMT-based rate (10.3%) from 2014 to 2018.

The state's population-based fatality rate (expressed as the number of deaths per 100,000 population) increased by 5.51% in 2018, as compared to the prior four-year average population-

based fatality rate for the years 2014-2017. South Carolina's 2014-2018 average population-based fatality rate (19.54 deaths per 100,000 residents) was greater than the national rate (11.13).

Table 2 shows increases in the number of nationwide traffic fatalities (0.94%) and a slight decrease in the population-based fatality rate (0.63%) in 2018, when compared to the respective 2014-2017 average. The total 2018 nationwide traffic fatalities increased 10.59% compared to the 2014 total nationwide traffic fatalities. The VMT-based fatality rate for the nation increased by 4.63% in 2018 compared to the VMT-based fatality rate in 2014.

Table 2. Nationwide Basic Data							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	32,744	35,477	37,803	37,471	36,210	10.59%	0.94%
VMT*	3,026	3,095	3,174	3,212	3,223	6.51%	3.08%
VMT Rate**	1.08	1.15	1.19	1.17	1.13	4.63%	-1.53%
Population	318,386,421	320,742,673	323,071,342	325,147,121	327,167,434	2.76%	1.66%
Pop Rate***	10.28	11.06	11.70	11.52	11.07	7.68%	-0.63%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

As **Table 3** demonstrates, South Carolina saw a 30.70% increase in driver fatalities, when comparing 2014 (531) to 2018 (694). Unrestrained occupant fatalities reflect a 20.00% increase when comparing 2014 (275) to 2018 (330). When comparing the 331 impaired driving fatalities in 2014 to the number of impaired driving fatalities in 2018 (291), our state experienced a 12.08% decrease.

Motorcyclist fatalities increased in South Carolina by 16.53% in 2018 as compared to 2014 (from 121 in 2014 to 141 in 2018), and nationally there was a 7.66% increase in 2018 as compared to 2014 (from 4,594 in 2014 to 4,946 in 2018). It should be noted, however, that NHTSA's FARS data includes moped rider fatality statistics in the motorcyclist category, whereas South Carolina state traffic data does not.

Older-driver-involved fatalities increased in South Carolina by 52.94% in 2018 as compared to 2014 (from 136 in 2014 to 208 in 2018).

Also, as shown in **Table 3**, there were 95 bicyclist fatalities in the five-year period examined in this report, with 23 occurring in 2016, representing an increase of 27.78% when compared to the average of the previous four-year period (18), and an increase of 64.29% when compared to 2014 (14). Additionally, there was a 16.19% increase in nationwide bicyclist fatalities when comparing 2014 to 2018 (729 in 2014 to 847 in 2018).

Table 3. Fatalities by Type							
	2014	2015	2016	2017	2018	% Change: 2014 vs. 2018	% Change: 2018 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	823	979	1,020	989	1,037	26.00%	8.84%
U.S.	32,744	35,477	37,803	37,471	36,210	10.59%	0.94%
Driver Fatalities							
South Carolina	531	669	679	664	694	30.70%	9.16%
U.S.	20,788	22,349	23,713	23,756	22,742	9.40%	0.40%
Passenger Fatalities							
South Carolina	169	169	166	150	152	-10.06%	-7.03%
U.S.	6,040	6,503	6,820	6,521	6,158	1.95%	-4.84%
Motorcyclist Fatalities							
South Carolina	121	185	186	145	141	16.53%	-11.46%
U.S.	4,594	5,029	5,337	5,229	4,946	7.66%	-2.01%
Pedestrian Fatalities							
South Carolina	107	123	144	155	165	54.21%	24.76%
U.S.	4,910	5,489	6,080	6,075	6,198	26.23%	9.92%
Bicyclist Fatalities							
South Carolina	14	16	25	17	23	64.29%	27.78%
U.S.	729	829	853	806	847	16.19%	5.32%
Impaired Driving Fatalities							
South Carolina	331	306	343	305	291	-12.19%	-9.42%
U.S.	9,943	10,280	10,967	10,908	10,511	5.71%	-0.13%
Speeding Fatalities							
South Carolina	307	366	393	417	447	45.60%	20.57%
U.S.	9,283	9,723	10,291	9,947	9,378	1.02%	-4.41%
Unrestrained Occupant Fatalities							
South Carolina	275	308	315	308	330	20.00%	9.45%
U.S.	9,413	9,978	10,464	10,116	9,701	3.06%	-2.92%
Young Driver(20 & under) -Involved Fatalities							
South Carolina	119	121	108	121	136	14.29%	15.99%
U.S.	3,952	4,413	4,631	4,472	4,187	5.95%	-4.12%
Older Driver(65+) -Involved Fatalities							
South Carolina	136	157	161	190	208	52.94%	29.19%
U.S.	5,966	6,556	7,169	7,299	7,316	22.63%	8.43%

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

The total number of pedestrian fatalities in the state increased 54.21% when comparing 2014 to 2018 (from 107 in 2014 to 165 in 2018). The number of national pedestrian fatalities increased 26.23% in 2018 (6,198) as compared to 2014 (4,910). **Table 4** shows that Greenville (11.1%), Charleston (9.9%), Horry (9.5%), and Richland (6.9%) were the counties in the state with the highest percentages of pedestrian fatalities during the five-year period.

Table 4. Pedestrian Fatalities by Top Counties							
County	2014	2015	2016	2017	2018	Total 2014-2018	% of State
Greenville	15	12	19	21	10	77	11.1%
Charleston	7	15	10	14	23	69	9.9%
Horry	6	7	18	19	16	66	9.5%
Richland	6	9	13	12	8	48	6.9%
Spartanburg	3	10	3	10	9	35	5.0%
Berkeley	8	4	7	9	6	34	4.9%
Lexington	4	4	6	8	11	33	4.8%
Florence	5	7	3	6	10	31	4.5%
Anderson	5	3	6	8	6	28	4.0%
York	2	5	4	4	6	21	3.0%
Total Top Counties	61	76	89	111	105	442	63.7%
All Pedestrian Fatalities	107	123	144	155	165	694	100.0%

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

Major Categories of Traffic Fatalities in South Carolina

Figure 1 demonstrates categories of traffic fatalities in South Carolina from 2014 to 2018.

Driver fatalities accounted for the majority (67%) of motor vehicle-related fatalities in South Carolina during 2014-2018. This represents about four times as many traffic fatalities as were accounted for by passengers (14.6%). Overall, driver fatalities have been on the rise since 2014 with the exception of a slight drop in 2017 (664) from 2016 (679). The 694 driver fatalities in 2018 represented a 30.70% increase when compared to 2014 (531) and 9.16% more than the average of years 2014 to 2017 (636).

The next three largest categories of traffic fatalities (after driver fatalities) from 2014-2018 time period shared some degree of overlapping and were behavior-related. Speeding-related fatalities averaged about 386 per year and accounted for approximately 40% of total traffic fatalities; alcohol-impaired driving fatalities averaged 315 per year and accounted for approximately 33% of total traffic fatalities; and unrestrained occupant fatalities averaged about 307 per year and accounted for approximately 32% of total traffic fatalities.

Figure 1. Traffic Fatality Trends in South Carolina: 2014 to 2018
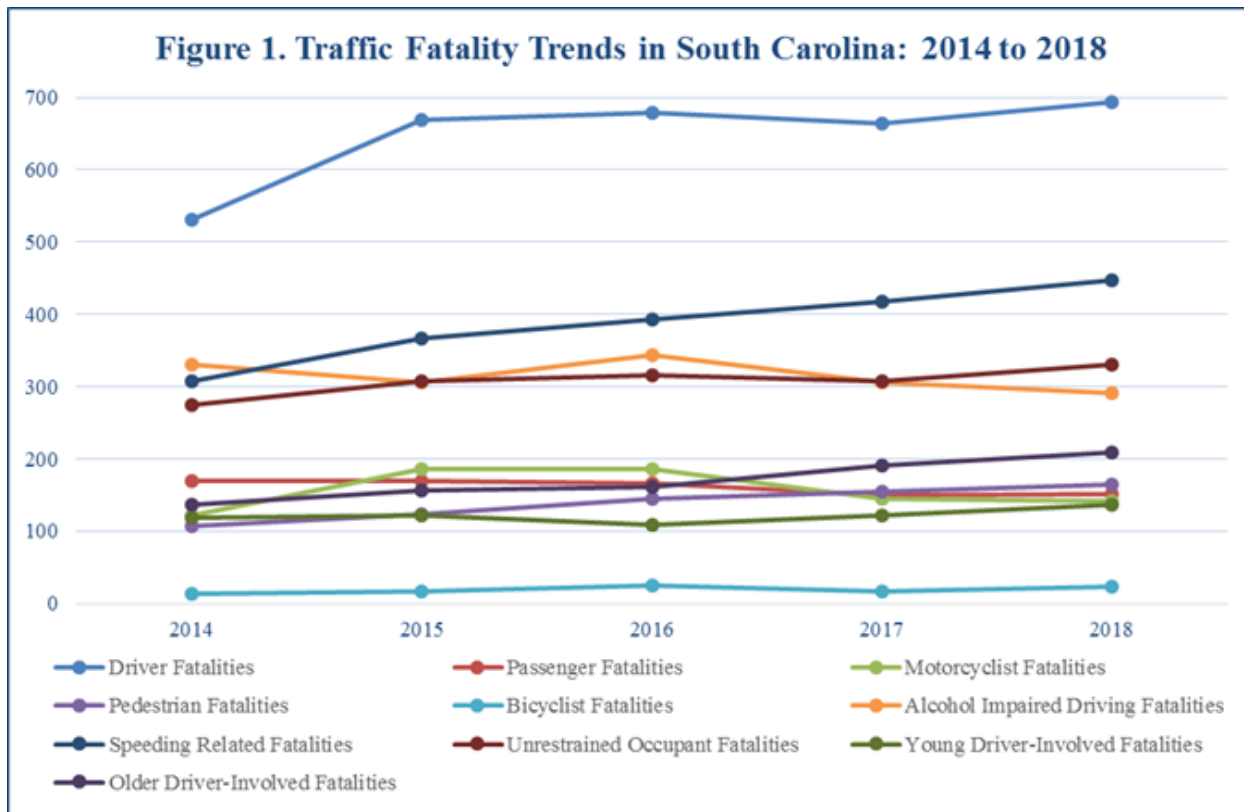
The only decline among the three major behavior-related traffic fatality categories (alcohol-impaired driving, speeding-related, and unrestrained vehicle occupant) in South Carolina occurred in the alcohol-impaired driving traffic fatalities category. Alcohol-impaired-driving fatalities showed a decline (-12.08% in 2018 as compared to 2014; -9.42% comparing 2018 to the average of 2014-2017). Alcohol-impaired-driving fatalities declined from 2014 to 2015 (-25) before rising from 2015 to 2016 (+37). The numbers improved in subsequent years with alcohol-impaired driving fatalities experiencing a decline from 2016 to 2017 (-38) and from 2017 to 2018 (-14) in South Carolina. Overall, there was a net decline of 40 alcohol-impaired driving fatalities between 2014 and 2018 (see **Tables 5** and **3** as well as **Figures 2** and **3** for impaired driving trends).

Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	331	306	343	305	291	-12.08%	-9.42%
VMT Rate**	0.66	0.59	0.63	0.55	0.51	-22.73%	-16.05%
Pop Rate***	6.86	6.25	6.92	6.07	5.72	-16.62%	-12.34%
Pct. Of Total	40.22%	31.26%	33.63%	30.84%	28.06%	-12.16%	-5.93%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 2. South Carolina Alcohol-Impaired Driving Fatalities

336   327   333   325   315

331   306   343   305   291

291   283   275

$y = -8.14x + 339.64$
$R^2 = 0.3727$

2014   2015   2016   2017   2018   2019   2020   2021

■ Fatalities   ―●―5 Year Moving Average   ● Linear Trend

South Carolina's alcohol-impaired population-based fatality rate showed a slight decline, with the 2018 rate (5.72 deaths per 100,000 population) representing a 12.34% decrease when compared to the 2014-2017 average (6.525) and a 16.62% decrease when compared to the rate in 2014 (6.86). Additionally, alcohol-impaired driving fatalities made up 28.06% of total traffic fatalities in South Carolina in 2018. This is a 12.16% decrease from the 40.22% of alcohol-impaired driving fatalities to total traffic fatalities in 2014 (see **Table 5**). Finally, the 2018 proportion represents a 5.93% decrease compared to an average of the prior four years.

Figure 3. South Carolina Population Rate for Alcohol-Impaired Driving Fatalities

7.12   6.84   6.91   6.64   6.37

6.86   6.25   6.92   6.07   5.72

5.63   5.38   5.14

$y = -0.2457x + 7.1035$
$R^2 = 0.5692$

2014   2015   2016   2017   2018   2019   2020   2021

■ Population Rate   ―●―5 Year Moving Average   ● Linear Trend

There was a significant increase over the 2014-2018 period in the speeding-related fatalities category as shown in **Table 6** below. The 447 speeding-related fatalities in South Carolina in 2018 represented a substantial increase (20.57%) compared to the average of the prior four years, and an even larger increase (45.60%) when compared to the 2014 total (307). The population-based fatality rate was the highest in 2018 (8.79), which was significantly higher than the rate in 2014 (6.36). South Carolina's 2018 speeding-related population-based fatality rate (8.79 deaths per 100,000 population) is 16.93% higher than the 2014-2017 average (7.5175) and 38.21% higher than the 2014 rate.

Table 6. South Carolina Speeding Related Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	307	366	393	417	447	45.60%	20.57%
VMT Rate**	0.61	0.71	0.72	0.75	0.79	29.51%	13.26%
Pop Rate***	6.36	7.48	7.93	8.30	8.79	38.21%	16.93%
Pct. Of Total	37.30%	37.39%	38.53%	42.16%	43.11%	5.81%	4.26%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 4. South Carolina Speeding-Related Fatalities

$y = 33.1x + 286.7$
$R^2 = 0.9634$

Figure 5. South Carolina Population Rate for Speeding-Related Fatalities

$$y = 0.5679x + 6.07$$
$$R^2 = 0.9446$$

Population Rate values: 6.36 (2014), 7.48 (2015), 7.93 (2016), 8.30 (2017), 8.79 (2018)

5 Year Moving Average values: 6.35, 6.60, 7.00, 7.30, 7.77

Linear Trend values: 9.48 (2019), 10.05 (2020), 10.61 (2021)

Unbelted passenger vehicle occupant fatalities fluctuated with an increase over the 2014-2018 period, as seen in **Figure 1** (20.00% increase in 2018 as compared to 2014; 9.45% increase relative to the average of the previous four years). The net increase between 2014 and 2018 was 55 unbelted passenger vehicle occupant fatalities (see **Tables 7** and **3**). South Carolina's 2014-2018 population-based unbelted passenger vehicle occupant fatality rate (6.19 deaths per 100,000 population) was much higher than the U.S. as a whole (2.00) during the preceding period (calculated from **Tables 2** and **3** and U.S. population from (2014-2018)).

Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	275	308	315	308	330	20.00%	9.45%
VMT Rate**	0.55	0.60	0.58	0.55	0.58	5.45%	1.75%
Pop Rate***	5.70	6.30	6.35	6.13	6.49	13.86%	6.05%
Pct. Of Total	33.41%	31.46%	30.88%	31.14%	31.82%	-1.59%	0.10%
Observed Belt Use	90.00%	91.60%	93.90%	92.30%	89.70%	-0.30%	-2.25%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 6. South Carolina Unbelted Passenger Vehicle Occupants Fatalities

Year	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	275	308	315	308	330			
5 Year Moving Average	280	279	291	290	307			
Linear Trend						340	351	362

$y = 11x + 274.2$
$R^2 = 0.7475$

Legend: Fatalities ▪ 5 Year Moving Average ● Linear Trend

Figure 7. South Carolina Population Rate for Unbelted Passenger Vehicle Occupant Fatalities

Year	2014	2015	2016	2017	2018	2019	2020	2021
Population Rate	5.70	6.30	6.35	6.13	6.49			
5 Year Moving Average	5.94	5.85	6.01	5.91	6.19			
Linear Trend						6.62	6.76	6.90

$y = 0.1418x + 5.7695$
$R^2 = 0.5428$

Legend: Population Rate ▪ 5 Year Moving Average ● Linear Trend

Mid-range Categories of Traffic Fatalities in South Carolina

Five additional categories were associated with more moderate proportions of traffic fatalities, each with 14% to 18% of total fatalities over the five-year period 2014-2018. These categories (and their proportions) were **older (65+) driver-involved** fatalities (17.6% of the total and about 170 fatalities annually); **passenger** fatalities (16.6%, 161 fatalities annually); **motorcycle rider** (16.1%, 156 fatalities annually); **pedestrians** (14.3%, 139 fatalities

annually); and **young (under 21) driver-involved** fatalities (12.5%, 121 fatalities annually). Four of the five categories (motorcycle rider, older (65+) driver-involved, young (under 21) driver-involved, and pedestrians) increased in total fatalities in 2018, with pedestrians having the most significant increase from 2014 (107) to 2018 (165). Passenger fatalities experienced a decrease of 10.06% when compared to 2014.

As shown in **Table 8**, passenger traffic fatalities remained the same in 2014 and 2015 before declining in 2016 and 2017. The 152 passenger fatalities in 2018 were 17 fewer, or 10.06%, than in 2014 (169) and about 12 fewer, or 7.03%, than the average of the previous four year average (164).

Table 8. South Carolina Passenger Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	169	169	166	150	152	-10.06%	-7.03%
VMT Rate**	0.34	0.33	0.31	0.27	0.27	-20.59%	-13.60%
Pop Rate**	3.50	3.45	3.35	2.99	2.99	-14.57%	-10.01%
Pct. Of Total	20.53%	17.26%	16.27%	15.17%	14.66%	-5.87%	-2.65%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

The National Highway Traffic Safety Administration (NHTSA) defines motorcycle rider as both operators and the passengers of the motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground. **Table 9** shows that in South Carolina, the number of motorcycle rider fatalities experienced a spike in 2015 to 206 and then a decrease in 2017 and 2018 during the five-year period from 2014-2018. The number of fatalities in 2018 (141) represents about an 11.46% decrease from the average of the prior four years (159.25) and a 16.53% increase from 2014 (121). However, it should be noted that the statistical information in these charts includes moped operator fatalities, as well as motorcyclist fatalities. Traffic statistical data collection in the state of South Carolina distinguishes between these two categories of motorists.

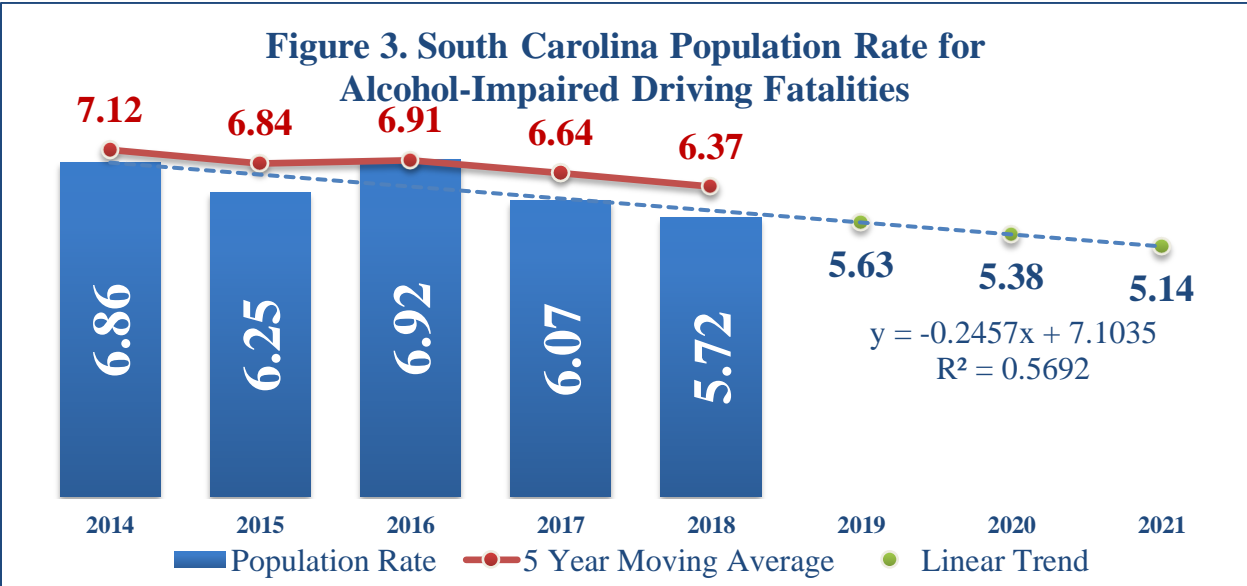| Table 9. South Carolina Motorcycle Rider Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	121	185	186	145	141	16.53%	-11.46%
VMT Rate**	0.24	0.36	0.34	0.26	0.25	4.17%	-16.67%
Pop Rate**	2.51	3.78	3.75	2.89	2.77	10.36%	-14.31%
Pct. Of Total	14.70%	18.90%	18.24%	14.66%	13.60%	-1.10%	-3.03%
Unhelmeted Fat.	96	131	134	99	98	2.08%	-14.78%
Pct. Unhelmeted Fat.	79.34%	70.81%	72.04%	68.28%	69.50%	-9.84%	-3.12%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 8. South Carolina Motorcycle Rider Fatalities

Fatalities: 121 (2014), 185 (2015), 186 (2016), 145 (2017), 141 (2018)

5 Year Moving Average: 129, 146, 157, 157, 156

Linear Trend: 156 (2019), 156 (2020), 156 (2021)

y = 155.6
$R^2 = 0$

Legend: Fatalities — 5 Year Moving Average ● Linear Trend

Figure 9. South Carolina Population Rate for Motorcycle Rider Fatalities

Population Rate: 2.51 (2014), 3.78 (2015), 3.75 (2016), 2.89 (2017), 2.77 (2018)

5 Year Moving Average: 2.74, 3.05, 3.25, 3.21, 3.14

Linear Trend: 3.03 (2019), 2.99 (2020), 2.96 (2021)

y = -0.0364x + 3.2496
$R^2 = 0.0096$

Legend: Population Rate — 5 Year Moving Average ● Linear Trend

Another mid-range traffic fatality category that experienced a significant increase in the overall number of fatalities from 2014 to 2018 was older (65+) driver-involved traffic fatalities. Older (65+) driver-involved traffic fatalities were 52.94% higher in 2018 (208) than in 2014 (136) and 29.19% higher than the average of the four years from 2014-2017 (161). See **Tables 10** and **3** as well as **Figures 10** and **11** for older (65+) driver-involved trends.

Table 10. South Carolina Older(65+) Driver-Involved Fatalities							
	2014	2015	2016	2017	2018	% Change: 2014 vs. 2018	% Change: 2018 vs. prior 4-yr Avg.
Total Fatalities	136	157	161	190	208	52.94%	29.19%
VMT Rate**	0.27	0.30	0.30	0.34	0.37	37.04%	22.31%
Pop Rate***	2.82	3.21	3.25	3.78	4.09	45.04%	25.27%
Pct. Of Total	16.52%	16.04%	15.78%	19.21%	20.06%	3.54%	3.17%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
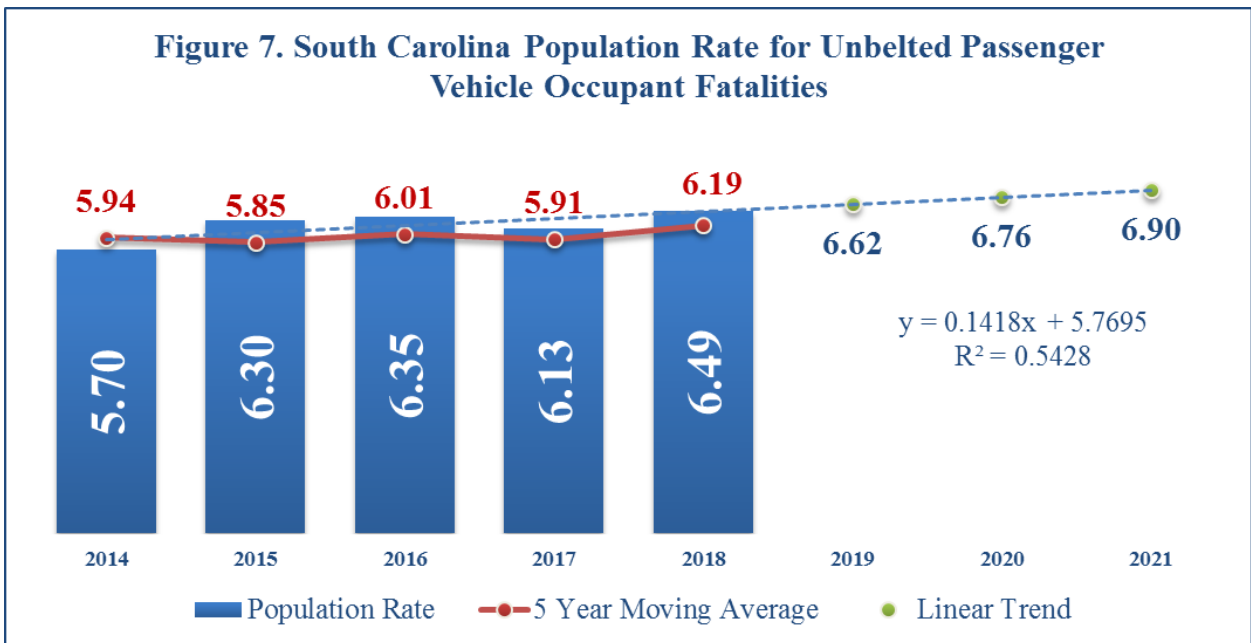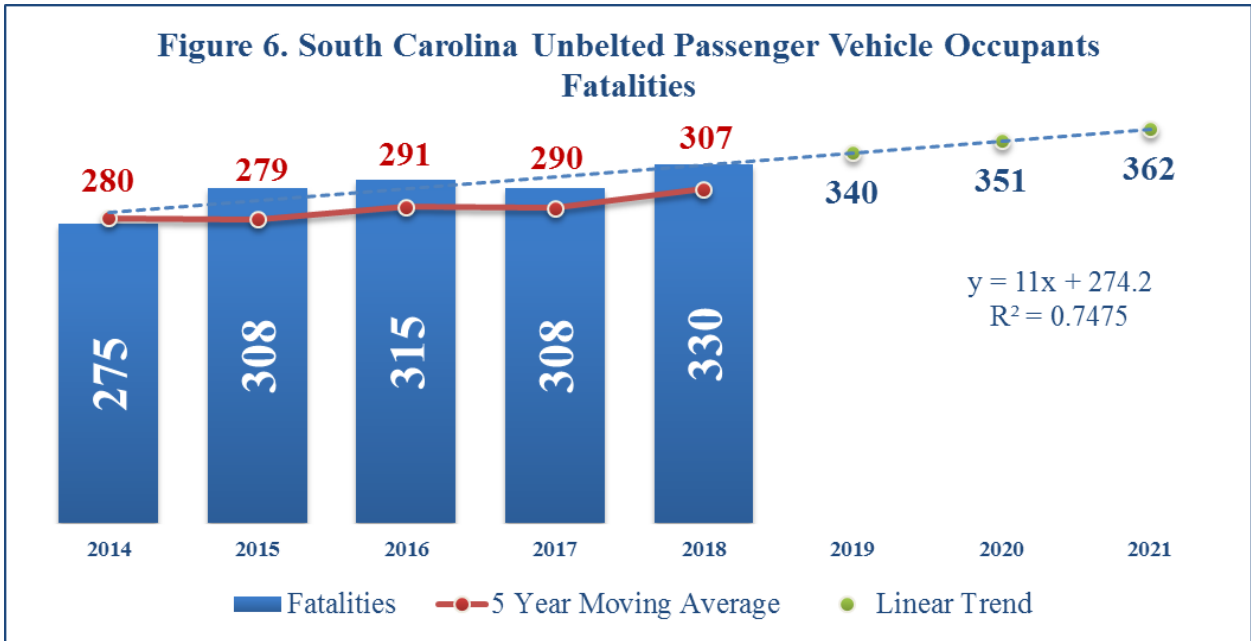***Rate per 100,000 population

Figure 10. South Carolina Older (65+) Driver-Involved Fatalities

$y = 17.7x + 117.3$
$R^2 = 0.9642$

Figure 11. South Carolina Population Rate for Older(65+) Driver-Involved Fatalities

$y = 0.3118x + 2.4946$
$R^2 = 0.9557$

Young (under 21) driver-involved fatalities experienced an upward trend with a dip in 2016 in the number of fatalities from 2014 to 2018. The number of fatalities involving young (under 21) drivers in 2018 represented a 15.99% increase compared to the 2014-2017 average (117.25), and a 14.29% increase compared to the 2014 total (119). In South Carolina, the young (under 21) driver-involved population-based fatality rate followed a similar pattern as the number of fatalities, with the 2018 rate (2.67 deaths per 100,000 population) representing a 12.07% increase when compared to the prior four-year average (2.3825) and about an 8.10% increase from the 2014 rate (2.47) (see **Tables 11** and **3** as well as **Figures 12** and **13** for young driver-involved trends).

Table 11. South Carolina Young(Under 21) Driver-Involved Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	119	121	108	121	136	14.29%	15.99%
VMT Rate**	0.24	0.23	0.20	0.22	0.24	0.00%	7.87%
Pop Rate***	2.47	2.47	2.18	2.41	2.67	8.10%	12.07%
Pct. Of Total	14.46%	12.36%	10.59%	12.23%	13.11%	-1.35%	0.70%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 12. South Carolina Young Driver-Involved Fatalities

$y = 3.4x + 110.8$
$R^2 = 0.2905$

Figure 13. South Carolina Population Rate for Young Driver-Involved Fatalities

$$y = 0.0353x + 2.3349$$
$$R^2 = 0.0983$$
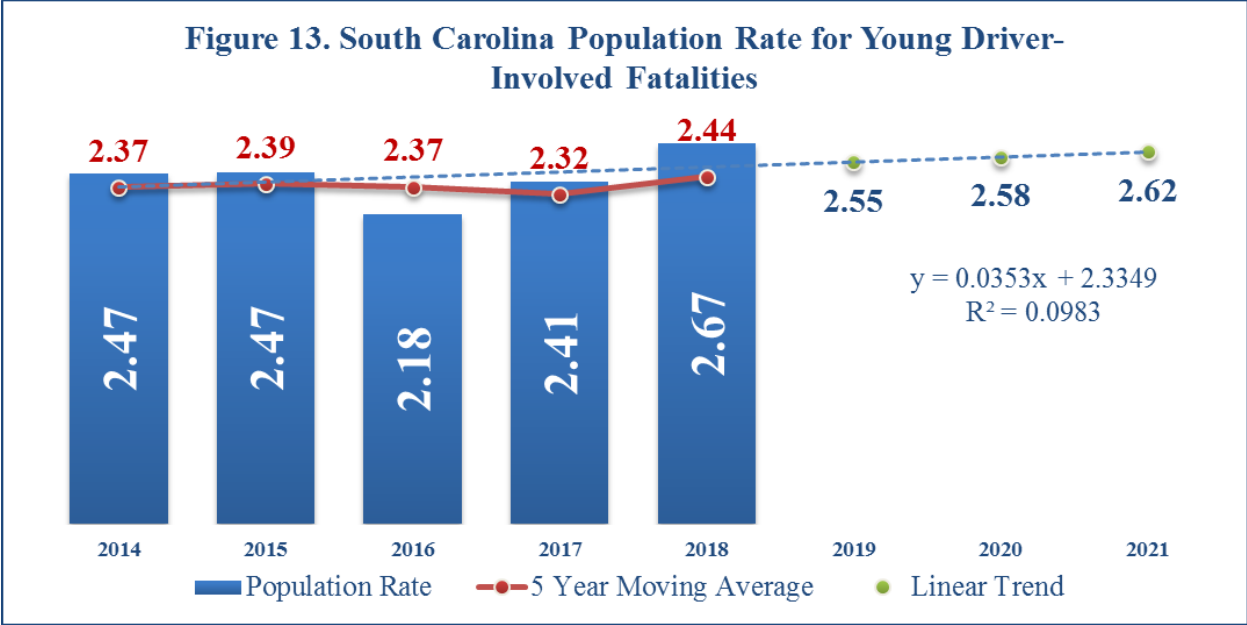
Pedestrian traffic fatalities have increased steadily from 2014 through 2018, with 2018 reflecting the highest number of pedestrian fatalities (165). Overall, pedestrian fatalities increased by 54.21% when comparing 2018 with 2014, and 24.76% when compared with the average of the prior four years. See **Tables 12** and **3**, as well as **Figures 14** and **15** for pedestrian trends.

Throughout the five years shown in **Table 12**, pedestrians accounted for, on average, 14.25% of all traffic-related fatalities in South Carolina. The 2018 percentage of pedestrian fatalities to total traffic fatalities (15.91%) represents a 2.07% increase in this index when compared to the 2014-2017 average (13.84%), and a 2.91% increase compared to the 2014 proportion.

Table 12. South Carolina Pedestrian Fatalities							
	2014	2015	2016	2017	2018	% Change: 2014 vs. 2018	% Change: 2018 vs. prior 4-yr Avg.
Total Fatalities	107	123	144	155	165	54.21%	24.76%
VMT Rate**	0.21	0.24	0.26	0.28	0.29	38.10%	17.17%
Pop Rate***	2.22	2.51	2.90	3.09	3.25	46.40%	21.27%
Pct. Of Total	13.00%	12.56%	14.12%	15.67%	15.91%	2.91%	2.07%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
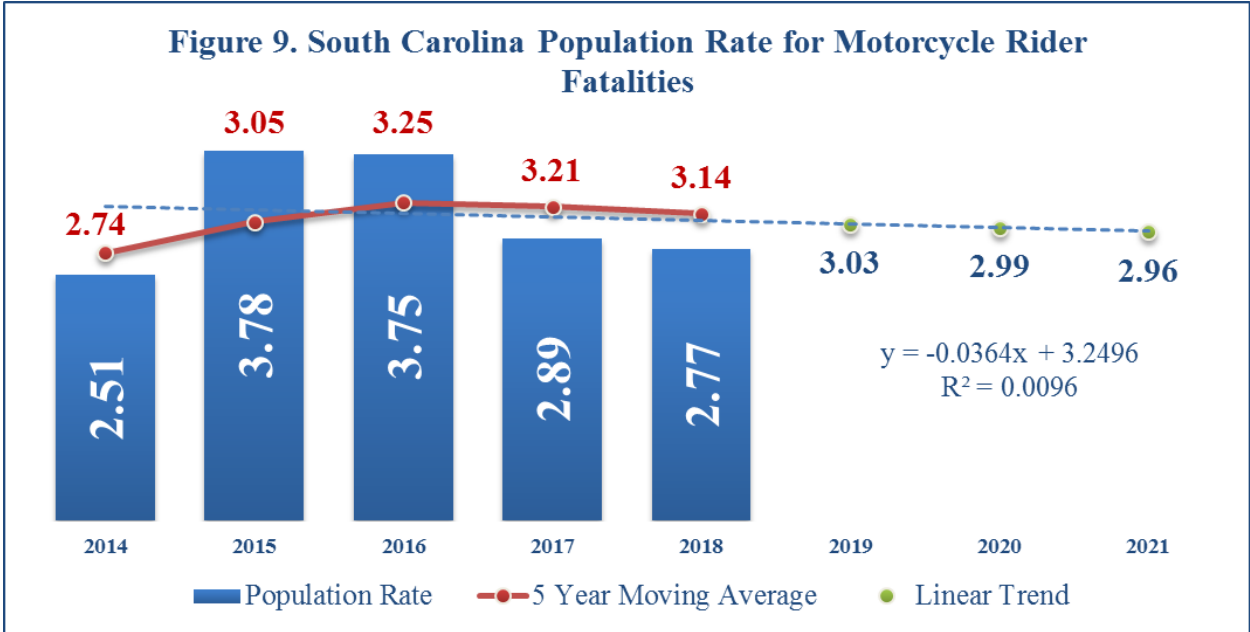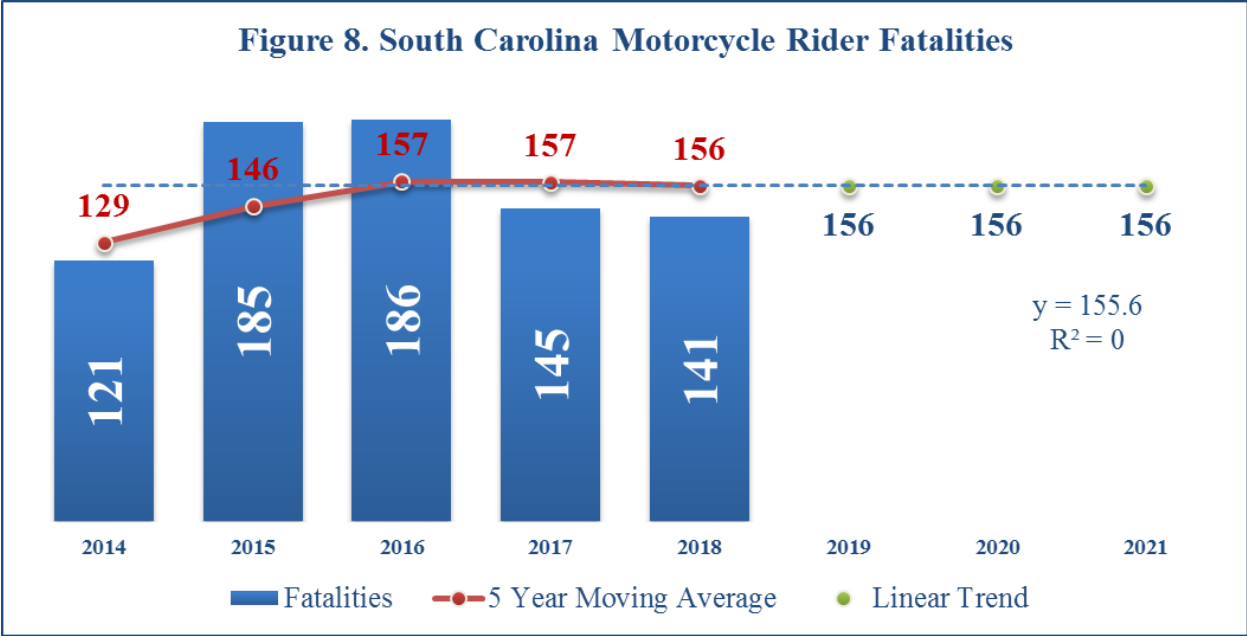**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 14. South Carolina Pedestrian Fatalities

107
113
119
126
139

183
198
213

$y = 14.8x + 94.4$
$R^2 = 0.9793$

107
123
144
155
165

2014   2015   2016   2017   2018   2019   2020   2021

■ Fatalities   ●—●—● 5 Year Moving Average   ● Linear Trend
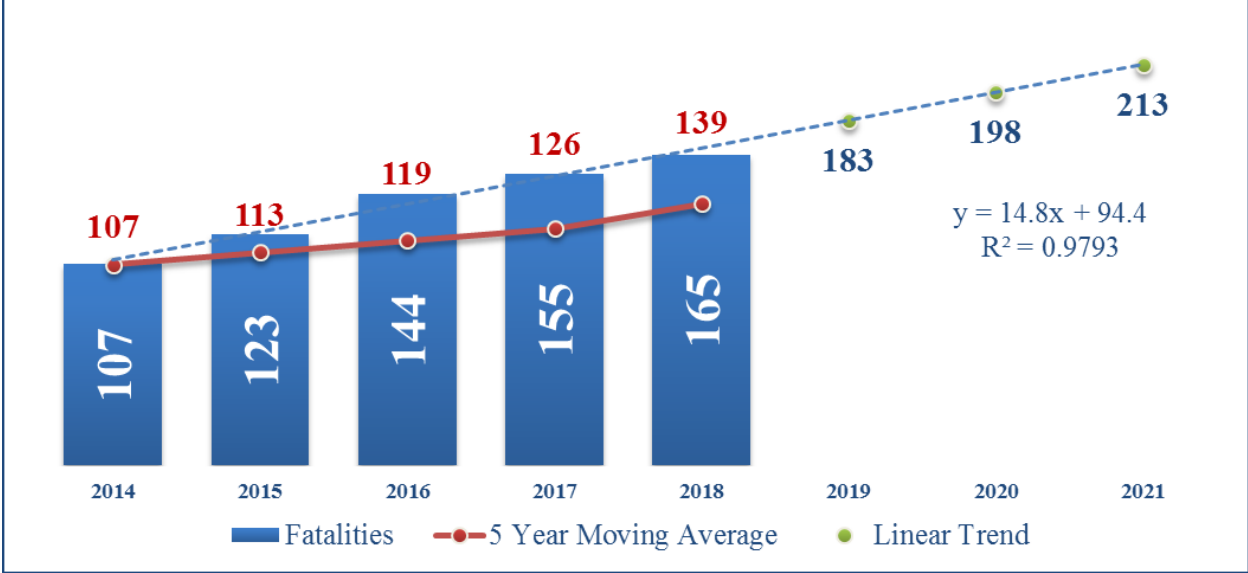
Figure 15. South Carolina Population Rate for Pedestrian Fatalities

2.26
2.37
2.47
2.56
2.79

3.58
3.84
4.11

$y = 0.2627x + 2.0056$
$R^2 = 0.97$

2.22
2.51
2.90
3.09
3.25

2014   2015   2016   2017   2018   2019   2020   2021

■ Population Rate   ●—●—● 5 Year Moving Average   ● Linear Trend
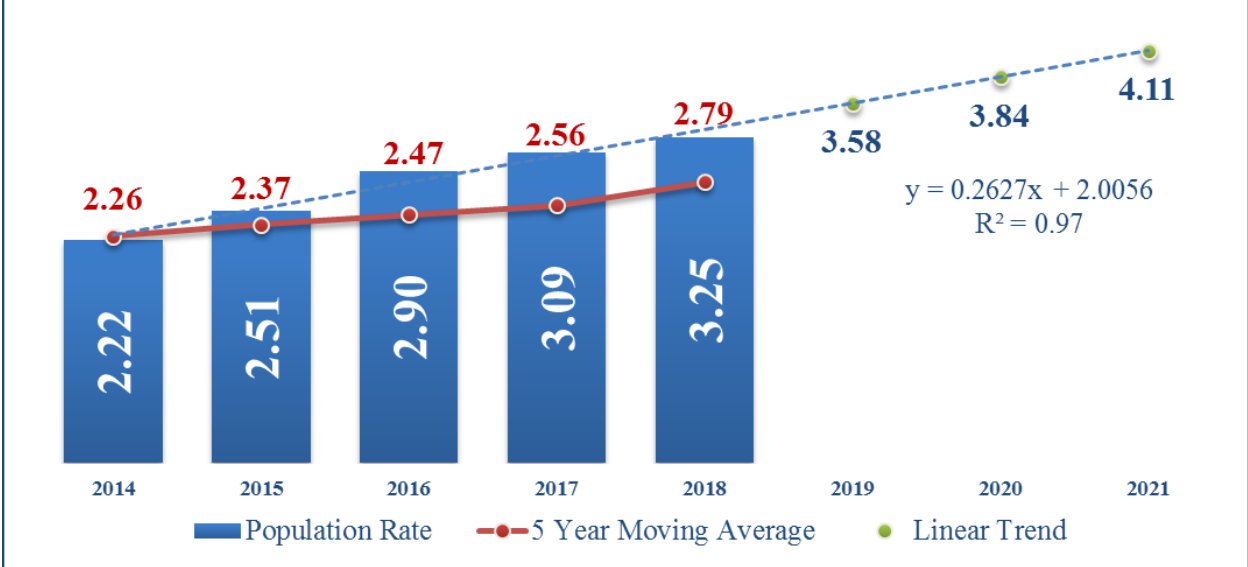
The smallest category examined in this report was bicyclist traffic fatalities, accounting for, on average, 1.96% of all traffic-related fatalities in South Carolina over all five years (about 19 fatalities annually). There was a spike in 2016 and 2018 in bicyclist fatalities from 2014 to 2018, and the high of 25 was recorded in 2016. The 23 fatalities in 2018 represent an increase of 27.78% over the prior four year average and a 64.29% increase compared to the 2014 figure (see **Tables 13** and **3** and **Figures 16** and **17** for trends in bicyclist fatalities).

Table 13. South Carolina Bicyclist Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	14	16	25	17	23	64.29%	27.78%
VMT Rate**	0.03	0.03	0.05	0.03	0.04	33.33%	14.29%
Pop Rate***	0.29	0.33	0.50	0.34	0.45	55.17%	23.29%
Pct. Of Total	1.70%	1.63%	2.45%	1.72%	2.22%	0.52%	0.35%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
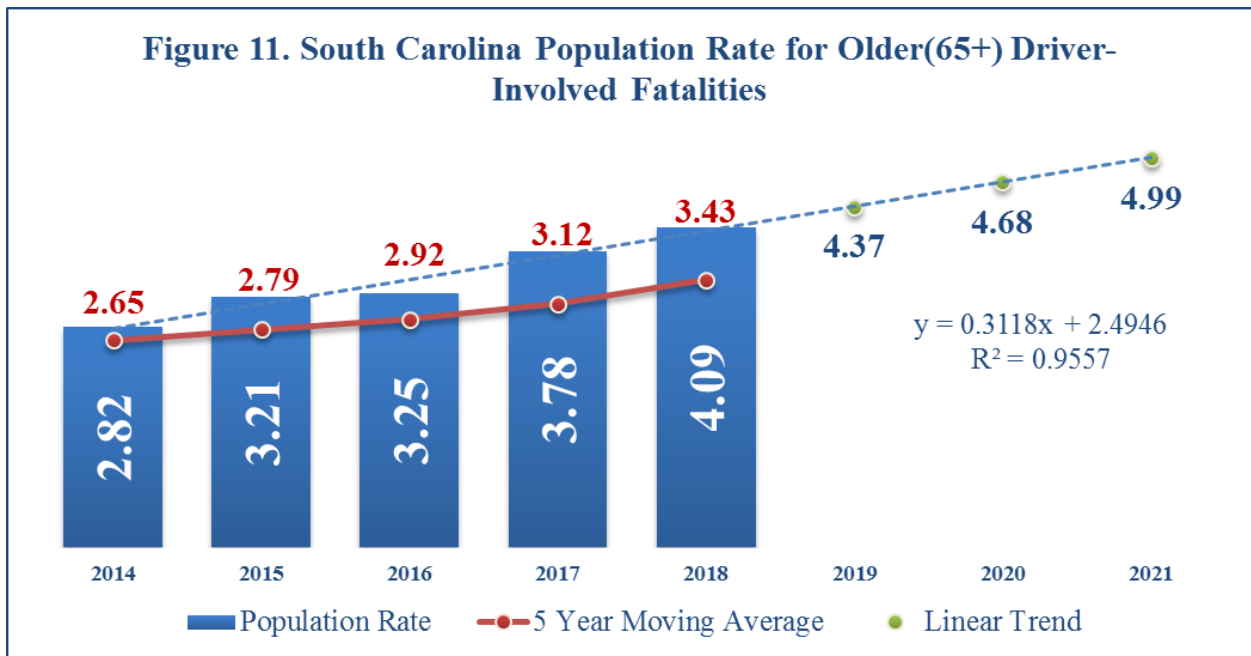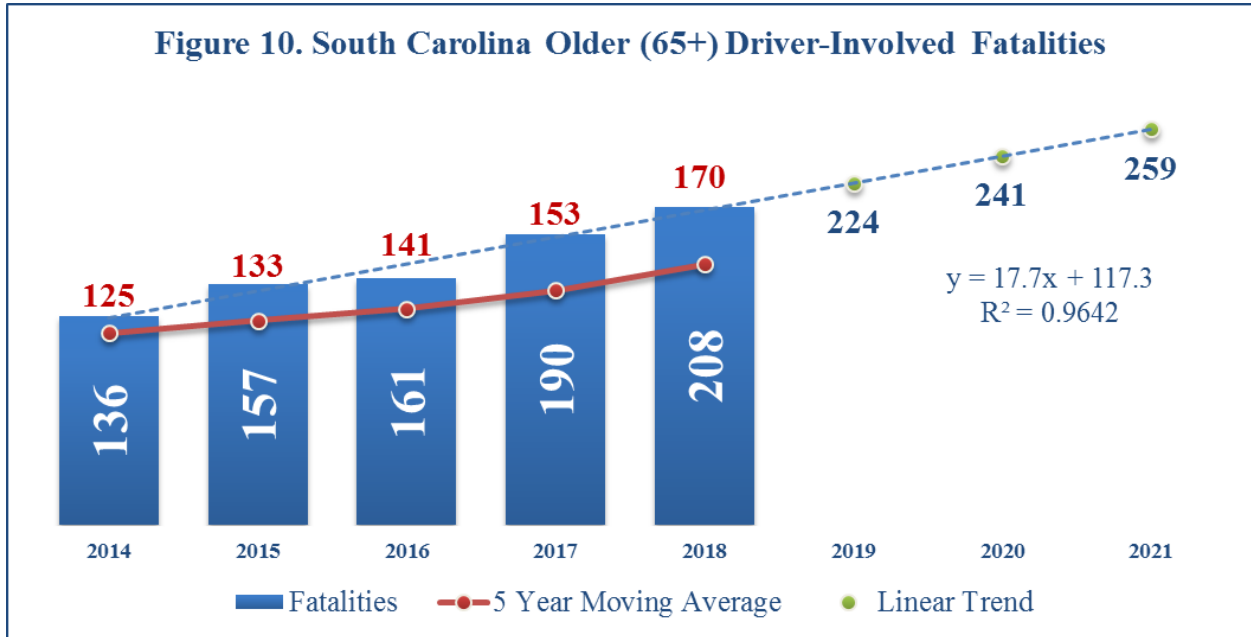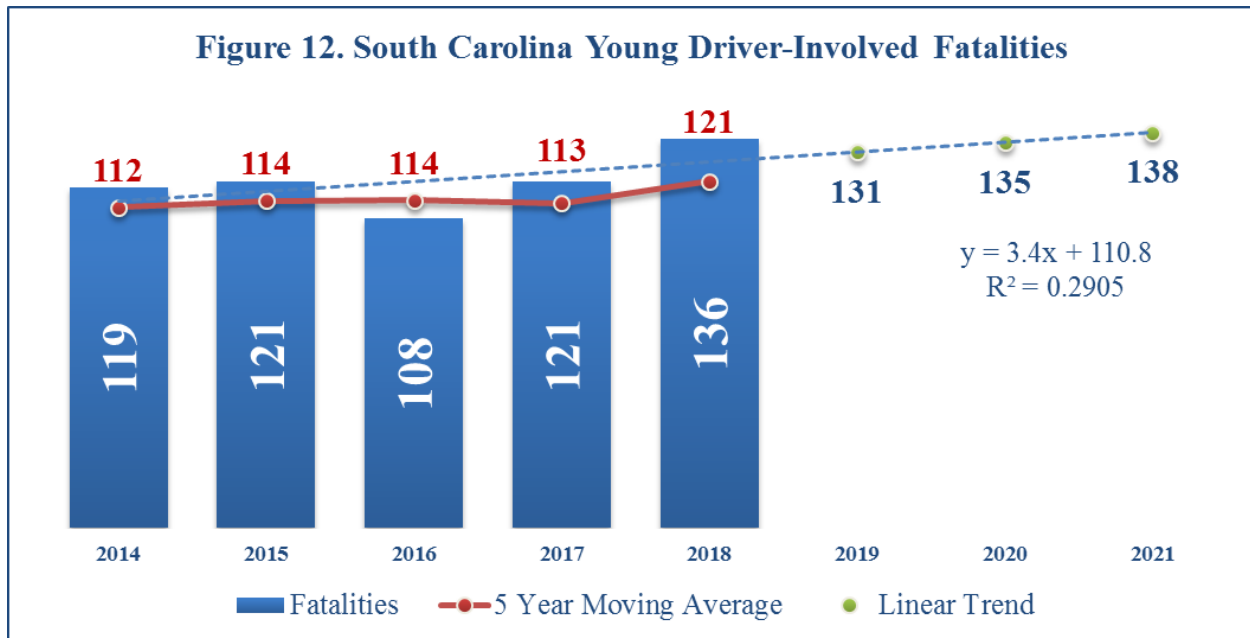**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 16. South Carolina Bicyclist Fatalities

$y = 1.9x + 13.3$
$R^2 = 0.4011$

Figure 17. South Carolina Population Rate for Bicyclist Fatalities

$$y = 0.0336x + 0.2817$$
$$R^2 = 0.3395$$

Population Rate — 5 Year Moving Average ● Linear Trend

SC Traffic Fatality Summary

Total traffic fatalities in South Carolina numbered 768 in 2013 (the third lowest number of fatalities in the prior 50-year state history) before increasing to 823 in 2014. Since 2014, the total number of traffic fatalities in South Carolina has increased considerably. The year 2015 saw 979 traffic fatalities and 1,020 traffic fatalities occurred in 2016. The number of traffic fatalities decreased slightly in 2017 to 989 before reaching the record high for the five-year period of 1,037 in 2018. Overall, there was an increase of 214 fatalities in comparing 2014 with 2018. It is not certain what effect changes in the economy or other related factors had on the more unfavorable results of 2018.

The only observed statistical declines from 2014 through 2018 were in alcohol-impaired driving fatalities (-12.08%) and passenger fatalities (-10.06%). The remaining categories all saw increases. The top five increasing categories in traffic fatalities were: Bicyclist (64.29%); Pedestrians (54.21%); Older (65+) Driver-Involved Fatalities (52.94%); Speeding-Related (45.60%); and Driver Fatalities (30.70%).

METHODS FOR PROJECT SELECTION
SOUTH CAROLINA'S PROCESS FOR DEVELOPING AND SELECTING EVIDENCE-BASED COUNTERMEASURES AND PROJECTS

Development of the Funding Guidelines

With the completion of the Problem Identification process, staff developed the FFY 2021 Highway Safety Funding Solicitation. This document set guidelines for the submission of grant applications for highway safety funding in accordance with the priorities established through the problem

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

The guidelines:

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

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

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

(4) provided information on project funding eligibility;

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

(6) provided a checklist for grant application completion;

(7) detailed funded applicants responsibilities; and

(8) explained the specific requirements for applications submitted under the various program areas.

Solicitation Process

Once the guidelines were completed, a full page postcard was mailed to approximately 700 recipients, including state and local law enforcement agencies, state agencies, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state during the week of December 16, 2019. The postcard informed recipients of the grant opportunity and invited them to attend the Grant Solicitation Workshop. It also referred recipients to the OHSJP's website at https://scdps.sc.gov/ohsjp which contained instructions for the preparation of the grant application document. An electronic version of the postcard was emailed during the aforementioned time period to all participants of the South Carolina Law Enforcement Network. The application deadline was Friday, February 21, 2020 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 Grant Solicitation Workshop was held in Columbia on January 13, 2020 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 a sample completed grant application 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 2021 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 2021 funding was Friday, February 21, 2020, 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, Program Development Program Coordinator, Occupant Protection/Police Traffic Services Program Coordinator, and Impaired Driving Countermeasures Program Coordinator for OHSJP reviewing and discussing the applications submitted by the due date and time. A second stage of the review process involved additional meetings to discuss grant applications in detail and included the OHSJP Director, the Grant Programs Manager, and the Business Manager. Applications for continued and new highway safety activities received from state agencies, political subdivisions, and private, non-profit organizations were reviewed at both stages in accordance with the review criteria listed below:

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

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

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

4.　　　The extent to which the proposal sought to provide a realistic and comprehensive approach toward problem solution, including documenting coordination with local and state agencies necessary for successful implementation.

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

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

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

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

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

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

The second stage of the grant review process was held to reach a general consensus on each of the grant applications. Upon the conclusion of the two stages of staffing meetings, the third portion of the review process began. Each project was further reviewed and evaluated to ensure that all projects recommended for funding met the established criteria and the final recommendation

would reflect the best use of grant funds to address a highway safety issue. Ranking priority for projects recommended for funding was given to (1) ongoing grant applications for the overall management and administration of the Highway Safety grant program; (2) continuation 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.

LIST OF INFORMATION AND DATA SOURCES
Data Sources Consulted:

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

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

SCDPS and SC Department of Transportation (2015, March). S.C. Strategic Highway Safety Plan. Retrieved from:
http://www.scdps.gov/docs/Target%20Zero_Final_w_Signatures_15APR15.pdf

Fatality Analysis Reporting System, National Highway Traffic Safety Administration.

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

The state views the coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety. This coordination is evidenced by the performance measures meetings with Metropolitan Planning Organizations (MPO) and SC DOT, which are conducted by both the OHSJP and SCDOT. 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 fully funded under SCDOT 164 funding as opposed to NHTSA 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 2021 HSP. The state views the

coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety.

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

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

Listed below is a program level performance report of the state's success in meeting the core performance targets identified in the FFY 2020 HSP for each program area. South Carolina uses the most up-to-date annual information available for each measure to report on the state's success in meeting the core performance targets. South Carolina uses preliminary 2019 state data and 2018 FARS Annual Report File (ARF) data to report on the anticipated success of meeting the core performance targets unless otherwise noted.

Performance Measure: C-1) Number of traffic fatalities (FARS): *Traffic fatalities will increase by 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*
Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,003 traffic fatalities in 2019, with an estimated five year average of 1,005 for 2015-2019. This is a decrease of 3.2% from the 1,036

traffic fatalities in 2018 (preliminary state data). If this trend continues, the state does not anticipate meeting its goal of a five year moving average of 1,011 traffic deaths for 2016-2020.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files): *To decrease serious traffic injuries by 10% from the 2013-2017 baseline average of 3,089 to 2,781 for 2016-2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 3,222 serious traffic injuries in 2019, with an estimated five year average of 2,971 for 2015-2019. This is an increase of 22% from the 2,642 serious traffic injuries in 2018. If this trend continues, the state does not anticipate meeting its goal of a five year moving average of 2,781 serious traffic injuries for 2016-2020.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA): *Traffic fatalities/VMT will increase by 3.9% from a five year baseline moving average of 1.750 in 2013-2017 to a five year moving average of 1.819 for 2016-2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1.73 traffic fatalities/VMT in 2019, with an estimated five year average of 1.82 for 2015-2019. This is a decrease of 4.9% from the 1.82 traffic fatalities/VMT in 2018. If this trend continues, the state anticipates meeting its goal of a five year moving average of 1.819 traffic fatalities/VMT in 2016-2020.

Performance Measure: C-3R) Fatalities/VMT (Rural) (FARS, FHWA): *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.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 2.73 traffic fatalities/VMT (Rural) in 2019, with an estimated five year average of 2.59 for 2015-2019. This is an increase of 2.6% from the 2.66 traffic fatalities/VMT (Rural) in 2018. If this trend continues, the state does not anticipate meeting its goal of 2.53 traffic fatalities/VMT (Rural) in 2020.

Performance Measure: C-3U) Fatalities/VMT (Urban) (FARS, FHWA): *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.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 0.91 traffic fatalities/VMT (Urban) in 2019, with an estimated five year average of 1.19 for 2015-2019. This is a decrease of 20.2% from the 1.14 traffic fatalities/VMT (Urban) in 2018. If this trend continues, the state anticipates meeting its goal of 1.07 traffic fatalities/VMT (Urban) in 2020.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS): *To decrease unrestrained motor vehicle occupant fatalities by 0.3% from the 2013-2017 baseline average of 290 to 289 by December 31, 2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 308 unrestrained motor vehicle occupant fatalities in 2019, with an estimated five year average of 314 for 2015-2019. This is a decrease of 6.7% from the 330 unrestrained motor vehicle occupant fatalities in 2018. However, in prior years the state has experienced an increase in unrestrained motor vehicle occupant fatalities after a decrease. If this trend continues, the state does not anticipate meeting its goal of 289 unrestrained motor vehicle occupant fatalities in 2020.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS): *To decrease alcohol-impaired driving fatalities by 0.3% from the 2013-2017 baseline average of 326 to 325 by December 31, 2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 316 alcohol-impaired driving fatalities in 2019, with an estimated five year average of 312 for 2015-2019. This is an increase of 8.6% from the 291 alcohol-impaired driving fatalities in 2018. Even with the increase in alcohol-impaired driving fatalities in 2019, the state anticipates meeting its goal of 325 alcohol-impaired driving fatalities in 2020.

Performance Measure: C-6) Number of speeding-related fatalities (FARS): *To decrease speeding-related traffic fatalities by 0.3% from the 2013-2017 baseline average of 357 to 356 by December 31, 2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 356 speeding-related traffic fatalities in 2019, with an estimated five year average of 396 for 2015-2019. This is a decrease of 20.4% from the 447 speeding-related traffic fatalities in 2018. If this trend continues, the state anticipates meeting its goal of 356 speeding-related traffic fatalities in 2020.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS): *To decrease motorcyclist fatalities by 7.6% from the 2013-2017 baseline average of 157 to 145 by December 31, 2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 153 motorcyclist fatalities (including moped operators) in 2019, with an estimated five year average of 162 for 2015-2019. This is an increase of 8.5% from the 141 motorcyclist fatalities (including moped operators) in 2018. If this trend continues, the state does not anticipate meeting its goal of 145 motorcyclist fatalities (including moped operators) in 2020.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS): *To decrease unhelmeted motorcyclist fatalities by 0.9% from the 2013-2017 baseline average of 113 to 112 by December 31, 2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 120 unhelmeted motorcyclist fatalities (includes moped operators) in 2019, with an estimated five year average of 116 for 2015-2019. This is an increase of 22.4% from the 98 unhelmeted motorcyclist fatalities (includes moped operators) in 2018. If this trend continues, the state does not anticipate meeting its goal of 112 unhelmeted motorcyclist fatalities (includes moped operators) in 2020.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS): *To decrease the number of drivers age 20 and under involved in fatal crashes by 0.9% from the 2013-2017 baseline average of 113 to 112 by December 31, 2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 92 drivers age 20 and under involved in fatal collisions in 2019, with an estimated five year average of 116 for 2015-2019. This is a decrease of 32.4% from the 136 drivers age 20 and under involved in fatal collisions in 2018. If this trend continues, the state anticipates meeting its goal of 112 drivers age 20 and under involved in fatal collisions in 2020.

Performance Measure: C-10) Number of pedestrian fatalities (FARS): *To decrease pedestrian traffic fatalities by 0.8% from the 2013-2017 baseline average of 126 to 125 by December 31, 2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 164 pedestrian traffic fatalities in 2019, with an estimated five year average of 150 for 2015-2019. This is a decrease of 0.6% from the 165 pedestrian traffic fatalities in 2018. If this trend continues, the state does not anticipate meeting its goal of 125 pedestrian traffic fatalities in 2020.

Performance Measure: C-11) Number of bicyclists fatalities (FARS): *To decrease bicyclist traffic fatalities by 5.6% from the 2013-2017 baseline average of 18 to 17 by December 31, 2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 26 bicyclist traffic fatalities in 2019, with an estimated five year average of 21 for 2015-2019. This is an increase of 13% from the 23 bicyclist traffic fatalities in 2018. If this trend continues, the state does not anticipate meeting its goal of 17 bicyclist traffic fatalities in 2020.

Performance Measure: C-12) Number of moped fatalities (State): *To decrease moped traffic fatalities by 2.9% from the 2013-2017 baseline average of 34 to 33 by December 31, 2020.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 36 moped traffic fatalities in 2019, with

an estimated five year average of 36 for 2015-2019. This is an increase of 20% from the 30 moped traffic fatalities in 2018. If this trend continues, the state does not anticipate meeting its goal of 33 moped traffic fatalities in 2020.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey): *To increase observed seatbelt usage rate by 0.1 percentage points from the 2013-2017 baseline average of 91.9% to 92% by December 31, 2020.*

Program-Area-Level Report: The annual seatbelt observational study indicated a 90.3% observed seatbelt usage rate in 2019, with an estimated five year average of 91.6% for 2015-2019. This is an increase of 0.6 points from the 89.7% observed seatbelt usage rate in 2018. If this trend continues, the state anticipates meeting its goal of 92% observed seatbelt usage rate in 2020.

PERFORMANCE PLAN

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

Figure C-1: South Carolina Total Traffic Fatalities

5 Year Moving Average with Trend Analysis

$$y = -0.8333x^3 + 19.49x^2 - 106.2x + 996.64$$
$$R^2 = 0.9787$$

Polynomial Projection =	2014 = 823
$-0.8333(11)^3 + 19.49(11)^2 - 106.2(11) + 996.64 = 1,078$	2015 = 979
	2016 = 1020
	2017 = 989
2013-2017 Average = 916	
2014-2018 Est. Average = 969	2018 = 1036 (4.8% increase from 2017, Prelim. State Data)
2015-2019 Est. Average = 1005	2019 = 1003 (3.2% decrease from 2018, Prelim. State Data)
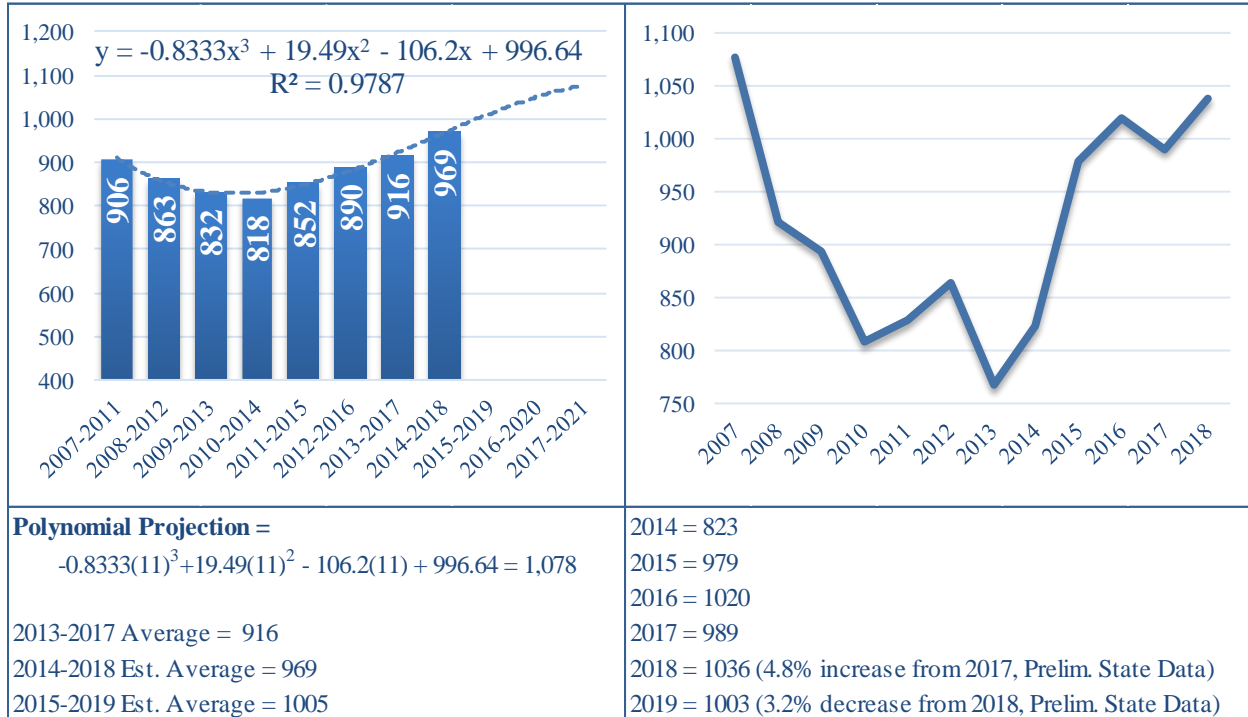
Note: 2007-2017 Final FARS and 2018-2019 Preliminary State Data from SCCATTS Fatality Application.

Performance Target Justification: 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 1,078 traffic fatalities by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,003 traffic fatalities in 2019, a decrease of 3.2% from 1,036 in 2018. Given the general upward trend since 2014 and the spikes in fatalities in both 2016 and 2018, the South Carolina Department of Transportation (SCDOT) and OHSJP mutually predict 1,005 average traffic fatalities for 2017-2021.

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

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

Logarithmic Projection =	2014 = 3189
-253.1ln(11) + 3604.5 = 2,998	2015 = 3092
	2016 = 3049
	2017 = 2851
2013-2017 Average = 3089	2018 = 2642 (7.3% decrease from 2017, 2018 FARS ARF)
2014-2018 Average = 2965	2019 = 3222 (22% increase from 2018, Prelim. State Data)
2015-2019 Est. Average = 2971	
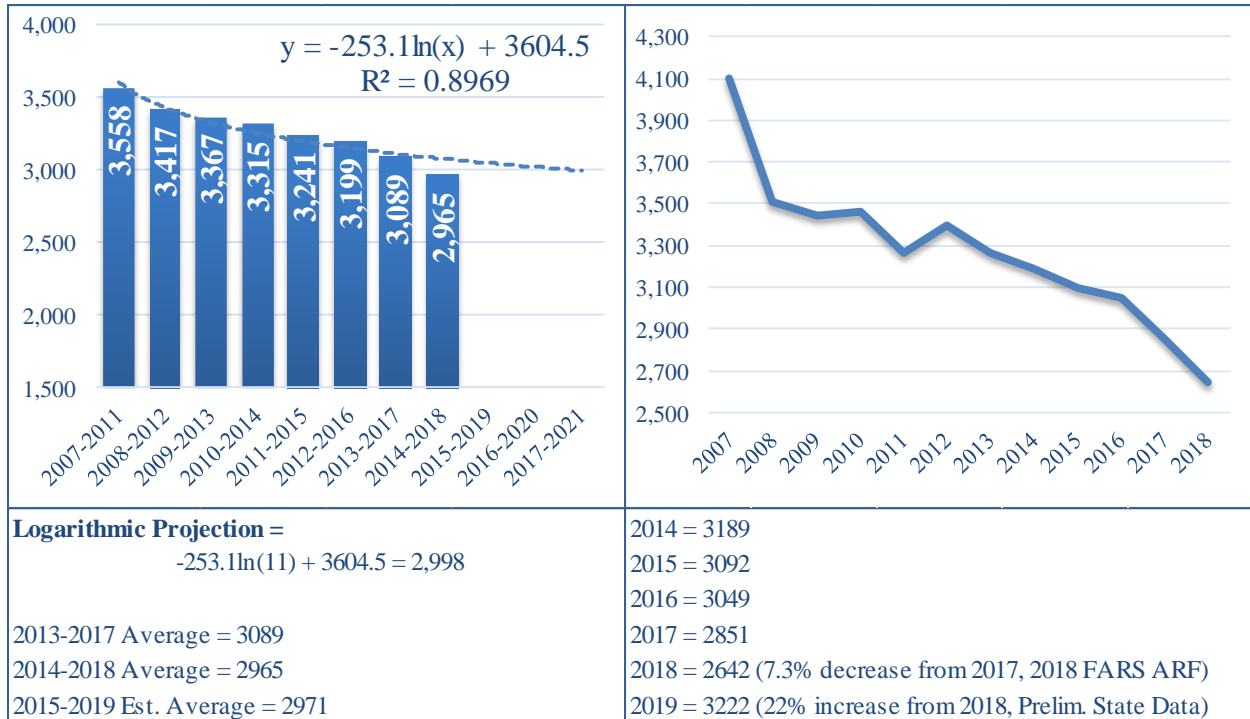
Performance Target Justification: As shown in Figure C-2 above, the five year moving average with logarithmic trend analysis projects South Carolina will experience a five year average number of 2,998 serious traffic injuries by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 3,222 serious traffic injuries in 2019, an increase of 22% from 2,642 in 2018. Given the decreases in serious injuries since 2013 with a spike in 2019 and the change in serious injury definition on the South Carolina traffic report form in 2018, the South Carolina Department of Transportation (SCDOT) and OHSJP mutually predict 2,950 average serious injuries for 2017-2021.

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

Figure C-3: South Carolina Traffic Fatalities/VMT

5 Year Moving Average with Trend Analysis

Left chart trendline equation:
$$y = -0.0016x^3 + 0.0315x^2 - 0.1723x + 1.9753$$
$$R^2 = 0.9274$$

Bar chart values (2007-2011 through 2014-2018): 1.83, 1.76, 1.70, 1.66, 1.71, 1.75, 1.75, 1.80. Categories continue: 2015-2019, 2016-2020, 2017-2021.

SCDOT VMT Estimated Growth: 2% annually for 2020-2021	2014 = 1.65
Estimated Fatality Reduction: 1.75% annually for 2020-2021	2015 = 1.89
Polynomial Projection (x = 11) = 1.76	2016 = 1.87
2013-2017 Average = 1.75	2017 = 1.78
2014-2018 Average = 1.8	2018 = 1.82 (2.2% increase from 2017, 2018 FARS ARF)
2015-2019 Est. Average = 1.82	2019 = 1.73 (4.9% decrease from 2018, Prelim. State Data)

Note: 2007-2017 Final FARS, 2018 FARS ARF, 2019 Preliminary State Data from SCCATTS Fatality Application.

Performance Target Justification: As shown in Figure C-3 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 1.76 traffic fatalities/VMT by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1.73 traffic fatalities/VMT in 2019, a decrease of 4.9% from 2018. After analyzing traffic fatality projections, estimated fatality reduction goal, and VMT projections, the South Carolina Department of Transportation (SCDOT) and OHSJP mutually predict 1.76 average traffic fatalities/VMT for 2017-2021.

The vehicle miles traveled (VMT) in SC had a significant increase in 2015 (3.6%) and 2016 (5.2%) compared with previous years. From 2017 to 2019, the VMT stabilized at around a 2% growth rate per year. The VMT is expected to continue to rise in the next few years at a 2% annual growth rate per SCDOT projections. The US Energy Information Administration is projecting a lower average cost of regular gas for 2020 than in 2019, but slightly higher in 2021. (https://www.eia.gov/analysis/).

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

Figure C-3R: South Carolina Traffic Fatalities/VMT(Rural)

5 Year Moving Average with Trend Analysis

$$y = 0.0142x^2 - 0.2457x + 3.5849$$
$$R^2 = 0.9876$$

SCDOT VMT Estimated Growth: 2% annually for 2020-2021	2014 = 2.52
Estimated Fatality Reduction: 1.75% annually for 2020-2021	2015 = 2.35
Polynomial Projection (x = 11) = 2.60	2016 = 2.47
2013-2017 Average = 2.54	2017 = 2.72
2014-2018 Average = 2.54	2018 = 2.66 (2.2% decrease from 2017, 2018 FARS ARF)
2015-2019 Est. Average = 2.59	2019 = 2.73 (2.6% increase from 2018, Prelim. State Data)
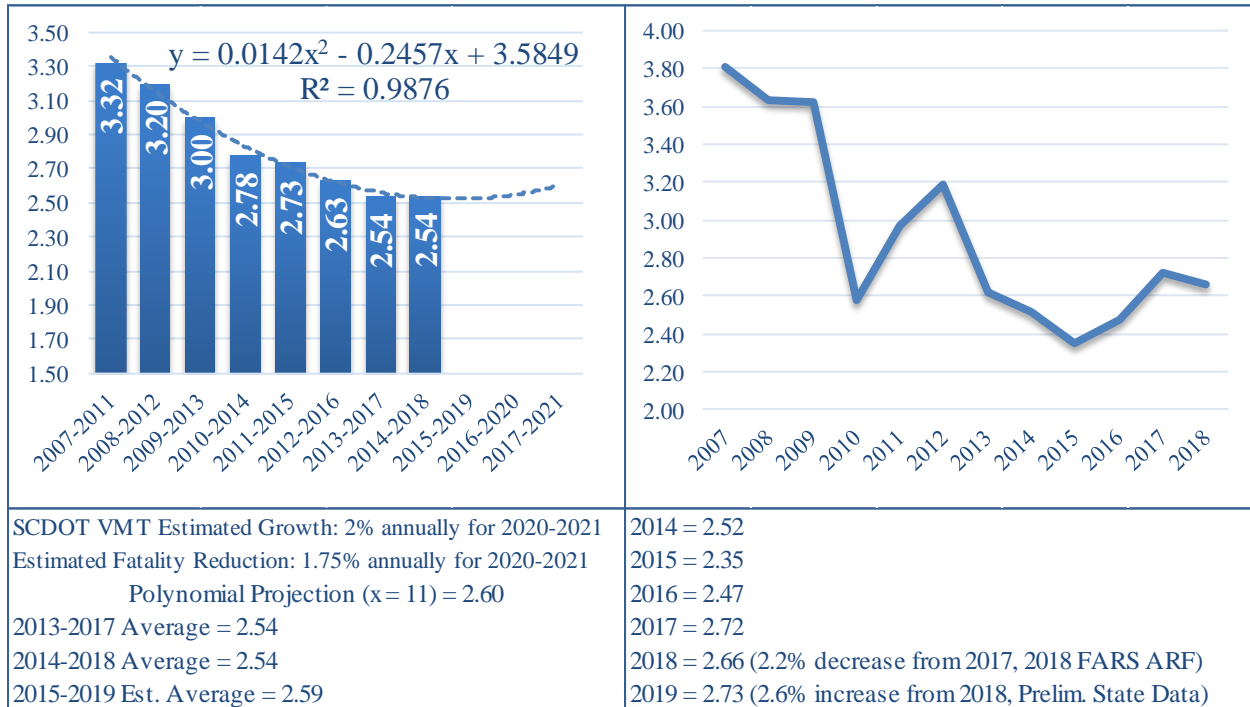
Performance Target Justification: As shown in Figure C-3R (Rural) above, the five year moving average with a polynomial trend analysis projects South Carolina will experience a five year average number of 2.60 traffic fatalities/VMT (Rural) by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,003 traffic fatalities in 2019, a decrease of 3.2% from 1036 in 2018. Based on the information available, OHSJP will set its target to 2.53 annual traffic fatalities/VMT (Rural) by December 31, 2021.

The vehicle miles traveled (VMT) in SC had a significant increase in 2015 (3.6%) and 2016 (5.2%) compared with previous years. From 2017 to 2019, the VMT stabilized at around a 2% growth rate per year. The VMT is expected to continue to rise in the next few years at a 2% annual growth rate per SCDOT projections. The US Energy Information Administration is projecting a lower average cost of regular gas for 2020 than in 2019, but slightly higher in 2021. (https://www.eia.gov/analysis/).

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

Figure C-3U: South Carolina Traffic Fatalities/VMT(Urban)

5 Year Moving Average with Trend Analysis

$$y = 0.0006x^4 - 0.0153x^3 + 0.1296x^2 - 0.2947x + 0.5753$$
$$R^2 = 0.9994$$

SCDOT VMT Estimated Growth: 2% annually for 2020-2021	2014 = 0.93
Estimated Fatality Reduction: 1.75% annually for 2020-2021	2015 = 1.51
Polynomial Projection (x = 11) = 1.44	2016 = 1.37
2013-2017 Average = 1.08	2017 = 1.00
2014-2018 Average = 1.19	2018 = 1.14 (14% increase from 2017, 2018 FARS ARF)
2015-2019 Est. Average = 1.19	2019 = 0.91 (20.2% decrease from 2018, Prelim. State Data)

Performance Target Justification: 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 1.44 traffic fatalities/VMT (Urban) by December 31, 2021. However, preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,003 traffic fatalities in 2019, a decrease of 3.2% from 1,036 in 2018. Based on available information, OHJSP will set its target to 1.18 annual traffic fatalities/VMT (Urban) by December 31, 2021.

The vehicle miles traveled (VMT) in SC had a significant increase in 2015 (3.6%) and 2016 (5.2%) compared with previous years. From 2017 to 2019, the VMT stabilized at around a 2% growth rate per year. The VMT is expected to continue to rise in the next few years at a 2% annual growth rate per SCDOT projections. The US Energy Information Administration is projecting a lower average cost of regular gas for 2020 than in 2019, but slightly higher in 2021. (https://www.eia.gov/analysis/).

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

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

The left chart shows a bar graph with polynomial trend:
$$y = -0.3545x^3 + 9.553x^2 - 69.616x + 433.96$$
$$R^2 = 0.982$$

Bar values: 2007-2011 = 371, 2008-2012 = 335, 2009-2013 = 301, 2010-2014 = 280, 2011-2015 = 279, 2012-2016 = 291, 2013-2017 = 290, 2014-2018 = 307

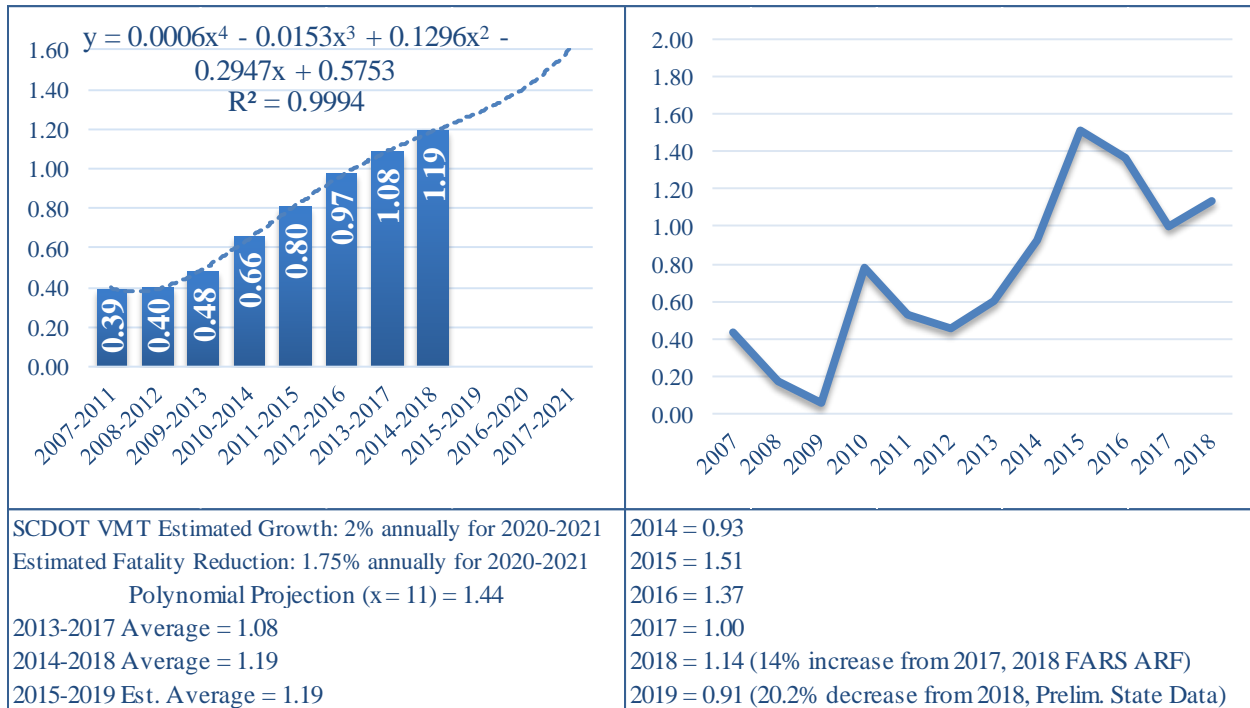| Polynomial Projection =	2014 = 275
$-0.3545(11)^3 + 9.553(11)^2 - 69.616(11) + 433.96 = 352$	2015 = 308
	2016 = 315
2013-2017 Average = 290	2017 = 308
2014-2018 Average = 307	2018 = 330 (7.1% increase from 2017, 2018 FARS ARF)
2015-2019 Est. Average = 314	2019 = 308 (6.7% decrease from 2018, Prelim. State Data)

Performance Target Justification: 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 352 unrestrained motor vehicle occupant fatalities by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 308 unrestrained motor vehicle occupant fatalities in 2019, a decrease of 6.7% from 330 in 2018. The OHSJP believes the efforts to spread public awareness through campaigns will have a significant impact on unrestrained motor vehicle occupant fatalities. Therefore, the OHSJP has set a goal of 306 unrestrained motor vehicle occupant fatalities in 2021, an overall decrease of 0.3% in unrestrained motor vehicle occupant fatalities by December 31, 2021 from the 2014-2018 five year average.

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

Figure C-5: South Carolina Alcohol-Impaired Driving Fatalities

5 Year Moving Average with Trend Analysis

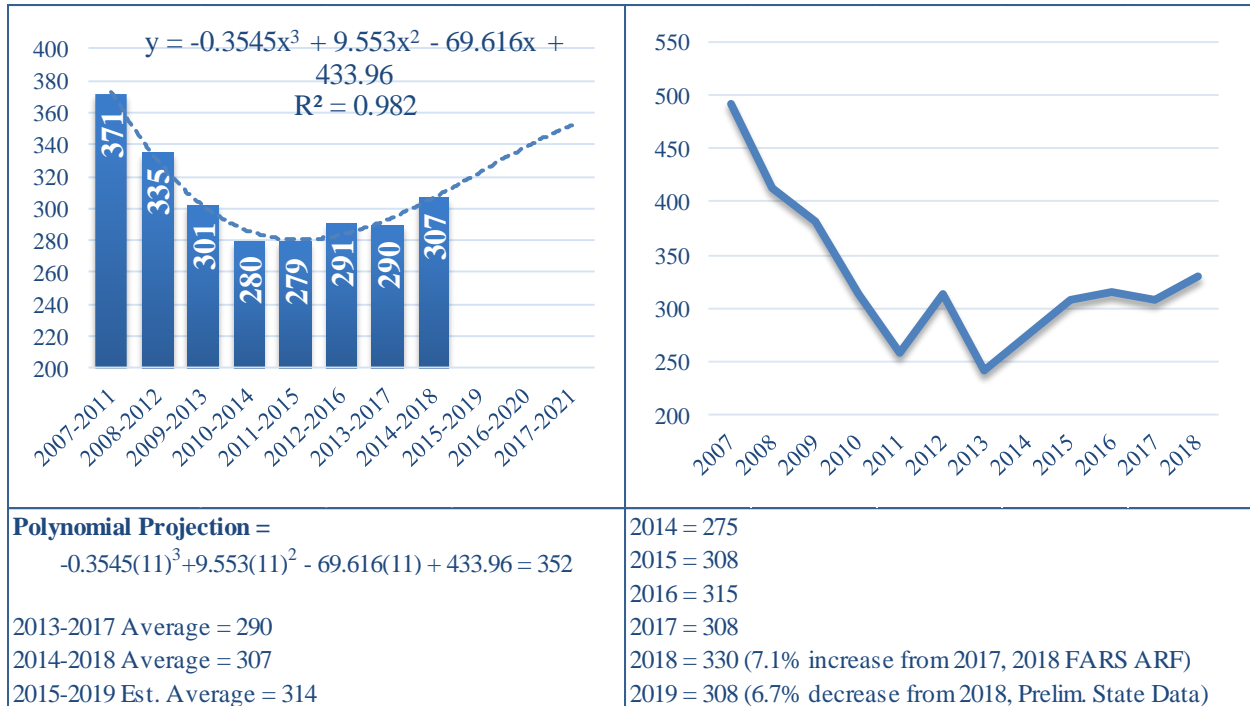| Logarithmic Projection =	2014 = 331
-28.99ln(11) + 378.13 = 309	2015 = 306
	2016 = 343
2013-2017 Average = 325	2017 = 305
2014-2018 Average = 315	2018 = 291 (4.6% decrease from 2017, 2018 FARS ARF)
2015-2019 Est. Average = 312	2019 = 316 (8.6% increase from 2018, Prelim. State Data)
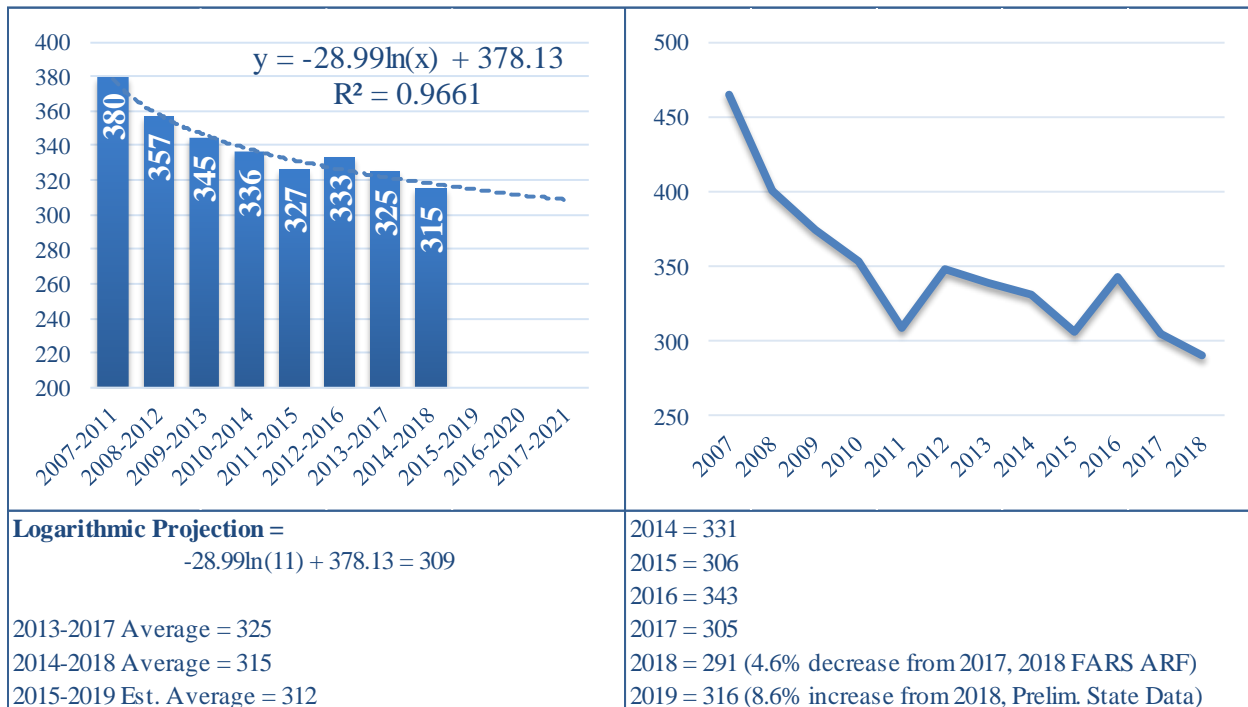
Performance Target Justification: As shown in Figure C-5 above, the five year moving average with logarithmic trend analysis projects South Carolina will experience a five year average number of 309 alcohol-impaired driving fatalities by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 316 alcohol-impaired driving fatalities in 2019, an increase of 8.6% from 291 in 2018. Based on state preliminary data and state projections, OHSJP will set a goal of 314 alcohol-impaired driving fatalities by December 31, 2021.

NHTSA uses an imputation method to account for drivers involved in fatal collisions 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 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 manner in which SC coded these cases in FARS is now in effect. These cases were imputed as alcohol-involved at a higher rate by the imputation methodology. The state is working to modify its traffic collision report form to provide more accurate data on officer determination of alcohol

impairment when paired with missing test results. These cases should be imputed as alcohol-involved less frequently than those cases with "unknown" or missing test results.

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

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

Figure C-6: South Carolina Speed Related Traffic Fatalities

5 Year Moving Average with Trend Analysis

$$y = -0.043x^4 + 0.3299x^3 + 5.7991x^2 - 44.855x + 380.19$$
$$R^2 = 0.9933$$

Polynomial Projection =	2014 = 307
$-0.043(11)4+0.3299(11)3+5.7991(11)2-44.855(11)+380.19$	2015 = 366
= 398	2016 = 393
2013-2017 Average = 358	2017 = 417
2014-2018 Average = 386	2018 = 447 (7.2% increase from 2017, 2018 FARS ARF)
2015-2019 Est. Average = 396	2019 = 356 (20.4% decrease from 2018, Prelim. State Data)
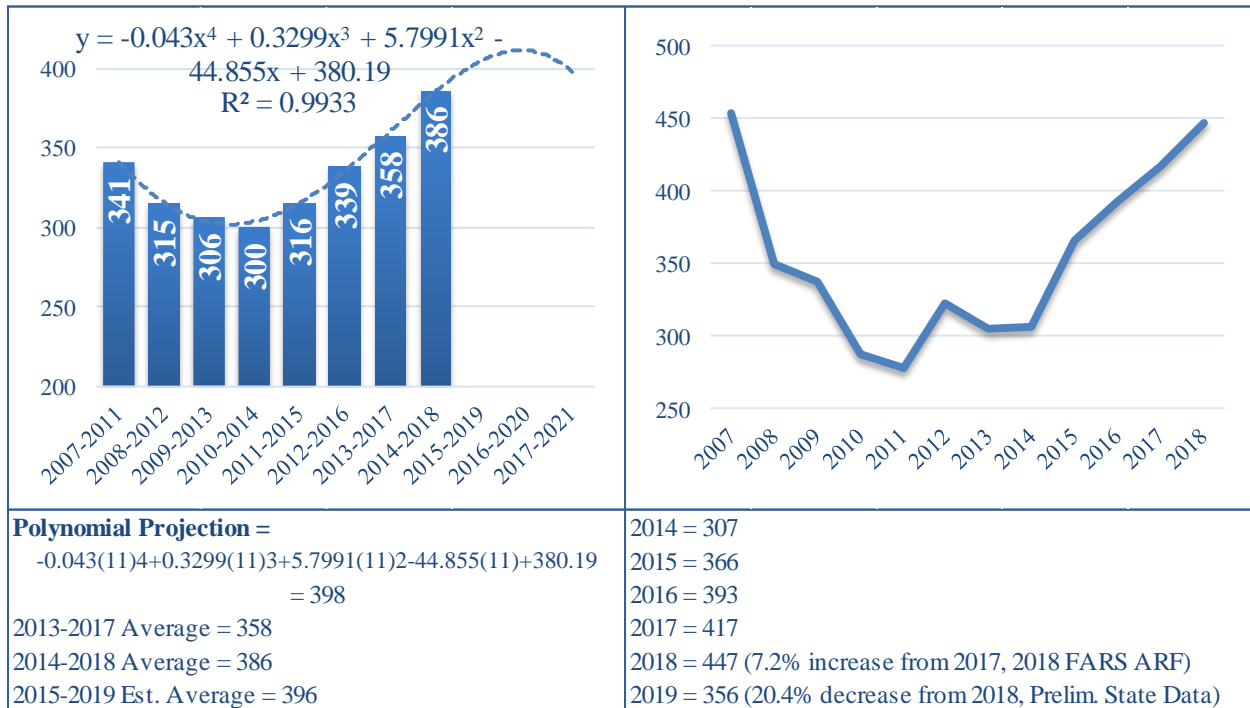
Performance Target Justification: As shown in Figure C-6 above, the five year moving average with a polynomial trend analysis projects South Carolina will experience a five year average number of 398 speeding-related traffic fatalities by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 356 speeding-related traffic fatalities in 2019, a decrease of 20.4% from 2018. Based on the state preliminary data and state projections, the OHSJP will set a goal of 385 speeding-related traffic fatalities by December 31, 2021.

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

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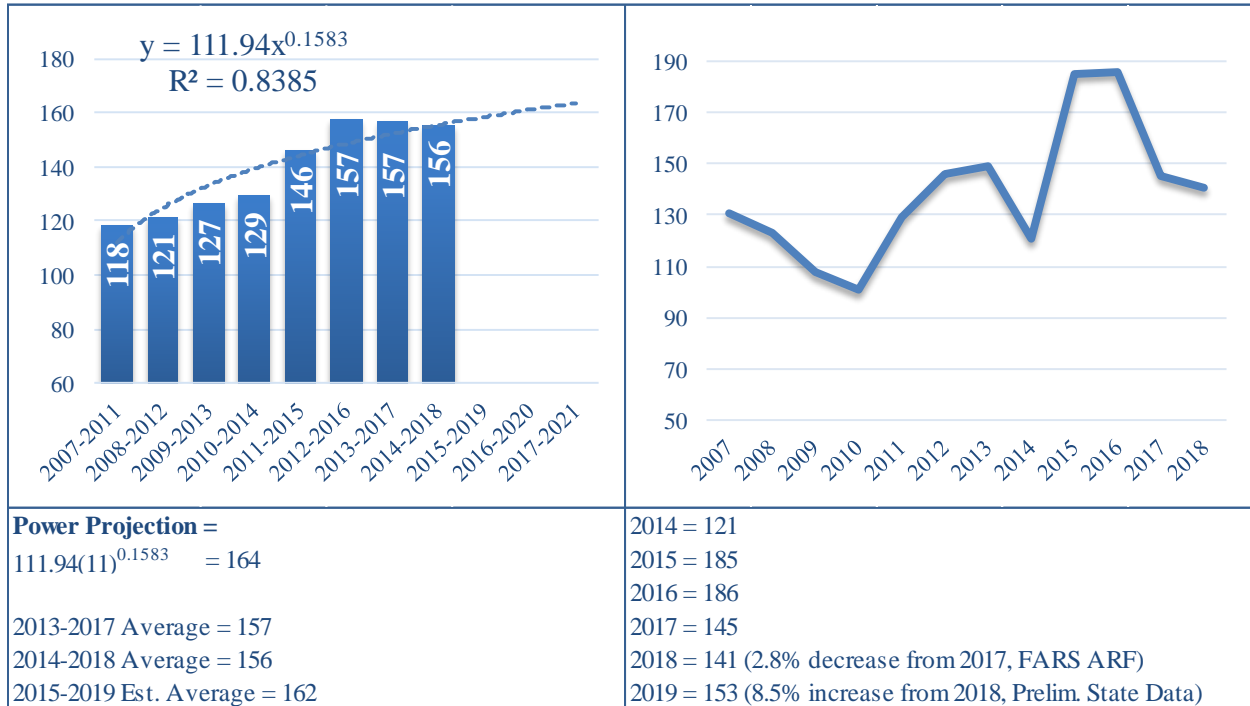
5 Year Moving Average with Trend Analysis

$y = 111.94x^{0.1583}$

$R^2 = 0.8385$

Power Projection =	2014 = 121
$111.94(11)^{0.1583}$ = 164	2015 = 185
	2016 = 186
2013-2017 Average = 157	2017 = 145
2014-2018 Average = 156	2018 = 141 (2.8% decrease from 2017, FARS ARF)
2015-2019 Est. Average = 162	2019 = 153 (8.5% increase from 2018, Prelim. State Data)

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

Performance Target Justification: As shown in Figure C-7 above, the five year moving average
with power trend analysis projects South Carolina will experience a five year average number of
164 motorcyclist fatalities by December 31, 2021. Preliminary state data compiled by the OHSJP's
Statistical Analysis & Research Section (SARS) indicates there were 153 motorcyclist fatalities
(including moped operators) in 2019, an 8.5% increase in motorcyclist fatalities from 2018. The
OHSJP believes the efforts to spread public awareness through the new public facing South
Carolina Department of Public Safety's Traffic Fatality Count Dashboard which includes a focus
on motorcyclists fatalities will have a significant impact on motorcyclist fatalities (https://fatality-
count-scdps.hub.arcgis.com/). Therefore, the OHSJP will set a goal of 155 motorcyclist fatalities
in 2021, a 0.6% reduction in motorcyclist fatalities by December 31, 2021 from the 2014-2018
baseline five year average of 156.

It should be noted that there are factors in South Carolina that may impact, both negatively and
positively, the selected target. From a negative perspective, the state's helmet law is only
applicable to individuals under the age of 21. In addition, the state endures tremendous legislative
lobby efforts from advocacy groups, such as ABATE, which have been successful in derailing
attempts to prevent a universal helmet law from being enacted. From the positive perspective, 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 no longer issues automatic renewals of motorcycle beginner's permits and instead requires that individuals seeking permit renewals make an effort to pass the motorcycle operator skills test in order to receive a motorcycle endorsement on their driver's license. SC decided to emphasize their existing policy to prevent motorcyclists from continuously renewing their beginner permits rather than applying for a motorcycle license. The SC Motorcycle Safety Task Force believes that this policy implementation exerts some pressure among the riding community to seek motorcycle safety training in order to acquire skills necessary for passing the SCDMV motorcycle rider skills test.

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

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

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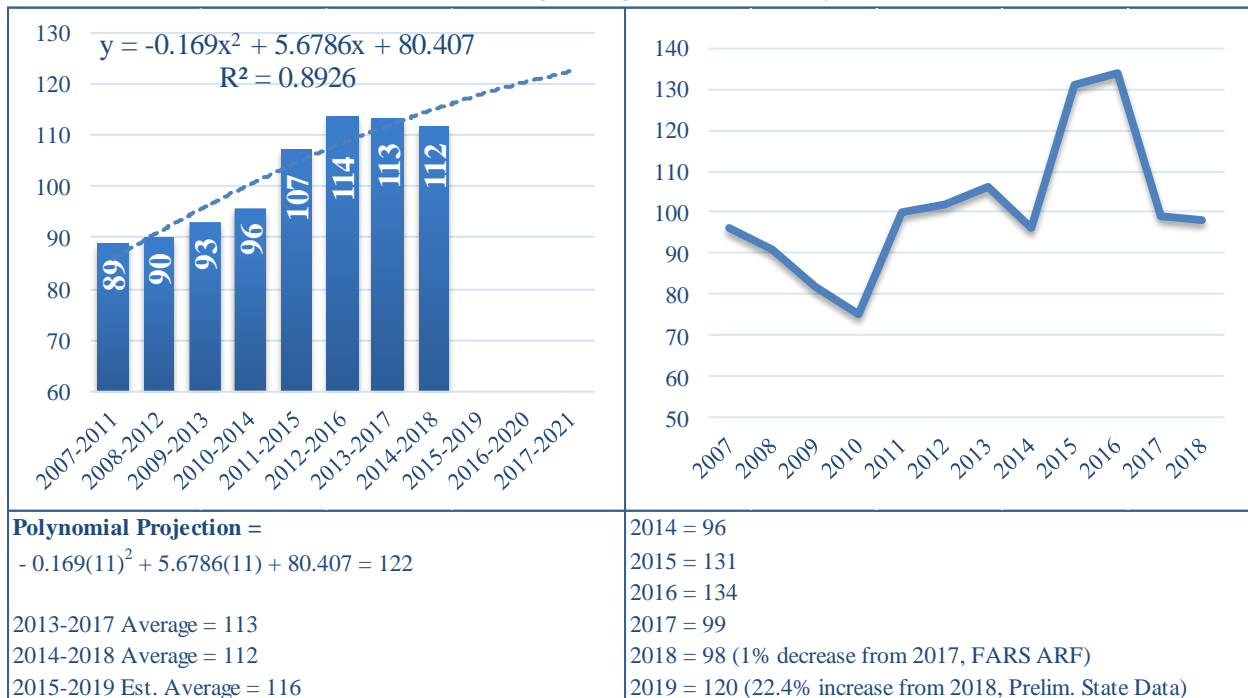
5 Year Moving Average with Trend Analysis

Polynomial Projection =	2014 = 96
$-0.169(11)^2 + 5.6786(11) + 80.407 = 122$	2015 = 131
	2016 = 134
	2017 = 99
2013-2017 Average = 113	2018 = 98 (1% decrease from 2017, FARS ARF)
2014-2018 Average = 112	
2015-2019 Est. Average = 116	2019 = 120 (22.4% increase from 2018, Prelim. State Data)

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

Performance Target Justification: As shown in Figure C-8 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 122 unhelmeted motorcyclist fatalities by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 120 unhelmeted motorcyclist fatalities (includes moped operators) in 2019, an increase of 22.4% from 2018. OHSJP believes the efforts to spread public awareness through the new public facing South Carolina Department of Public Safety's Traffic Fatality Count Dashboard which includes a focus on motorcyclists on helmet and safety gear use will have a significant impact on unhelmeted motorcyclist fatalities (https://fatality-count-scdps.hub.arcgis.com/). Therefore, OHSJP has set a goal of 111 unhelmeted motorcyclist fatalities by December 31, 2021.

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

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

Figure C-9: South Carolina Drivers Age 20 and Under Involved in Fatal Collisions

5 Year Moving Average with Trend Analysis

$$y = -0.098x^3 + 2.4275x^2 - 16.289x + 144.97$$
$$R^2 = 0.9351$$

Polynomial Projection =	2014 = 119
$- 0.098(11)^3 + 2.4275(11)^2 - 16.289(11) + 144.97 = 129$	2015 = 121
	2016 = 108
2013-2017 Average = 113	2017 = 121
2014-2018 Average = 121	2018 = 136 (12.4% increase from 2017, FARS ARF)
2015-2019 Est. Average = 116	2019 = 92 (32.4% decrease from 2018, Prelim. State Data)
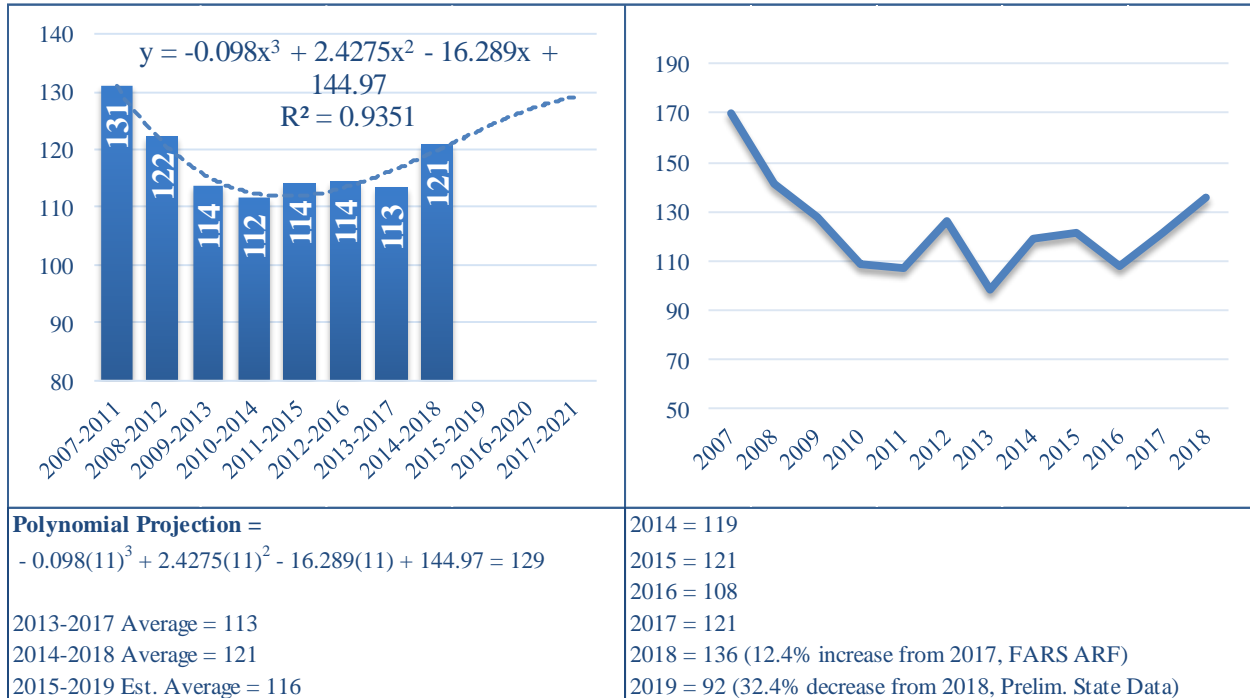
Performance Target Justification: As shown in Figure C-9 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 129 drivers age 20 and under involved in fatal collisions by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 92 drivers age 20 and under involved in fatal collisions in 2019, a decrease of 32.4% from 2018. Based on the preliminary state data showing a significant decrease in 2019 and the model predicting the curve to level out, OHSJP will set a goal of 120 drivers age 20 and under involved in fatal collisions by December 31, 2021.

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

Figure C-10: South Carolina Pedestrian Traffic Fatalities

5 Year Moving Average with Trend Analysis

Polynomial Projection =	2014 = 107
$0.8083(11)^2 - 2.0488(11) + 102.38 = 178$	2015 = 123
	2016 = 144
2013-2017 Average = 126	2017 = 155
2014-2018 Average = 139	2018 = 165 (6.5% increase from 2017, FARS ARF)
2015-2019 Est. Average = 150	2019 = 164 (0.6% decrease from 2018, Prelim. State Data)

Performance Target Justification: As shown in Figure C-10 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 178 pedestrian traffic fatalities by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 164 pedestrian traffic fatalities in 2019, a decrease of 0.6% from 2018. The state continues its compelling Vulnerable Roadway Users billboard campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with pedestrians. OHSJP believes the efforts to spread public awareness through public information campaigns and the new public facing South Carolina Department of Public Safety's Traffic Fatality Count Dashboard, which includes a focus on pedestrians, will have a significant impact on pedestrian fatalities (https://fatality-count-scdps.hub.arcgis.com/). Therefore, OHSJP has set a goal of 138 pedestrian traffic fatalities by December 31, 2021.

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

Figure C-11: South Carolina Bicyclist Traffic Fatalities

5 Year Moving Average with Trend Analysis

$y = -0.0359x^3 + 0.6877x^2 - 2.9955x + 17.229$
$R^2 = 0.9821$

Polynomial Projection =	2014 = 14
$-0.0359(11)^3 + 0.6877(11)^2 - 2.9955(11) + 17.229 = 20$	2015 = 16
	2016 = 25
2013-2017 Average = 17	2017 = 17
2014-2018 Average = 19	2018 = 23 (35.3% increase from 2017, FARS ARF)
2015-2019 Est. Average = 21	2019 = 26 (13% increase from 2018, Prelim. State Data)

Note: Polynomial projection formula derived from actual 5 year averages not rounded whole numbers shown in graph.
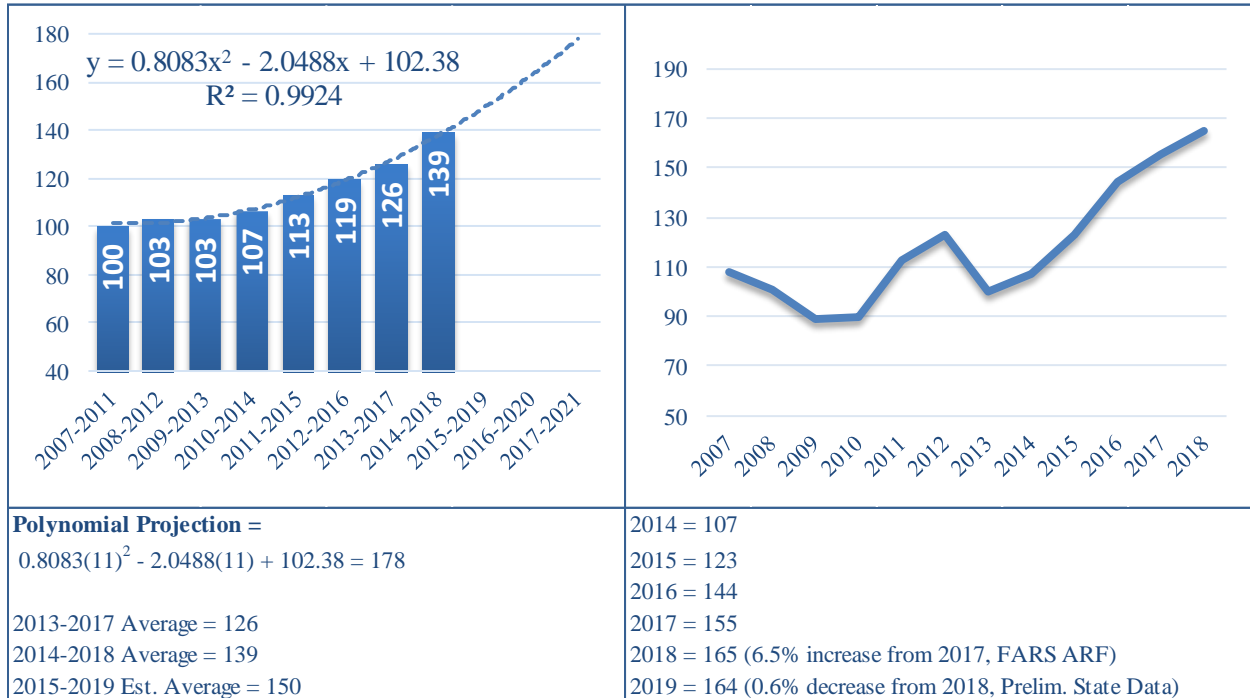
Performance Target Justification: As shown in Figure C-11 above, the five year moving average with polynomial trend analysis projects South Carolina will experience a five year average number of 20 bicyclist traffic fatalities by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 26 bicyclist traffic fatalities in 2019, an increase of 13% from 2018. The state continues its compelling Vulnerable Roadway Users billboard campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with bicyclists. Based on the polynomial trend analysis, the 2014-2018 baseline five year average and campaign efforts, OHSJP will set a goal of 18 bicyclist traffic fatalities by December 31, 2021.

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

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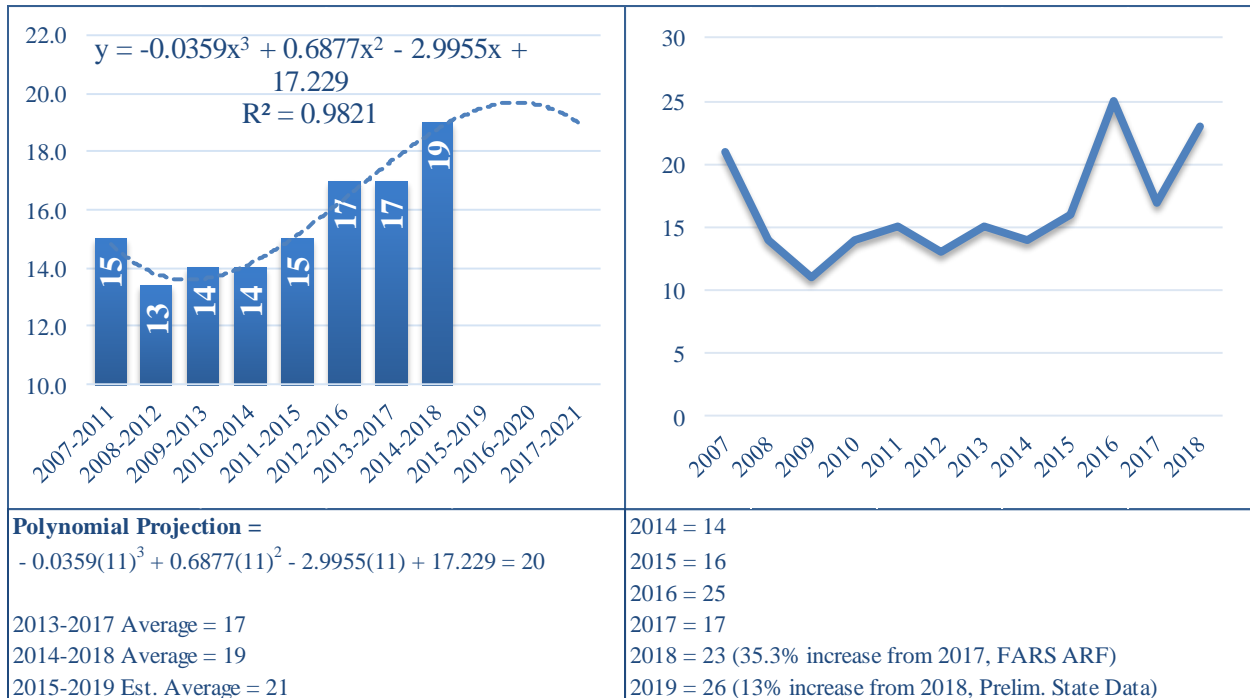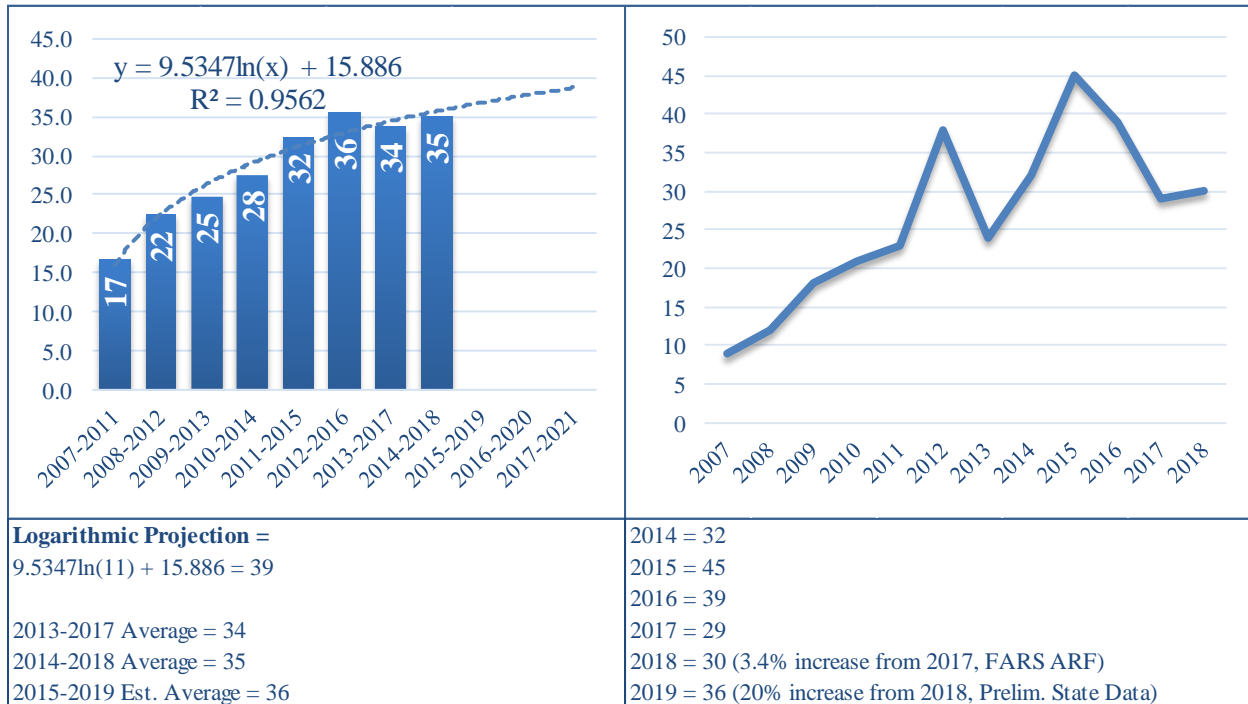
5 Year Moving Average with Trend Analysis

Left chart trendline equation: $y = 9.5347\ln(x) + 15.886$, $R^2 = 0.9562$

Logarithmic Projection =	2014 = 32
$9.5347\ln(11) + 15.886 = 39$	2015 = 45
	2016 = 39
	2017 = 29
2013-2017 Average = 34	2018 = 30 (3.4% increase from 2017, FARS ARF)
2014-2018 Average = 35	2019 = 36 (20% increase from 2018, Prelim. State Data)
2015-2019 Est. Average = 36	

Performance Target Justification: As shown in Figure C-12 above, the five year moving average with logarithmic projection trend analysis projects South Carolina will experience a five year average number of 39 moped traffic fatalities by December 31, 2021. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 36 moped traffic fatalities in 2019, an increase of 20% from 2018. The state continues its compelling Vulnerable Roadway Users billboard campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with moped operators. Based on the polynomial trend analysis, OHSJP's continued campaign efforts, and the 2014-2018 baseline five year average, OHSJP will set a goal of 34 moped traffic fatalities by December 31, 2021.

On May 19, 2018, the legislature passed several changes to the laws on moped classification as a motor vehicle, licensing, and registration requirements. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped, and the moped must be registered with the SC Department of Motor Vehicles (SCDMV). A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a

moped license without regard to his/her eligibility for or status of any other driver's license, but this license can be revoked, suspended, or canceled by SCDMV as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH. Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey): To increase observed seatbelt usage rate by 0.1 percentage points from the 2014-2018 baseline average of 91.5% to 91.6% by December 31, 2021.

Figure B-1: South Carolina Observed Seatbelt Usage Rate

5 Year Moving Average with Trend Analysis

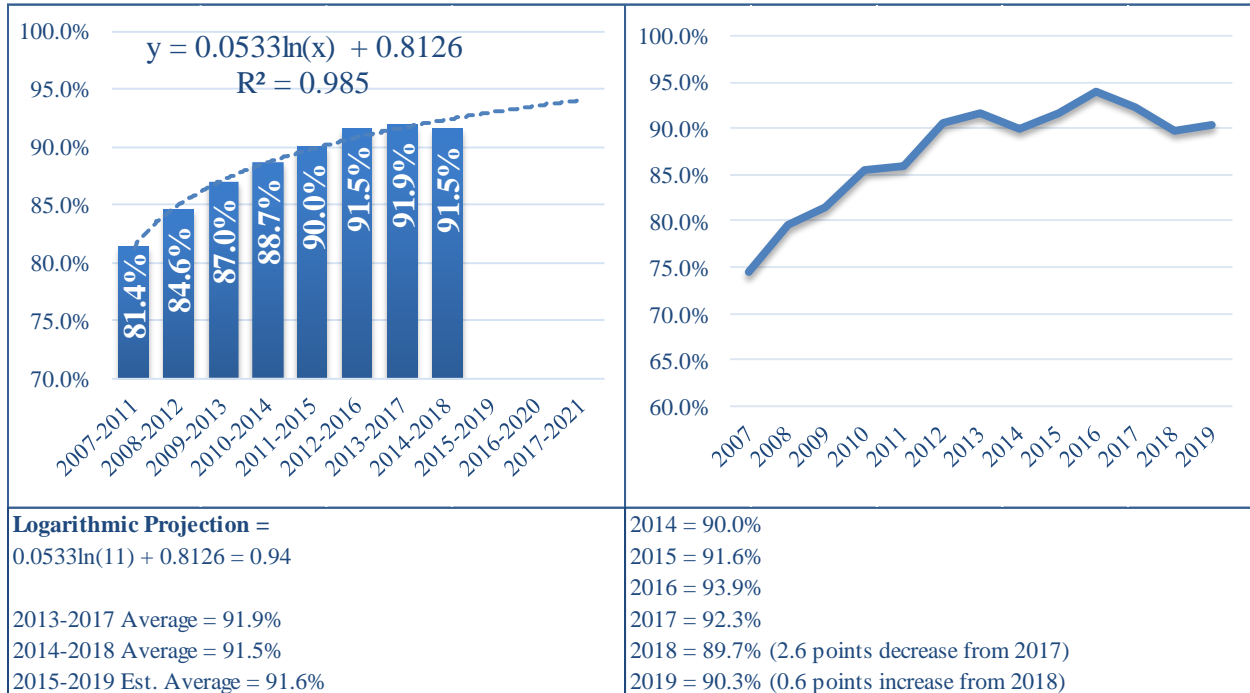| Logarithmic Projection =	2014 = 90.0%
0.0533ln(11) + 0.8126 = 0.94	2015 = 91.6%
	2016 = 93.9%
2013-2017 Average = 91.9%	2017 = 92.3%
2014-2018 Average = 91.5%	2018 = 89.7% (2.6 points decrease from 2017)
2015-2019 Est. Average = 91.6%	2019 = 90.3% (0.6 points increase from 2018)

Performance Target Justification: As shown in Figure B-1 above, the five year moving average with logarithmic trend analysis projects South Carolina will experience a five year average of 94% observed seatbelt usage rate by December 31, 2021. The annual seatbelt observational study indicated a 90.3% observed seatbelt usage rate in 2019, an increase of 0.6 percentage points from 2018. Based on the logarithmic trend analysis and the increase in 2019, OHSJP will set a goal of 91.6% observed seatbelt usage rate by December 31, 2021.

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.

GRANT PROGRAM ACTIVITY REPORTING

Figure A-1: South Carolina Number of Seatbelt Citations Issued

5 Year Moving Average
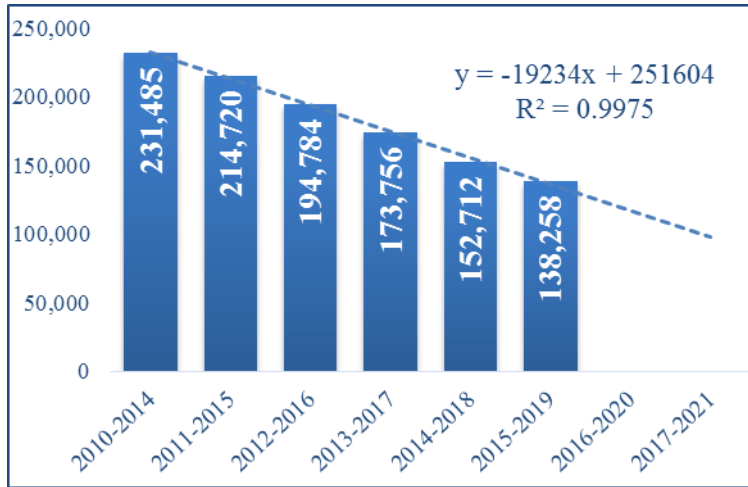
A-1) Number of seat belt citations issued during grant-funded enforcement activities
Seat belt citations: 125,916
Fiscal Year A-1: 2019

Figure A-2: South Carolina Number of Impaired Driving Arrests

5 Year Moving Average
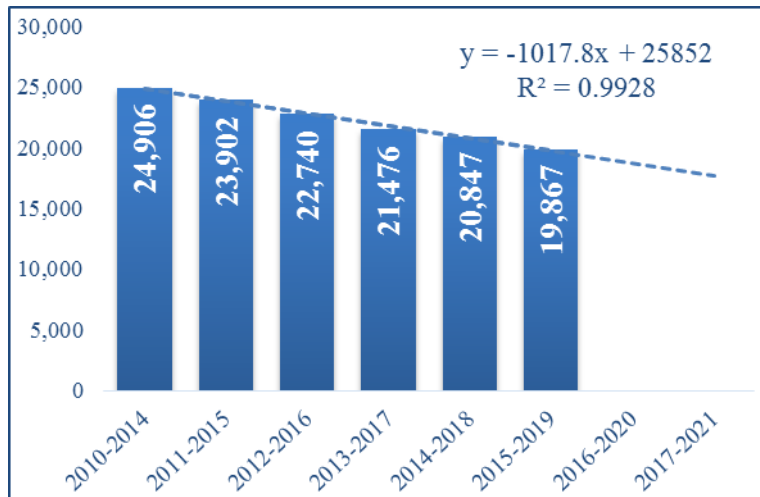
A-2) Number of impaired driving arrests made during grant-funded enforcement activities
Impaired driving arrests: 18,172
Fiscal Year A-2:   2019

Figure A-3: South Carolina Number of Speeding Citations Issued

5 Year Moving Average

$$y = -11584x + 424852$$
$$R^2 = 0.988$$

Bars: 2010-2014: 411,676; 2011-2015: 400,246; 2012-2016: 392,538; 2013-2017: 382,033; 2014-2018: 366,297; 2015-2019: 353,059
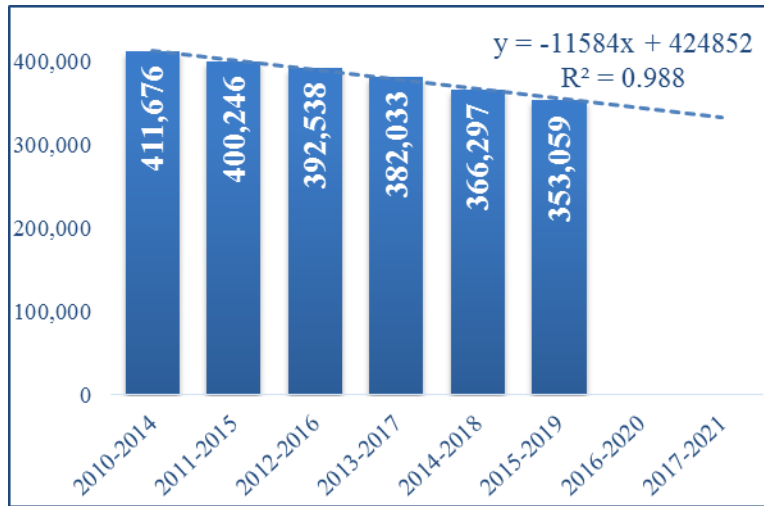
A-3) Number of speeding citations issued during grant-funded enforcement activities

Speeding citations: 330,893

Fiscal Year A-3:   2019

PROGRAM AREA: PLANNING & ADMINISTRATION

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

<u>Traffic Collision Fatalities</u>

In South Carolina, the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) indicates that there were 1,037 traffic fatalities in 2018. This figure represents an increase of almost 5% from the 989 traffic fatalities reported for 2017. Overall, from 2014 to 2018, fatalities increased by 8.84% in South Carolina, compared to the increase of 0.94% nationwide.

Table 1. South Carolina Basic Data							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	823	979	1,020	989	1,037	26.00%	8.84%
VMT*	49,950	51,723	54,404	55,496	56,836	13.79%	7.45%
VMT Rate**	1.65	1.89	1.87	1.78	1.82	10.30%	1.25%
Population	4,823,793	4,892,253	4,958,235	5,021,219	5,084,127	5.40%	3.25%
Pop Rate**	17.06	20.01	20.57	19.70	20.40	19.58%	5.51%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Table 2. Nationwide Basic Data							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	32,744	35,477	37,803	37,471	36,210	10.59%	0.94%
VMT*	3,026	3,095	3,174	3,212	3,223	6.51%	3.08%
VMT Rate**	1.08	1.15	1.19	1.17	1.13	4.63%	-1.53%
Population	318,386,421	320,742,673	323,071,342	325,147,121	327,167,434	2.76%	1.66%
Pop Rate**	10.28	11.06	11.70	11.52	11.07	7.68%	-0.63%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

<u>Traffic Collision Injuries</u>

Figure S-1 contains South Carolina state data which indicates there were 292,151 persons injured in motor vehicle collisions during the five year period (2014-2018). The traffic collision data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during traffic collisions increased from 53,029 in 2014 to 58,053 in 2018. The 2018 data represents a 9.5% increase when compared to the number of people injured in traffic collisions in 2014. When compared to the average of the four-year period 2014-2017 (58,524 injuries), the 2018 figure represents a 0.8% decrease. Of the 292,151 people injured during a motor vehicle collision from 2014 to 2018, 14,823 people (**Figure S-2**), sustained severe injuries as a result of a motor vehicle collision.

Figure S-1. Injuries in SC Motor Vehicle Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
53,029	58,604	61,899	60,566	58,053

Figure S-2 contains data regarding severe traffic collision injuries occurring in the state during the years 2014-2018. Of the 292,151 traffic collision injuries occurring during this time period, 14,823 were severe injuries. There were 2,642 traffic-related severe injuries in 2018, a 17.2% reduction when compared to 2014. The 2018 figure of 2,642 severe traffic collision injuries represents a 13.2% reduction as compared to the average of the four-year period 2014-2017 (3,045 severe injuries).

Figure S-2. Severe Injuries in SC Motor Vehicle Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
3,189	3,092	3,049	2,851	2,642

Traffic Collisions

From 2014 to 2018, state data listed in **Figure S-3** shows that there were a total of 679,008 vehicle collisions in South Carolina during this five year time period. Of the 679,008 vehicle collisions reported during this time period, 16,598 **(Figure S-4)**, were fatal or severe-injury collisions. From 2014 to 2018, the state experienced a 19.5% increase in the number of reported vehicle crashes. When compared to the four-year average of traffic crashes occurring from 2014 to 2017 (134,152 collisions) the 2018 figure represents a 6.2% increase. The leading counties for fatal and severe-injury collisions from 2014 to 2018 were, in decreasing order, Horry, Charleston, Greenville, Spartanburg, Richland, Anderson, Lexington, York, Berkeley, Beaufort, Aiken, Florence, Orangeburg, Dorchester, Lancaster, Pickens, Laurens, Sumter, Georgetown, and Oconee.

Figure S-3. Total SC Motor Vehicle Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
119,173	133,961	141,599	141,874	142,401

Figure S-4. All SC Fatal and Severe Injury Collisions by County
State Data 2014-2018

County	2014	2015	2016	2017	2018	Total
Horry	330	299	269	278	241	**1,417**
Charleston	308	281	272	280	263	**1,404**
Greenville	277	252	300	292	272	**1,393**
Spartanburg	178	202	201	175	220	**976**
Richland	180	198	214	168	143	**903**
Anderson	139	161	192	174	148	**814**
Lexington	137	151	142	165	176	**771**
York	127	125	143	128	125	**648**
Berkeley	153	148	102	109	102	**614**
Beaufort	95	107	102	105	78	**487**
Aiken	91	96	88	108	86	**469**
Florence	78	86	91	79	97	**431**
Orangeburg	75	79	96	76	103	**429**
Dorchester	70	85	75	68	65	**363**
Lancaster	83	86	85	65	43	**362**
Pickens	69	67	61	69	78	**344**
Laurens	58	67	66	65	70	**326**
Sumter	58	60	68	59	50	**295**
Georgetown	46	63	43	67	61	**280**
Oconee	48	53	51	55	58	**265**
Colleton	44	56	66	50	47	263
Cherokee	56	51	48	59	47	261
Darlington	59	52	64	38	38	251
Greenwood	40	62	47	46	43	238
Jasper	46	43	60	31	36	216
Kershaw	28	33	56	49	48	214
Chester	33	39	39	40	42	193
Williamsburg	42	38	38	41	33	192
Chesterfield	35	44	38	44	28	189
Newberry	26	34	35	32	26	153
Clarendon	21	32	33	36	22	144
Fairfield	26	22	29	28	32	137
Dillon	27	24	21	27	24	123
Barnwell	32	26	15	16	19	108
Marion	27	23	13	20	19	102
Union	18	23	21	16	21	99
Marlboro	26	20	21	15	13	95
Hampton	20	23	17	16	12	88
Abbeville	13	17	17	24	14	85
Lee	16	16	13	13	25	83
Calhoun	18	15	13	17	15	78
Edgefield	8	17	20	14	13	72
Bamberg	11	13	16	11	18	69
Saluda	13	15	13	18	9	68
Allendale	11	10	9	7	12	49
McCormick	6	10	8	5	8	37
Total	**3,302**	**3,424**	**3,431**	**3,298**	**3,143**	**16,598**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	1,005
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2021	5 Year	2,950
2021	C-3) Fatalities/VMT (FARS, FHWA)	2021	5 Year	1.760
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2021	Annual	306
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2021	Annual	314
2021	C-6) Number of speeding-related fatalities (FARS)	2021	Annual	385
2021	C-7) Number of motorcyclist fatalities (FARS)	2021	Annual	155
2021	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2021	Annual	111
2021	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2021	Annual	120
2021	C-10) Number of pedestrian fatalities (FARS)	2021	Annual	138
2021	C-11) Number of bicyclists fatalities (FARS)	2021	Annual	18
2021	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2021	Annual	0.916
2021	C-12) South Carolina Moped Fatalities, with Five Year Trend Analysis, 2005-2016	2021	Annual	34

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Planning and Administration

Project Safety Impacts

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

Linkage between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

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

Planned Activity: Highway Safety Planning and Administration

Planned activity number: PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description
The 402 State and Community Highway Safety Program in South Carolina is administered by the Office of Highway Safety and Justice Programs (OHSJP) of the SC Department of Public Safety (SCDPS). The mission of the OHSJP is to develop and implement comprehensive strategies aimed at reducing the number and severity of traffic collisions on the state's streets and highways. The Program Administration area of the OHSJP will coordinate highway safety programming focused on public outreach and education, aggressive traffic law enforcement, promotion of new safety technologies, the integration of public health strategies and techniques, collaboration with safety and business organizations, and cooperation with state and local governments. Programming resources will be directed to nationally and state-identified priority areas outlined in this document. The Program Administration area will ensure monitoring of traffic data to coordinate appropriate statewide highway safety messages to all citizens and visitors of the state. Highway safety staff members will conduct a Problem Identification meeting annually to identify highway safety problems. A Grant Solicitation Workshop will be conducted to provide information to potential subgrantees and to encourage the development of data-driven, evidence-based projects that will positively impact highway safety. Pre-work Conferences and a Project Management Course will be conducted during FFY 2021 with all Project Directors of newly awarded highway safety projects.

Program Administration will continue a sustained DUI enforcement initiative by implementing the 2021 Target Zero Challenge, known as the *Sober or Slammer!* campaign (corresponding to the national *Drive Sober or Get Pulled Over* campaign), on a statewide level utilizing strategies that have proven results. The campaign will run from December 1, 2020 through September 1, 2021. According to the *Countermeasures That Work, A Highway Safety Countermeasure Guide for State*

Highway Safety Offices, Ninth Edition, 2017 (Chapter 1, section 2.2), publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal collisions and deterring drunk driving. The South Carolina Law Enforcement Network (SCLEN) will encourage participants to join the campaign and utilize these enforcement strategies in their DUI enforcement efforts statewide alongside the SCHP.

Program Administration will also continue the state's occupant protection enforcement mobilization in the time period leading up to and after the Memorial Day holiday in May 2021. The statewide campaign, known as *Buckle up, South Carolina. It's the law and it's enforced.*, will mirror the national *Click-it-or-Ticket* campaign. The 2021 campaign will once again focus on nighttime safety belt enforcement at the state and local level. This strategy will not only impact the time of day when seat belt usage rates decline, but will also result in additional DUI arrests. All major mobilizations will include outreach components that focus on the diverse population of our state.

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

The OHSJP's Planning and Administration highway safety project staff will direct the planning, development, coordination, monitoring, evaluating, and auditing of projects under the Section 402 Program. Highway safety staff are also responsible for coordinating and evaluating the highway safety efforts among the various agencies throughout the state. The goal of the Planning and Administration Program Area is to achieve a five-year moving average of 1,005 fatalities for 2017-2021.

Intended Subrecipient(s): 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
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$179,586	$179,586	$0.00

PROGRAM AREA: OCCUPANT PROTECTION (ADULT AND CHILD PASSENGER SAFETY)
DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

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

Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	275	308	315	308	330	20.00%	9.45%
VMT Rate**	0.55	0.60	0.58	0.55	0.58	5.45%	1.75%
Pop Rate***	5.70	6.30	6.35	6.13	6.49	13.86%	6.05%
Pct. Of Total	33.41%	31.46%	30.88%	31.14%	31.82%	-1.59%	0.10%
Observed Belt Use	90.00%	91.60%	93.90%	92.30%	89.70%	-0.30%	-2.25%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

In last year's HSP, South Carolina's focus for occupant protection was to increase the safety belt usage rate by 0.1 percentage points from the 2016 calendar base year of 93.9% to 94% by December 31, 2019. The state did not meet its goal; however, the safety belt usage rate did increase slightly to 90.3%, as previously mentioned. The state will continue to strive to increase the safety belt usage rate through educational programs aimed at the state's citizens, particularly minority groups who lag behind their non-minority counterparts in belt usage rates, the enforcement of the safety belt law, and the continuation of a Memorial Day safety belt and child passenger safety seat enforcement mobilization which conforms to the national *Click it or Ticket* model, called *Buckle Up, South Carolina*. The state also desires to see an increase in the correct usage of child passenger safety seats. Occupant Protection Programs that are funded by the highway safety program will

train National Highway Traffic Safety Administration (NHTSA) Child Passenger Safety technicians and instructors, conduct child passenger safety seat check events, certify child passenger safety fitting stations, conduct educational presentations, target minority groups, and emphasize child passenger safety seat use and enforcement during the statewide Memorial Day occupant protection enforcement mobilization.

As indicated previously, the state of South Carolina has seen a steady increase in safety belt use rates since the passage and enactment of a primary safety belt law, from 69.7% in 2005 to 90.3% in 2019. **Figure 20** and **Figure S-10** demonstrate this increase as compared to the national rate for the time period 2014-2019. As seen below, South Carolina's observed seat belt usage rate was above the national rate for the 2014-2018 time period and slightly lower than the national rate in 2019. In 2017, South Carolina's rate was 2.6% higher than the national rate (92.3% and 89.7%, 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 89.7% in 2018 and then rising to the current rate of 90.3%.

Figure 20. Observed Seat Belt Usage Rates

Figure S-10. Safety Belt Usage Rate 2002-2019
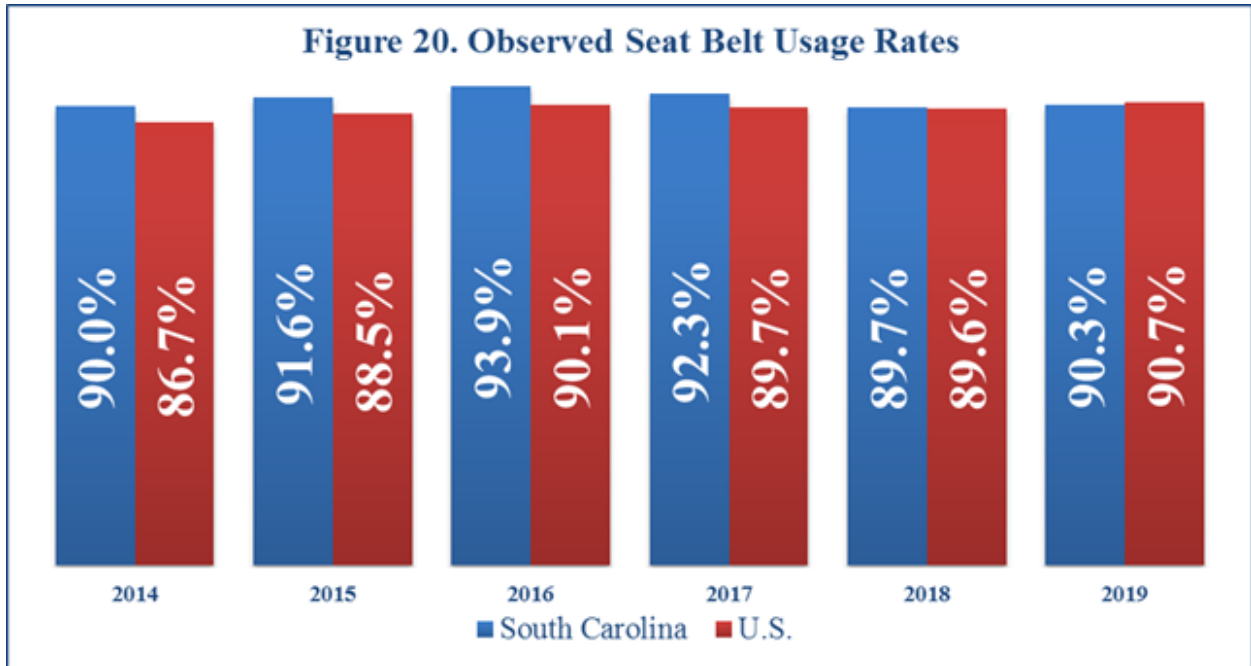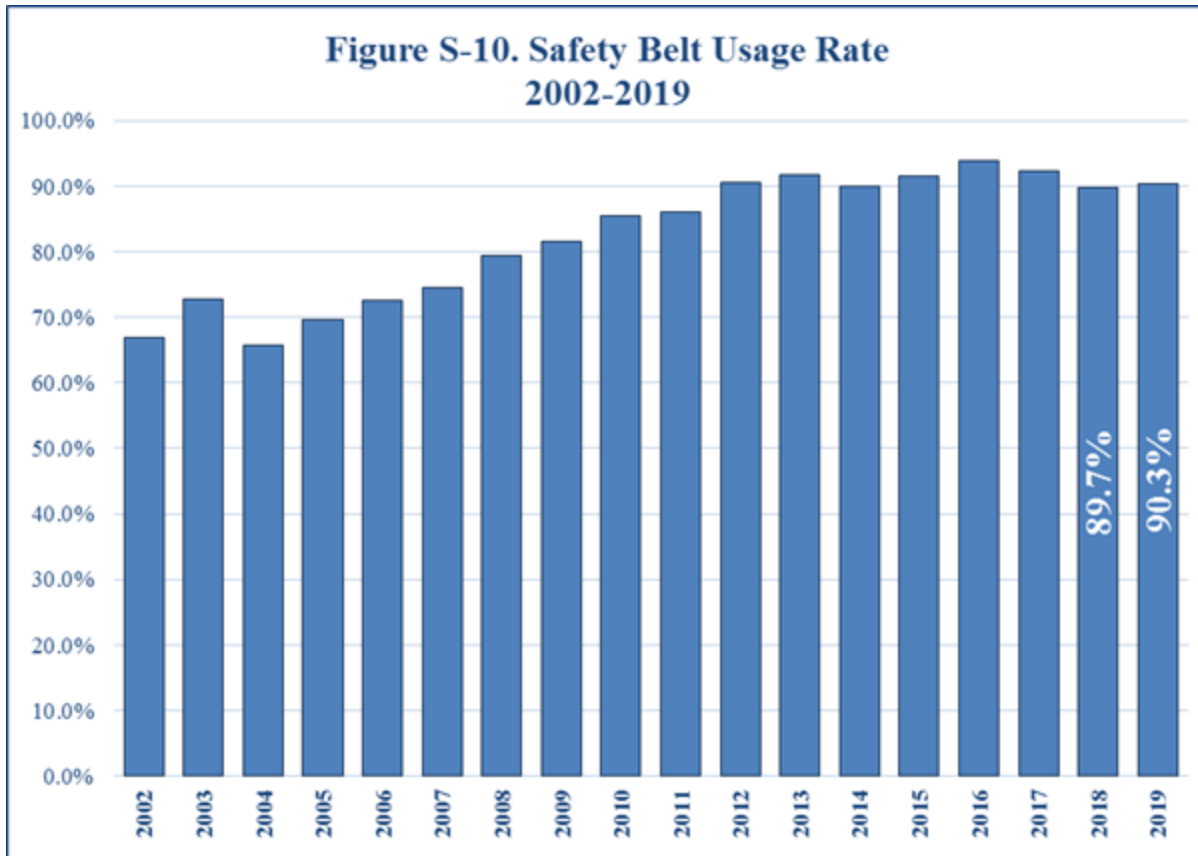
As shown in **Table S-8**, surveys conducted by the University of South Carolina show that South Carolina has made tremendous progress towards improving the statewide belt usage rate to 93.9 % in 2016, but fell to 89.7% in 2018 before increasing slightly to 90.3% in 2019. The progress has been significant from 2008, with nonwhite belt use moving from 74.1% in CY 2009 (compared to whites at 84.7%) to 87.5% for nonwhites in 2019 (compared to 92% for whites). This represents noteworthy forward momentum. Over a 10-year period, nonwhite belt use has moved from 10.6% below that of the majority population belt use, to only 4.5% below the majority population. Additionally, from 2018 to 2019, belt usage among non-white drivers increased by 1.4% percentage points. The progress over the years can be attributed to the state of South Carolina's efforts to maintain a diverse approach to messaging along with maintaining safety belt law enforcement efforts. Obviously, there remains a need to continuously educate the public as to the benefits of safety belt usage, but existing efforts to address this issue have been beneficial.

Table S-8 South Carolina Observed Seatbelt Use Rate, 2009-2019											
	6/09	**6/10**	**6/11**	**6/12**	**6/13**	**6/14**	**6/15**	**6/16**	**6/17**	**6/18**	**6/19**
Male	77.1	82.3	81.8	87.6	89.8	88.3	88.6	92.5	89.7	88.2	87.8
Female	87.8	90.6	89.4	93.3	93.9	91.6	95.0	95.5	94.9	91.6	92.8
Driver	81.3	86.0	86.4	90.0	91.0	89.9	91.5	93.4	91.6	89.5	90.6
Passenger	82.1	85.4	85.6	90.0	94.6	89.3	91.3	95.8	95.7	90.5	88.2
Urban	82.3	87.4	85.6	91.4	91.0	89.0	91.7	93.7	91.7	89.5	90.1
Rural	79.5	80.5	87.0	88.5	94.2	93.1	91.3	94.2	94.3	90.3	91.0
White	84.7	88.5	86.5	91.3	93.1	91.6	92.6	93.9	94.1	91.7	92.0
Non-white	74.1	80.6	82.2	87.8	87.5	85.1	87.5	93.6	86.8	86.1	87.5
Cars	84.3	86.6	88.2	92.0	92.3	90.7	93.1	94.5	92.8	89.9	91.2
Trucks	75.0	81.7	78.7	86.0	90.0	86.9	85.0	90.4	89.7	89.4	86.9
Overall	81.5	85.4	86.0	90.5	91.7	90.0	91.6	93.9	92.3	89.7	90.3

The following data sections outline specifically the problems being faced by the state of South Carolina in terms of occupant protection and demonstrate the foundation upon which the state has built its response to the problems for its FFY 2021 Highway Safety Plan.

Traffic Collision Fatalities

In 2018, traffic collisions claimed 36,210 lives throughout the nation, a decrease of 1,261 lives when compared to the 37,471 lives lost nationally in 2017. In 2018, vehicle miles traveled (VMT) increased to 3,223 from 3,212 billion in 2017 (**see Table 2**). Traffic fatalities in the United States decreased by 3.36% in 2018 as compared to the prior year. The VMT increased by 6.51% from 2014 to 2018.

A comparison of South Carolina data (**Table 1**) with national data (**Table 2**) indicates that South Carolina's 2014-2018 average population-based traffic fatality rate (19.55 per 100,000 persons) was higher than the national rate (11.13) during the same time period. South Carolina's VMT increased by 13.79% from the 2014 figure to the 2018 figure, and there was an increase of 7.45% in 2018 compared to the previous four year average. Additionally, in 2018, the Rural traffic fatalities/VMT in the state decreased by 2.2 %, 2.66 versus 2.72 in 2017 (**Figure C-3R**). Total fatalities in 2018 increased from the previous year, and the state still continues to have a problem with unbelted traffic collision fatalities, low seatbelt usage rates among minority populations, and a high number of fatalities among drivers on rural roadways.

Table 1. South Carolina Basic Data							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	823	979	1,020	989	1,037	26.00%	8.84%
VMT*	49,950	51,723	54,404	55,496	56,836	13.79%	7.45%
VMT Rate**	1.65	1.89	1.87	1.78	1.82	10.30%	1.25%
Population	4,823,793	4,892,253	4,958,235	5,021,219	5,084,127	5.40%	3.25%
Pop Rate***	17.06	20.01	20.57	19.70	20.40	19.58%	5.51%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Table 2. Nationwide Basic Data							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	32,744	35,477	37,803	37,471	36,210	10.59%	0.94%
VMT*	3,026	3,095	3,174	3,212	3,223	6.51%	3.08%
VMT Rate**	1.08	1.15	1.19	1.17	1.13	4.63%	-1.53%
Population	318,386,421	320,742,673	323,071,342	325,147,121	327,167,434	2.76%	1.66%
Pop Rate***	10.28	11.06	11.70	11.52	11.07	7.68%	-0.63%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure C-3R: South Carolina Traffic Fatalities/VMT(Rural)

5 Year Moving Average with Trend Analysis

$$y = 0.0142x^2 - 0.2457x + 3.5849$$
$$R^2 = 0.9876$$

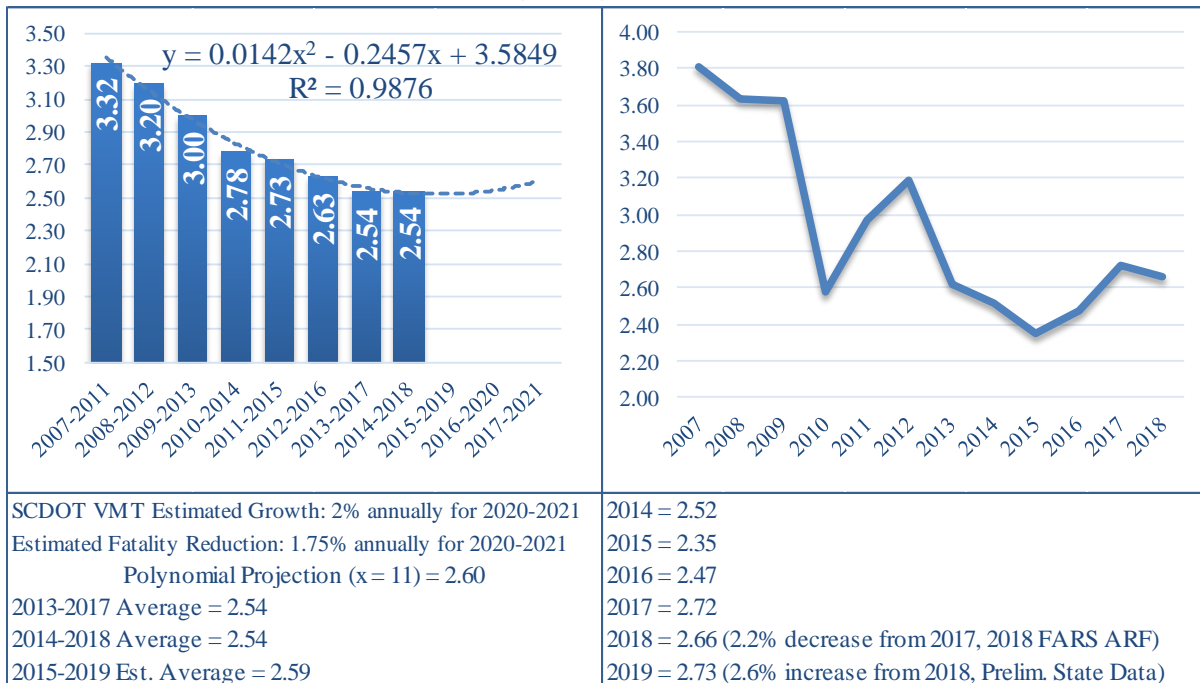|	
SCDOT VMT Estimated Growth: 2% annually for 2020-2021	2014 = 2.52
Estimated Fatality Reduction: 1.75% annually for 2020-2021	2015 = 2.35
Polynomial Projection (x = 11) = 2.60	2016 = 2.47
2013-2017 Average = 2.54	2017 = 2.72
2014-2018 Average = 2.54	2018 = 2.66 (2.2% decrease from 2017, 2018 FARS ARF)
2015-2019 Est. Average = 2.59	2019 = 2.73 (2.6% increase from 2018, Prelim. State Data)

Figure 6 shows the numbers of unbelted passenger vehicle occupants (i.e. occupants of passenger cars, light trucks, and vans) killed in South Carolina from 2014 through 2018. The number of unbelted passenger-vehicle-occupant fatalities was at its highest level in 2018 (330 fatalities) and

at its lowest level in 2014 (275). The 2018 (330) count represents a 9.45% increase compared to the 2014-2017 average (301.5 fatalities) and a 20% increase from the 2014 total.

Figure 6. South Carolina Unbelted Passenger Vehicle Occupants Fatalities

$y = 11x + 274.2$
$R^2 = 0.7475$
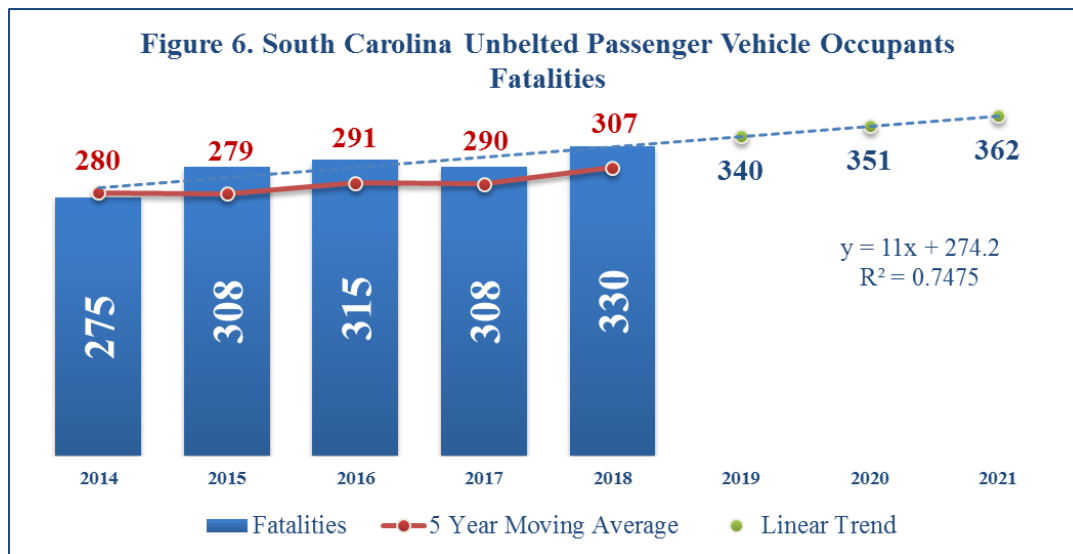
In South Carolina, observed safety belt use decreased 1.2% in 2019 (90.3%) when compared to the 2014-2018 average (91.5%). In 2018, observed seat belt usage was at its lowest level (89.7%) during the five-year period and at its highest in 2016 (93.9%).

In South Carolina, unbelted passenger vehicle fatalities accounted for 31.82% of all traffic-related fatalities in 2018. This is a 0.10% increase when compared to the prior four-year average (31.72%) and a 1.59% decrease when comparing 2014 to 2018.

According to NHTSA's 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**). The 2018 restraint use percentage for fatally-injured passenger vehicle occupants in South Carolina represents a 0.52% increase compared to the average of the previous four years (45.98%). The US as a whole also saw a slight increase (0.55%) in this index compared to the average of the previous four years (47.75%).

Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities						% Change: 2014 vs. 2018	% Change: 2018 vs. prior 4-yr Avg.
	2014	**2015**	**2016**	**2017**	**2018**		
Total Fatalities	275	308	315	308	330	20.00%	9.45%
VMT Rate**	0.55	0.60	0.58	0.55	0.58	5.45%	1.75%
Pop Rate***	5.70	6.30	6.35	6.13	6.49	13.86%	6.05%
Pct. Of Total	33.41%	31.46%	30.88%	31.14%	31.82%	-1.59%	0.10%
Observed Belt Use	90.00%	91.60%	93.90%	92.30%	89.70%	-0.30%	-2.25%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Table 27. Restraint Use of Fatally-Injured Passenger Vehicle Occupants					
Restraint Use	**2014**	**2015**	**2016**	**2017**	**2018**
South Carolina	47.3%	45.3%	45.0%	46.3%	46.5%
U.S.	47.3%	47.5%	47.7%	48.5%	48.3%

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

In 2018 in South Carolina, as indicated in **Table S-9**, 545 motor vehicle occupants were totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 121, or 22.2%, were fatally injured. In addition, 240 occupants were partially ejected and 35 of those, or 14.58%, were fatally injured. Of the 346,250 occupants not ejected, 540, or 0.16%, fatally injured.

Table S-9 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2018							
Ejection Status	**Fatal Injury**	**Incapacitating Injury**	**Non-incapacitating Injury**	**Possible Injury**	**Not Injured**	**Total**	**Percent**
Not Ejected	540	1,740	9,254	42,255	292,461	346,250	97.99%
Partially Ejected	35	21	24	35	125	240	0.07%
Totally Ejected	121	164	138	59	63	545	0.15%
Not Applicable	1	3	13	80	4,289	4,386	1.24%
Unknown	1	8	13	169	1,754	1,945	0.55%
Total	**698**	**1,936**	**9,442**	**42,598**	**298,692**	**353,366**	**100.0%**

As indicated in **Table S-10**, during the period 2014-2018, there were 2,695 individuals totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 605, or 22.45%, were fatally injured. In addition, 1,050 were partially ejected, and 153 of those, or 15.57%, were fatally injured. Of the 1,658,640 occupants not ejected, 2,466 or 0.15% were fatally injured.

Table S-10 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2014-2018							
Ejection Status	**Fatal Injury**	**Incapacitating Injury**	**Non-incapacitating Injury**	**Possible Injury**	**Not Injured**	**Total**	**Percent**
Not Ejected	2,466	9,836	48,479	207,930	1,389,929	1,658,640	97.96%
Partially Ejected	153	175	125	142	455	1,050	0.06%
Totally Ejected	605	830	616	298	346	2,695	0.16%
Not Applicable	3	20	87	416	21,207	21,733	1.28%
Unknown	6	39	102	904	8,056	9,107	0.54%
Total	**3,233**	**10,900**	**49,409**	**209,690**	**1,419,993**	**1,693,225**	**100.0%**

As shown in **Table S-11**, estimates indicate that, of the 665 occupant fatalities with known restraint usage in 2018, 342 (51.43%) were not restrained, and 323 (48.57%) were restrained. According to State Data, from 2014 to 2018 there were 3,062 fatalities in which the restraint use was known in South Carolina. Of this number, 1,587, or 51.83%, were unrestrained.

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2014-2018			
Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2014	550	276	50.18%
2015	605	319	52.73%
2016	619	328	52.99%
2017	623	322	51.69%
2018	665	342	51.43%
Total	**3,062**	**1,587**	**51.83%**

County data shows interesting trends in terms of unrestrained traffic collision fatalities, particularly at night. As shown in **Table 28**, for the years 2014-2018, 56.48% 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 (9 fatalities, 9 [100%] unrestrained); Barnwell (13) fatalities, 11 [84.62%] unrestrained); Newberry (9 fatalities, 8 [88.89%] unrestrained); Union (10 fatalities, 7 [70%] unrestrained); Lee (12 fatalities, 9 [75%] unrestrained); and Abbeville (12 fatalities, 8 [66.67%] unrestrained).

Of the 46 counties in the state, Laurens, Oconee, and Dillon had the smallest percentages of unrestrained night-time fatalities (46 fatalities, 15 [32.61%] unrestrained); (21 fatalities, 7 [33.33%] unrestrained) and (17 fatalities, 6 [35.29%] unrestrained).

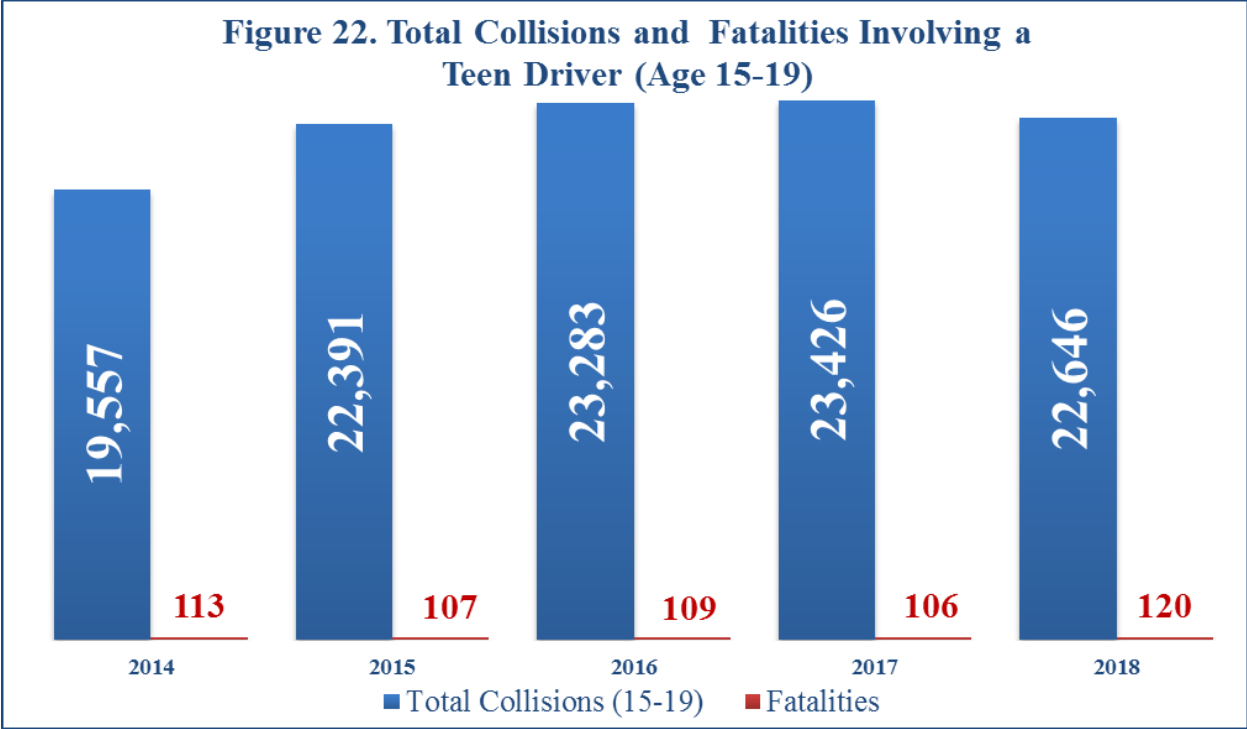| Table 28. Unrestrained Passenger Vehicle Occupant Fatalities at Night(8pm-6am) by County									
County	2014	2015	2016	2017	2018	2018 Total Passenger Vehicle Occupant Fatalities at Night	2014-2018 Unrestrained Vehicle Occupant Fatalities at Night	2014-2018 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Abbeville	2	0	1	3	2	2	8	12	66.67%
Aiken	4	4	2	12	6	9	28	46	60.87%
Allendale	0	0	0	2	1	3	3	6	50.00%
Anderson	12	4	9	7	5	12	37	65	56.92%
Bamberg	1	2	2	0	2	2	7	11	63.64%
Barnwell	2	3	2	3	1	1	11	13	84.62%
Beaufort	4	3	2	6	4	8	19	31	61.29%
Berkeley	9	7	7	3	7	10	33	60	55.00%
Calhoun	3	4	4	1	2	3	14	22	63.64%
Charleston	14	10	10	12	14	24	60	104	57.69%
Cherokee	3	2	0	4	2	3	11	22	50.00%
Chester	3	2	5	0	1	6	11	25	44.00%
Chesterfield	1	3	3	4	2	4	13	21	61.90%
Clarendon	1	2	4	2	4	5	13	30	43.33%
Colleton	2	10	6	4	5	10	27	46	58.70%
Darlington	3	8	7	3	4	11	25	39	64.10%
Dillon	3	1	1	1	0	0	6	17	35.29%
Dorchester	2	7	5	4	4	6	22	37	59.46%
Edgefield	2	0	1	4	2	2	9	9	100.0%
Fairfield	4	0	1	3	4	6	12	19	63.16%
Florence	5	3	6	5	11	16	30	54	55.56%
Georgetown	2	2	1	3	4	6	12	22	54.55%

County	2014	2015	2016	2017	2018	2018 Total Passenger Vehicle Occupant Fatalities at Night	2014-2018 Unrestrained Vehicle Occupant Fatalities at Night	2014-2018 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Greenville	11	14	14	10	9	25	58	110	52.73%
Greenwood	2	4	0	0	3	5	9	19	47.37%
Hampton	2	1	0	0	0	0	3	6	50.00%
Horry	8	9	12	16	9	16	54	96	56.25%
Jasper	1	0	7	3	2	4	13	23	56.52%
Kershaw	0	4	4	8	0	2	16	27	59.26%
Lancaster	3	1	2	1	2	5	9	20	45.00%
Laurens	4	4	2	4	1	13	15	46	32.61%
Lee	0	4	1	1	3	3	9	12	75.00%
Lexington	9	14	8	9	13	23	53	91	58.24%
McCormick	1	0	1	0	0	0	2	5	40.00%
Marion	1	2	3	4	1	3	11	17	64.71%
Marlboro	3	3	0	1	4	6	11	17	64.71%
Newberry	1	1	3	2	1	1	8	9	88.89%
Oconee	0	1	2	2	2	3	7	21	33.33%
Orangeburg	4	9	2	3	10	20	28	55	50.91%
Pickens	1	1	3	6	4	6	15	30	50.00%
Richland	3	11	13	9	11	15	47	76	61.84%
Saluda	1	0	0	1	2	2	4	7	57.14%
Spartanburg	11	17	10	9	12	19	59	95	62.11%
Sumter	6	6	6	1	2	2	21	32	65.63%
Union	0	4	3	0	0	1	7	10	70.00%
Williamsburg	2	2	8	1	2	4	15	23	65.22%
York	3	3	3	3	5	8	17	39	43.59%
Total	**159**	**192**	**186**	**180**	**185**	**335**	**902**	**1,597**	**56.48%**

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

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

Analyzing teen driver data shows challenging statistics for this age group relative to safety belt use, particularly in terms of traffic fatalities in the state from 2014 to 2018. As shown in **Table S-12** and **Figure 22**, state data from 2014 to 2018 indicates that drivers between the ages of 15 and 19 were involved in 111,303 traffic collisions, or 16.4% of the total number of collisions during that time period. The number of collisions involving a teen driver increased 15.79% in 2018 compared to the year 2014.

Year	Total Collisions	Involving a Teen Driver (age 15-19)	Percent	# of Fatalities involving a Teen Driver
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
2018	142,401	22,646	15.9%	120
Total	**679,008**	**111,303**	**16.4%**	**555**

Table S-12 South Carolina Collisions (Involving Teen Drivers Age 15-19), 2014-2018 - SC

Figure 22. Total Collisions and Fatalities Involving a Teen Driver (Age 15-19)

Year	Total Collisions (15-19)	Fatalities
2014	19,557	113
2015	22,391	107
2016	23,283	109
2017	23,426	106
2018	22,646	120

Also, shown in **Figure S-11,** are the number of fatalities that occurred when a teen driver was involved in the collision by restraint usage. There were a total of 555 such fatalities from 2014 to 2018.

Figure S-11. Fatalities in Teen Driver Involved Collisions by Restraint Use State Data 2014-2018		
Restraint Type	**Year**	**Fatalities**
Restrained	2014	58
	2015	65
	2016	52
	2017	62
	2018	60
Unknown	2014	3
	2015	1
	2016	3
	2017	7
	2018	3
Unrestrained	2014	52
	2015	41
	2016	54
	2017	37
	2018	57

Figure S-11. Fataities in Teen Driver Involved Collisions by Restraint Use 2014-2018 State Data
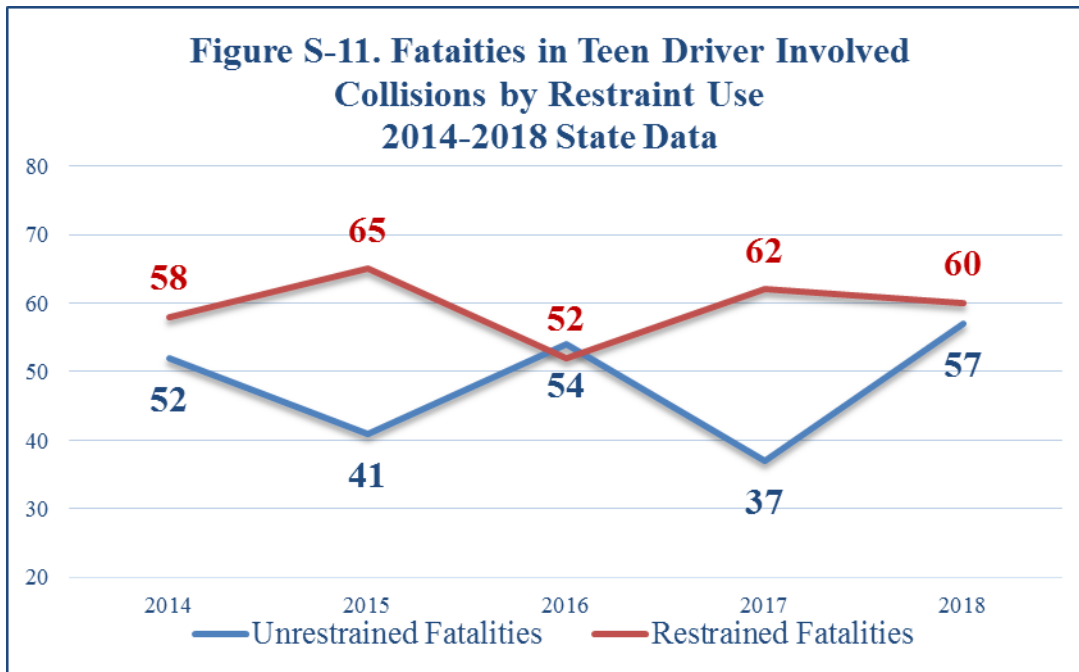
Restraint usage among fatally-injured persons in traffic collisions in which a teen was driving is shown in **Table S-11, Table S-13** and **Figure S-11.** There were 105,362 traffic collisions that involved a teen driver in which restraint devices were used by all occupants from 2014 to 2018. These collisions resulted in the deaths of 297 persons. Conversely, there were 3,138 collisions that involved a teen driver in which restraint devices were not used for at least one occupant, resulting in the deaths of 241 persons.

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2014-2018			
Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2014	550	276	50.18%
2015	605	319	52.73%
2016	619	328	52.99%
2017	623	322	51.69%
2018	665	342	51.43%
Total	3,062	1,587	51.83%

Table S-13. Collisions Involving a Teen Driver (Age 15-19) and Restraint Usage, State Data 2014-2018						
Year	All Occupants Restrained Collision	Restraint Collision Fatalities	At Least One Occupant Unrestrained Collision	Unrestrained Collision Fatalities	Unknown Restraint Collision	Unknown Restraint Collision Fatalities
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

Table S-13. Collisions Involving a Teen Driver (Age 15-19) and Restraint Usage, State Data 2014-2018						
Year	All Occupants Restrained Collision	Restraint Collision Fatalities	At Least One Occupant Unrestrained Collision	Unrestrained Collision Fatalities	Unknown Restraint Collision	Unknown Restraint Collision Fatalities
2018	21,534	60	570	57	542	3
Total	105,362	297	3,138	241	2,803	17

After analyzing the traffic data relative to the use of appropriate restraints by children, there is a slightly more promising outlook for the state than for teen drivers. During the calendar years 2014-2018, 66,729 children under six years of age were motor vehicle occupants involved in traffic collisions in South Carolina (**Table S-15 and Figure S-12**). During this five-year period, 65,115 of those children were restrained by a safety restraint device. These figures show that 4.7% of children injured in South Carolina traffic collisions during the five-year period, 2014-2018, were unrestrained.

Figure S-12. Restraint Usage in Children Under Age of 6 2014-2018 State Data

- ■ Total Occupants Under 6
- ■ Restrained Occupants Under 6

	2014	2015	2016	2017	2018
Total Occupants Under 6	11,768	13,454	14,128	13,847	13,532
Restrained Occupants Under 6	11,429	13,145	13,799	13,515	13,227
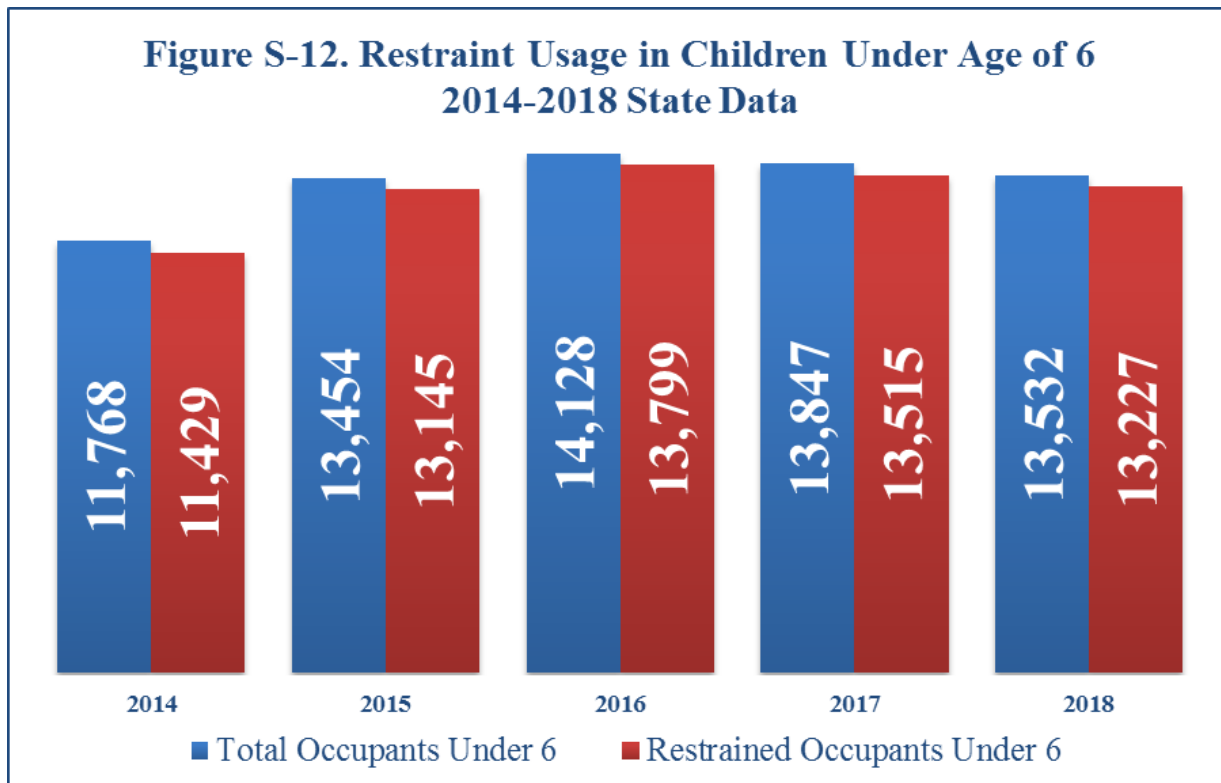
Traffic Collision Injuries

The state data listed in **Figure S-3** shows that in 2018 there were 142,401 motor vehicle collisions in South Carolina. **Figure S-1** for 2018 also indicates that there were 58,053 reported traffic collision injuries during the year, compared to 53,029 reported in 2014. State data in **Figure S-1**

shows an increase of 9.47% in total traffic collision injuries since 2014, from 53,029 total injuries to 58,053 in 2018. However, the 2018 figure is lower than the average of the four prior years 2014-2017 (58,524.5). The number of total traffic collision injuries in 2018 (58,053) decreased by 4.15% compared to the number of total injuries in 2017 (60,566).

State data listed in **Table S-14** shows that during the five-year period from 2014 to 2018 in South Carolina, there were 1,693,225 motor vehicle occupants (i.e. occupants of passenger cars, trucks, vans, and SUVs) involved in collisions; of these, 273,292 were injured and of those, 14,286**,** or 5.2%, were unrestrained.

Figure S-3. Total SC Motor Vehicle Collisions
2014-2018 State Data

2014	2015	2016	2017	2018
119,173	133,961	141,599	141,874	142,401

Figure S-1. Injuries in SC Motor Vehicle Collisions
2014-2018 State Data

2014	2015	2016	2017	2018
53,029	58,604	61,899	60,566	58,053
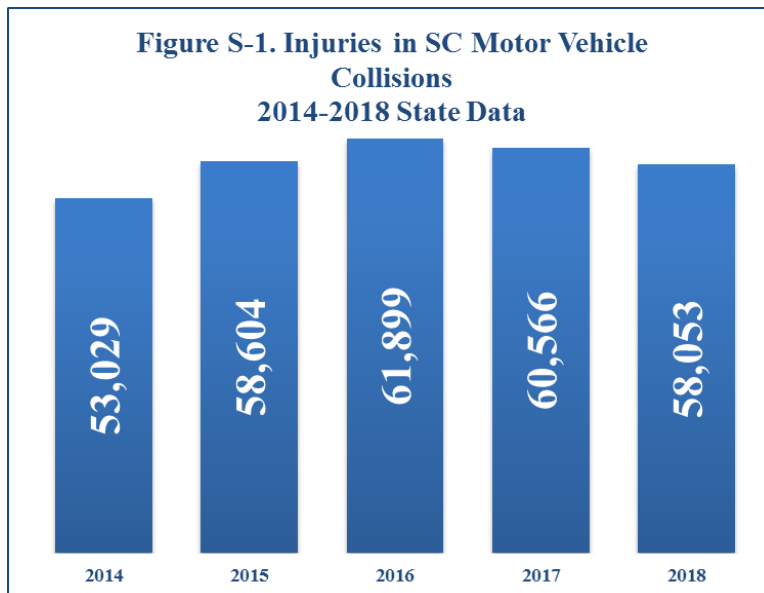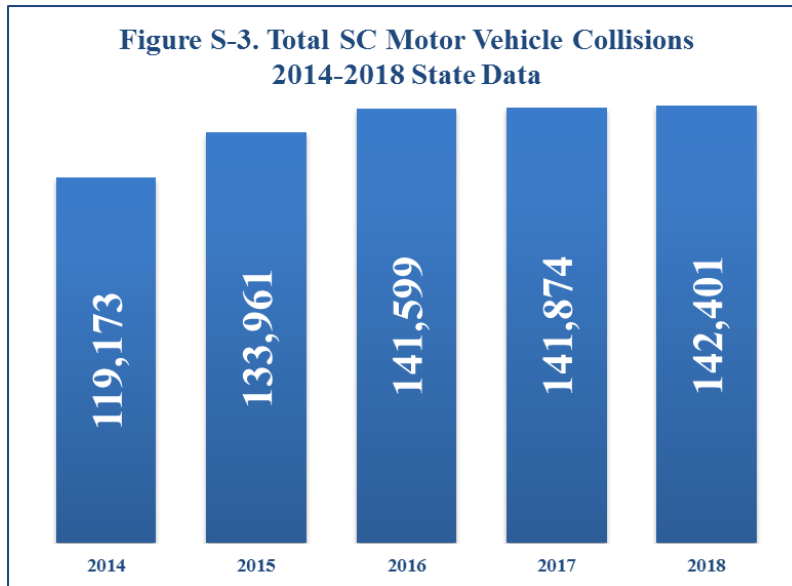
Table S-14 Passenger Vehicle Occupant Injuries* and Restraint Usage, State Data 2014-2018				
Year	Total MV Occupants	Total MV Occupants Injured	Total MV Injured Occupants Unrestrained	Percent Injured Unrestrained
2014	297,079	49,303	2,769	5.6%
2015	334,156	54,852	2,917	5.3%
2016	354,521	57,922	2,967	5.1%
2017	354,103	56,521	2,828	5.0%
2018	353,366	54,694	2,805	5.1%
Total	**1,693,225**	**273,292**	**14,286**	**5.2%**

*Includes fatality injured occupants.

Figure S-13 gives a graphic representation of the information contained in **Table S-14** for the total number of passenger vehicle occupants injured and the percentage unrestrained during collisions that occurred from 2014 to 2018.

Figure S-13. Injured Passenger Vehicle Occupants in SC Traffic Collisions and Restraint Status 2014-2018 State Data
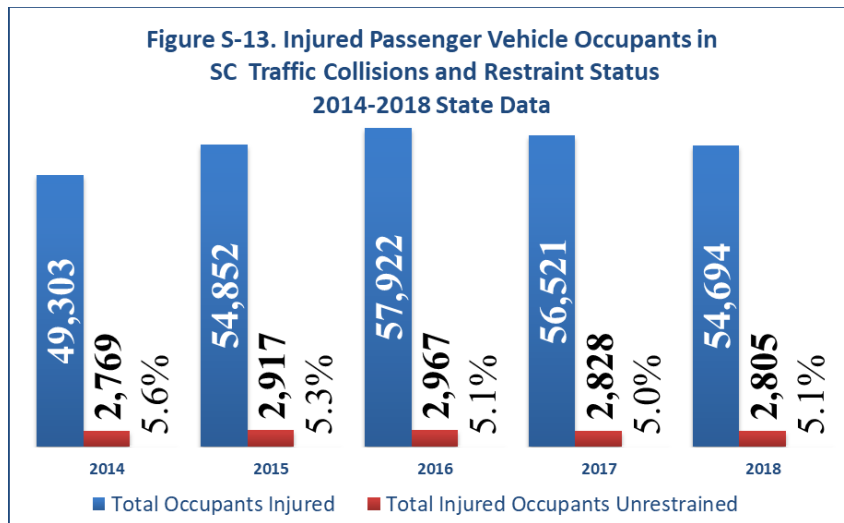
Table S-15 displays information related to passenger vehicle occupants under the age of six who sustained injuries in passenger vehicle collisions. During the calendar years 2014-2018, 66,729 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. Of those children, 9,399, or 14%, suffered some type of injury. Of the 9,399 injured, 441, or 4.7%, were unrestrained. During the five-year period, 49 occupants under the age of six were killed in traffic collisions. Informal surveys conducted at seat check events by the SC Department of Health and Environmental Control (SCDHEC), indicate that proper usage of child safety seats is historically less than 15% in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide, since misuse of safety seats may result in death or serious injury to a child.

Table S-15 Passenger Vehicle Occupants Under Age Six, Fatalities, Injuries and Restraint Usage, State Data 2014-2018					
Year	Under 6 MV Occupants	Under 6 Fatalities	Under 6 Injured	Under 6 Injured Unrestrained	Percent Injured Unrestrained
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%
2018	13,532	8	1,800	80	4.4%
Total	**66,729**	**49**	**9,399**	**441**	**4.7%**

Traffic Collisions

There were 679,008 total traffic collisions in South Carolina from 2014 to 2018. This total includes fatal collisions, injury collisions, and property-damage-only collisions. State data in **Figure S-3** shows an increase of 0.37% in total collisions from 2017 (141,874) compared to 2018 (142,401). The 2018 figure represents an increase of 6.15% as compared to the average of the previous four years of 2014-2017 (134,152). From 2014 to 2018, the 679,008 total collisions involved 1,693,225 passenger vehicle occupants (see **Table S-16**). Of those occupants, 25,165, or 1.49%, were unrestrained. These figures indicate that approximately 98.5% of all occupants involved in traffic collisions during this time period were utilizing some sort of safety restraint device.

Table S-16 Total Passenger Vehicle Occupants in SC Collisions and Restraint Status, State Data 2014-2018		
Year	Total MV Occupants	Total MV Occupants Unrestrained
2014	297,079	4,925
2015	334,156	5,042
2016	354,521	5,197
2017	354,103	5,142
2018	353,366	4,859
Total	**1,693,225**	**25,165**

Figure S-3. Total SC Motor Vehicle Collisions 2014-2018 State Data
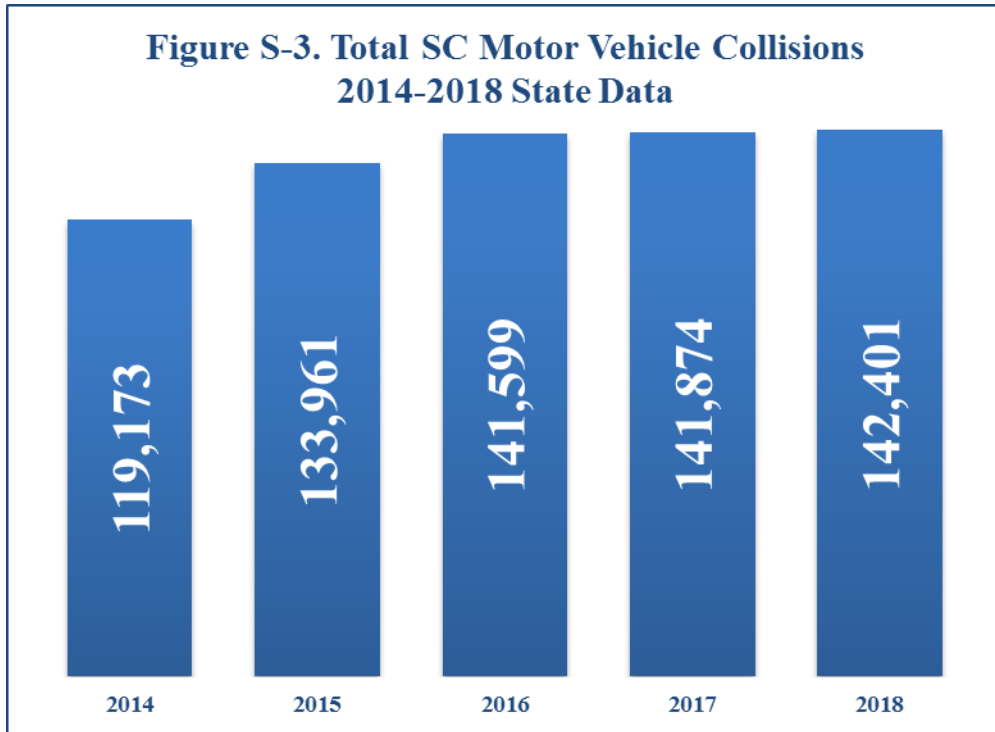
During the calendar years 2014-2018 (see **Table S-17** below), 66,729 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. During this five-year period, 65,115 of those children were restrained by a safety restraint device. These figures indicate that approximately 98% of children involved in 2014-2018 traffic collisions were utilizing some sort of safety restraint device.

Table S-17 Passenger Vehicle Occupants Under Age Six in SC Collisions and Restraint Usage, State Data 2014-2018			
Year	Under 6 MV Occupants	Under 6 Number Restrained	Under 6 Injured Unrestrained
2014	11,768	11,429	90
2015	13,454	13,145	86
2016	14,128	13,799	90
2017	13,847	13,515	95
2018	13,532	13,227	80
Total	**66,729**	**65,115**	**441**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2021	Annual	306

2021	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2021	Annual	0.916
2021	C-3R) South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2006-2017	2021	Annual	2.53
2021	C-3U) South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2006-2017	2021	Annual	1.18

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 2014-2018, 66,729 children under six years of age were occupants involved in traffic collisions in South Carolina. During this five-year period, 65,115 of those children were restrained by a safety restraint device. These figures indicate that 97.58% of children involved in 2014-2018 traffic collisions were utilizing some sort of safety restraint device. Although approximately 98% of children were utilizing some sort of safety restraint device, informal studies conducted by the South Carolina Department of Environmental Control indicate that only 15% of child safety seats are properly installed. Given that 85% of child safety seats are improperly installed, there is a significant need for increased opportunities to educate the public on the proper use of child safety seats. CPS technicians are a valuable resource to aid the reduction of the misuse of child restraints. CPS technicians have completed the National

Highway Traffic Safety Administration (NHTSA) Standardized Child Passenger Safety Training Course, which was designed to train safety professionals and other interested parties in the fundamentals of correctly choosing and installing the proper car seat for child passengers. Individuals who successfully complete the course are certified to educate the public on the proper use of child restraints and provide caregivers with "hands-on" assistance. By increasing the number of technicians trained to educate the public in the proper use of child restraints and to provide caregivers with "hands on" assistance, the number of parents/caregivers who properly restrain the children under their care will also increase.

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

The Police Traffic Services/Occupant Protection Program Coordinator (PTS/OP PC) will work with the SCDHEC 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 also oversee efforts aimed at increasing the number of permanent fitting stations within South Carolina, especially in underserved areas of the state. In 2021, DHEC will augment its child restraint efforts by continuing its Diversity Outreach Project for high-risk populations (children of Hispanic and African-American descent), spearheaded by the Emergency Management Services and Trauma Division, and will include collaboration and coordination with DHEC's Office of Minority Health Division and DHEC's Public Health Regional professionals. The Diversity Outreach Project will target non-white children and their parents who are less likely than their white counterparts to use safety restraints. The county areas of 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 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 South Carolina 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 Continuing Law Enforcement Education units (CLEEs). Fire and rescue agencies are quickly becoming the predominant agency requesting training, and efforts are under way to secure continuing education credit for firefighters as well. The state also trains a large number of SC Highway Patrol Troopers as CPS Technicians.

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

Training of Technicians

In order to ensure that the state addresses the identified highway safety challenges of the high rural fatality rate and low seatbelt usage rate among minority populations, in FFY 2021, the SCDHEC SC Vehicle Occupant Protection project will hold 12 Child Passenger Safety Technician courses in counties in which the majority of the state's identified at-risk populations (minority drivers and drivers on rural roadways) are located. SCDHEC's target is to certify 120 new CPS technicians in FFY 2021, and to provide six (6) continuing education classes to recertify 30 CPS technicians. These technicians will add to the list of the state's child passenger safety technicians who will staff inspection stations and participate in inspection events held in FFY 2021.

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

Retention of Technicians

South Carolina currently has a recertification rate of approximately 47% - 51%. After a class is held, technicians are encouraged to contact SCDHEC staff with any needs the agency may have for daily operation or recertification. SCDHEC staff offer a one-day training that provides six continuing education units (CEU) and verification of seat installations. A copy of the CEU curriculum is provided to CPS Technician Instructors which allows the technician to offer the class in their area. Continuing education is offered at the SCCPS 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 Troopers of 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 in this planned activity

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
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$201,261 (for entire grant)	$50,315.25	$201,261

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 2014-2018, 66,729 children under six years of age were occupants involved in traffic collisions in South Carolina. During this five-year period, 65,115 of those children were restrained by a safety restraint device. These figures indicate that approximately 98% of children involved in 2014-2018 traffic collisions were utilizing some sort of safety restraint device. Although approximately 98% of children were utilizing some sort of safety restraint device, informal surveys conducted by SCDHEC indicate that 15% of child safety seats are properly installed. Given that 85% of child safety seats are improperly installed, there is a significant need for increased opportunities to educate the public on the proper use of child safety seats.

Rationale

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-1	Increasing the number of Inspection Stations

Planned Activity Number: OP-1

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

Planned Activity Description

A partnership between the SC Department of Public Safety (SCDPS) and the SC Department of Health and Environmental Control (SCDHEC) will continue in FFY 2021 with the implementation of the South Carolina Vehicle Occupant Protection grant project. The main focus of the project will be to educate and train local law enforcement and other first responders, public health agency staff, and parents/caregivers concerning the proper usage of Child Passenger Safety (CPS) and occupant restraint devices. Two full-time Child Passenger Safety (CPS) Technician Instructors with the SC Department of Health and Environmental Control (SCDHEC) will be funded to ensure that training is taking place statewide to certify new CPS technicians and recertify current technicians. The project will seek to increase all forms of vehicle occupant protection, particularly among the state's identified at-risk populations of minorities and drivers on rural roadways, by educating the public about the importance of safety belt use and supporting national and statewide emphases. The project will also provide staff to serve as the state contacts for National Safe Kids in terms of CPS certification and will continue to coordinate diversity outreach efforts with the Office of Highway Safety and Justice Programs. With the OHSJP's partnerships with SCDHEC, Safe Kids, and highway safety sub-grantees, currently, thirty-nine (39) of the forty-six (46) counties in the state have at least one Child Restraint Inspection Station. This represents 95.4% 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 someone who will assist with properly installing child safety seats. 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 39 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 95.4% of the state's population. Still more efforts are needed, especially for the states' high risk populations. In 2021, the Diversity Outreach Project will continue its work to increase fitting stations in areas where Hispanic and African American individuals reside. Data indicate that these populations are at-risk given the historically low seatbelt utilization rate among these populations when compared to their white counterparts. The project is a collaboration between SCDPS, SCDHEC's EMS and Trauma Division, SCDHEC's Office of Minority Health, and SCDHEC's Public Health Regional professionals. Additionally, through this project, special efforts will be made to place fitting stations in the rural counties of Abbeville, Allendale, Bamberg, Colleton, Lee and McCormick in an effort to improve seatbelt and child restraint use for one of the state's additional at-risk populations: drivers on rural roadways.

The table below contains a listing of each of the inspection stations in South Carolina that are staffed with a certified CPS technician and includes the total number of inspection stations that service rural and urban areas and high risk populations (minority and low income). South Carolina has 1,205 nationally certified child passenger safety technicians, with 33 of those being certified instructors.

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

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

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

Fitting Stations Statewide staffed with a Nationally Certified Passenger Safety Technician and Serving At-Risk Populations	County	Rural/ Urban
1. **Aiken Department of Public Safety**	Aiken	Urban
2. **Safe Kids Aiken County/Tri-Development Center**	Aiken	Urban
3. **Anderson City Fire Department**	Anderson	Urban
4. **Anderson City Fire Department Station 2**	Anderson	Urban
5. **Anderson City Fire Department Station 3**	Anderson	Urban
6. **Anderson County DHEC Office**	Anderson	Urban
7. **Safe Kids Anderson County**	Anderson	Urban
8. **LCHCS/Barnwell Pediatrics**	Barnwell	Rural

9.	Beaufort County First Steps	Beaufort	Urban
10.	Beaufort Fire & Emergency Services	Beaufort	Urban
11.	Beaufort Fire Department Station 2	Beaufort	Urban
12.	Beaufort/Port Royal Fire Station	Beaufort	Urban
13.	Bluffton Fire and Emergency Services	Bluffton	Urban
14.	Port Royal Fire Station	Beaufort	Urban
15.	Town of Hilton Head Fire and Rescue	Hilton Head Island	Urban
16.	Alicia Stephenson	Goose Creek	Urban
17.	Berkeley County Sheriff's Office	Moncks Corner	Urban
18.	Goose Creek Police Department	Goose Creek	Urban
19.	Hanahan Fire/EMS	Hanahan	Rural
20.	Calhoun County EMS	Gaston	Rural
21.	Charleston County EMS	Charleston	Urban
22.	Charleston Fire Department	Charleston	Urban
23.	Isle of Palms Fire Department	Isle of Palms	Urban
24.	Isle of Palms Police Department	Isle of Palms	Urban
25.	Mt. Pleasant Fire Department	Mt. Pleasant	Urban
26.	North Charleston City Hall	North Charleston	Urban
27.	North Charleston Fire Department Station 1	North Charleston	Urban
28.	North Charleston Fire Department Station 10	North Charleston	Urban
29.	North Charleston Fire Department Station 11	North Charleston	Urban
30.	North Charleston Fire Department Station 12	North Charleston	Urban
31.	North Charleston Fire Department Station 2	North Charleston	Urban
32.	North Charleston Fire Department Station 8	North Charleston	Urban
33.	North Charleston Fire Department Station 9	North Charleston	Urban
34.	North Charleston Fire Department Station 6	North Charleston	Urban
35.	North Charleston Police Department	North Charleston	Urban
36.	St. Andrews Fire Department	Charleston	Urban
37.	St. John Fire Department	Johns Island	Urban
38.	The Medical University of South Carolina	Charleston	Urban
39.	City of Gaffney Fire Department	Gaffney	Rural
40.	Chester Police Department	Chester	Rural
41.	Lando Fire Department	Edgemoore	Rural
42.	Chesterfield County Coroner's Office	Chesterfield	Rural
43.	Manning Fire Department	Manning	Rural
44.	Hartsville Fire Department	Hartsville	Rural
45.	City of Dillon Fire Department	Dillon	Rural
46.	Baby CSI	Summerville	Urban
47.	Summerville Fire and Rescue Headquarters	Summerville	Urban
48.	Summerville Fire and Rescue Station 2	Summerville	Urban
49.	Summerville Fire and Rescue Station 3	Summerville	Urban

50.	**Summerville Fire and Rescue Station 4**	Summerville	Urban
51.	**Summerville Fire and Rescue Station 5**	Summerville	Urban
52.	**Edgefield County DSS**	Edgefield	Rural
53.	**Fairfield County EMS**	Winnsboro	Rural
54.	**Fairfield County Sheriff's Office**	Winnsboro	Rural
55.	**Jenkinsville Fire Department**	Jenkinsville	Rural
56.	**Lake City Fire Department**	Lake City	Rural
57.	**Safe Kids Pee Dee**	Florence	Urban
58.	**Georgetown City Fire Department Station 2**	Georgetown	Rural
59.	**Georgetown City Fire Headquarters**	Georgetown	Rural
60.	**Georgetown County Fire**	Georgetown	Rural
61.	**Midway Fire/Rescue**	Pawley's Island	Urban
62.	**St. James Santee Family Healthcare Center/Georgetown Pediatric Center**	Georgetown	Rural
63.	**Belmont Fire Department**	Greenville	Rural
64.	**Berea Fire Department**	Greenville	Urban
65.	**Boiling Springs Fire Department Station 15**	Greenville	Urban
66.	**Boiling Springs Fire Department Station 11**	Greenville	Urban
67.	**Boiling Springs Fire Department Station 12**	Greer	Rural
68.	**Boiling Springs Fire Department Station 14**	Greer	Rural
69.	**Clear Springs Fire and Rescue**	Greenville	Urban
70.	**Fountain Inn**	Fountain	Rural
71.	**Greenville Memorial Hospital**	Greenville	Rural
72.	**Greer Fire Department**	Greer	Rural
73.	**Mauldin Fire Department**	Mauldin	Rural
74.	**Parker Fire Department**	Greenville	Urban
75.	**Piedmont Park Fire Department**	Greenville	Urban
76.	**Prisma Health Patewood Campus**	Greenville	Urban
77.	**Special Needs Hospital**	Greenville	Urban
78.	**Simpsonville Police Department**	Simpsonville	Urban
79.	**Safe Kids Greenwood**	Greenwood	Rural
80.	**Hampton County Sheriff's Office**	Varnville	Rural
81.	**Conway Police Department**	Conway	Rural
82.	**Horry County Fire/Rescue**	Conway	Rural
83.	**Myrtle Beach Fire Department Station 1**	Myrtle Beach	Urban
84.	**Myrtle Beach Fire Department Station 2**	Myrtle Beach	Urban
85.	**Myrtle Beach Fire Department Station 3**	Myrtle Beach	Urban
86.	**Myrtle Beach Fire Department Station 4**	Myrtle Beach	Urban
87.	**Myrtle Beach Fire Department Station 5**	Myrtle Beach	Urban
88.	**Myrtle Beach Fire Department Station 6**	Myrtle Beach	Urban
89.	**Myrtle Beach Police Department**	Myrtle Beach	Urban
90.	**North Myrtle Beach DPS**	North Myrtle Beach	Urban

91. Jasper County First Steps	Ridgeland	Rural
92. Camden Fire Department Station 2	Camden	Rural
93. Camden Fire Department	Camden	Rural
94. Lugoff Fire Department	Lugoff	Rural
95. Lancaster County EMS	Lancaster	Rural
96. A Step Above CDC	Lancaster	Rural
97. Laurens County DHEC Office	Clinton	Rural
98. Batesburg/Leesville Police Department	Batesburg/Leesville	Rural
99. Cayce Public Safety	Cayce	Urban
100. Irmo Fire District Northlake	Columbia	Urban
101. Irmo Police Department	Irmo	Urban
102. Lexington County EMS	Lexington	Urban
103. Lexington County Sheriff Department	Lexington	Urban
104. Lexington Police Department	Lexington	Urban
105. SC Lactation and Newborn Wellness Center	West Columbia	Urban
106. West Columbia Police Department	West Columbia	Urban
107. South Carolina National Safety Council	Irmo	Urban
108. Marion City Fire Department	Marion	Rural
109. Bennettsville Fire Department	Bennettsville	Rural
110. City of Newberry Fire Department	Newberry	Rural
111. Newberry County Sheriff	Newberry	Rural
112. Seneca Fire Department	Seneca	Rural
113. OBC Safe Kids/The Regional Medical Center	Orangeburg	Urban
114. Walhalla Fire Department	Walhalla	Rural
115. Easley Fire Department #2	Easley	Rural
116. Pickens City Fire Department	Pickens	Rural
117. City of Columbia Police Department	Columbia	Urban
118. Fort Jackson Military Police Department	Columbia	Urban
119. Irmo Fire District	Columbia	Urban
120. Richland County Sheriff's Department	Columbia	Urban
121. SC Department of Health and Environmental Control	Columbia	Urban
122. South Carolina State Fire Office	Columbia	Urban
123. Prisma Health Children's Hospital-Midlands	Columbia	Urban
124. Saluda County Sheriff's Department	Saluda	Rural
125. Westview Fairforest Fire Department Station 2	Moore	Rural
126. Boiling Springs Fire Department	Boiling Springs	Rural
127. North Spartanburg Fire Department	Spartanburg	Urban
128. Pelham-Batesville Fire Department	Greer	Rural
129. Reidville Fire Department	Reidville	Rural
130. Safe Kids Spartanburg/Spartanburg Regional Medical Center	Spartanburg	Urban
131. Westview Fairforest Fire Department Headquarters	Spartanburg	Urban

132. 20 FW Safety Shaw AFB	Shaw Heights	Rural
133. Safe Kids Sumter/Palmetto Health Tuomey	Sumter	Rural
134. Sumter County EMS	Sumter	Rural
135. Sumter Family Health Center	Sumter	Rural
136. Union County EMS	Union	Rural
137. Williamsburg County Fire	Kingstree	Rural
138. International Center of York County	Rock Hill	Urban
139. York County Coroner's Office	Rock Hill	Urban
140. Britax Child Safety, Inc. PCS	Fort Mill	Urban
141. Clover Police Department	Clover	Rural
142. Piedmont EMS	Rock Hill	Urban

Intended Subrecipients

The South Carolina Department of Health and Environmental Control

Countermeasure strategies in this planned activity

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
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$201,261 (for entire grant)	$50,315.25	$201,261

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 2021, and the National Child Passenger Safety Awareness Week in September 2021 will occur in FFY 2021. 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 2021.

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: 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 2021, and the National Child Passenger Safety Awareness Week in September 2021. 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 2021. The OP/PTSPC will continue to administer all Section 402 and Section 405b-funded occupant protection programs. The OP/PTSPC will also be responsible for reviewing and monitoring grant projects and providing technical assistance to project personnel. The OP/PTSPC will also prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety Projects, the Funding Solicitation document, the Highway Safety Plan, and the Annual Evaluation Report by the required deadlines. The OP/PTSPC will work with the South Carolina Department of Health and Environmental Control to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OP/PTSPC will implement a comprehensive approach to increase the overall safety belt usage rate statewide. The OP/PTSPC will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses. The OP/PTSPC will oversee the increasing of permanent inspection stations within South Carolina by the end of the grant year.

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure Strategies in this planned activity

Countermeasure Strategy

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$163,879	$40,969.75	$0.00

PROGRAM AREA: POLICE TRAFFIC SERVICES
DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Traffic Collision Fatalities

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

Data (shown in **Table 6** and **Figure 21)** indicates that speeding-related fatalities from 2014 to 2018 were at their lowest level in 2014 (307 fatalities) and at their highest level during 2018 (447 fatalities). The 447 speeding-related fatalities in South Carolina in 2018 represent a 45.60% increase when compared to the 2014 total (307). South Carolina's population-based fatality rate followed a somewhat similar pattern as the number of speeding-related fatalities, with the highest rate in 2018 (8.79) and the lowest rate in 2014 (6.36). South Carolina's 2018 speeding-related population-based fatality rate (8.79 deaths per 100,000 population) is about 16.93% higher than the 2014-2017 average (7.52) and 38.21% higher than the 2014 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 2018 (43.11%). The 2018 percentage (43.11) is 4.26% higher than the average of the previous four years. Additionally, the 2018 proportion of speeding-related fatalities to total traffic fatalities increased 5.81% when compared to this same proportion for 2014.

Table 6. South Carolina Speeding Related Fatalities						% Change: 2014 vs. 2018	% Change: 2018 vs. prior 4-yr Avg.
	2014	2015	2016	2017	2018		
Total Fatalities	307	366	393	417	447	45.60%	20.57%
VMT Rate**	0.61	0.71	0.72	0.75	0.79	29.51%	13.26%
Pop Rate***	6.36	7.48	7.93	8.30	8.79	38.21%	16.93%
Pct. Of Total	37.30%	37.39%	38.53%	42.16%	43.11%	5.81%	4.26%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census

Figure 21. Speed-Related Fatalities as Percent of Total Fatalities

As shown in **Table 29**, speeding-related fatalities decreased throughout the nation (4.41%) in 2018 when compared to the prior four-year average. The population-based fatality rate also decreased (5.90%) nationally when compared to the prior four-year average. The nation's five-year average for the speeding-related percentage of total fatalities was 27.08% from 2014 through 2018, with the 2018 figure (25.90%) representing a 2.45% decrease when compared to the 2014 figure and a 1.48% decrease when compared to the 2014-2017 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 2014-2018. Additionally, South Carolina's percentage of fatalities that were speeding-related remained greater than that of the nation during the entire 2014-2018 period. In 2018, 43.11% of South Carolina's total traffic fatalities were speeding-related, compared to 25.90% for the nation.

Table 29. Nationwide Speeding Related Fatalities							
	2014	2015	2016	2017	2018	% Change: 2014 vs. 2018	% Change: 2018 vs. prior 4-yr Avg.
Total Fatalities	9,283	9,723	10,291	9,947	9,378	1.02%	-4.41%
VMT Rate**	0.31	0.31	0.32	0.31	0.29	-6.45%	-7.20%
Pop Rate***	2.92	3.03	3.19	3.06	2.87	-1.71%	-5.90%
Pct. Of Total	28.35%	27.41%	27.22%	26.55%	25.90%	-2.45%	-1.48%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

According to NHTSA's FARS (**Table 30)**, from 2014 to 2018, the counties accounting for the highest percentages of the speeding-related fatalities in South Carolina were: Spartanburg (6.68%); Richland (5.75%); Horry (5.60%); Charleston (5.34%); Greenville (4.72%); Anderson (4.35%); Lexington (4.15%) and Laurens (4.04%).

As shown in **Table 30**, the counties with the most speeding-related fatalities from 2014 to 2018 were: Spartanburg (129); Richland (111); Horry (108); Charleston (103); Greenville (91); Anderson (84); Lexington (80); and Laurens (78). One of these eight counties experienced a decrease in the number of speeding-related fatalities in 2018 when compared to the prior four-year averages: Charleston (-20.93%). Seven of those counties saw an increase in speeding-related fatalities during 2018 when compared to the prior four-year average: Lexington (103.8%); Spartanburg (93.10%); Greenville (60.00%); Horry (53.85%); Richland (28.57%); Laurens (11.48%); and Anderson (9.09%).

Table 30. Speeding-Related Fatalities by County								
						Total 2014-2018		
County	2014	2015	2016	2017	2018	N	%	% Change: 2018 vs. prior 4-yr Avg.
Abbeville	1	2	4	6	0	13	0.67%	-100.0%
Aiken	7	7	20	20	12	66	3.42%	-11.11%
Allendale	1	1	0	0	2	4	0.21%	300.0%
Anderson	15	13	21	17	18	84	4.35%	9.09%
Bamberg	1	3	2	0	1	7	0.36%	-33.33%
Barnwell	4	3	2	3	0	12	0.62%	-100.0%
Beaufort	8	8	6	10	7	39	2.02%	-12.50%
Berkeley	16	12	15	15	11	69	3.58%	-24.14%
Calhoun	4	5	4	6	7	26	1.35%	47.37%
Charleston	18	23	19	26	17	103	5.34%	-20.93%
Cherokee	9	7	3	7	6	32	1.66%	-7.69%
Chester	3	9	7	3	4	26	1.35%	-27.27%
Chesterfield	1	5	3	6	6	21	1.09%	60.00%
Clarendon	6	7	10	12	9	44	2.28%	2.86%
Colleton	7	6	7	7	9	36	1.87%	33.33%
Darlington	9	10	13	8	12	52	2.69%	20.00%
Dillon	10	4	6	7	5	32	1.66%	-25.93%
Dorchester	8	9	11	8	3	39	2.02%	-66.67%
Edgefield	1	0	2	4	4	11	0.57%	128.6%
Fairfield	1	3	5	5	9	23	1.19%	157.1%
Florence	6	21	12	13	19	71	3.68%	46.15%
Georgetown	4	5	2	6	7	24	1.24%	64.71%
Greenville	15	14	22	14	26	91	4.72%	60.00%
Greenwood	4	5	5	4	6	24	1.24%	33.33%
Hampton	1	2	0	1	1	5	0.26%	0.00%
Horry	16	21	15	26	30	108	5.60%	53.85%
Jasper	4	7	13	6	6	36	1.87%	-20.00%
Kershaw	4	9	7	7	7	34	1.76%	3.70%
Lancaster	8	3	4	5	4	24	1.24%	-20.00%
Laurens	12	15	16	18	17	78	4.04%	11.48%
Lee	0	3	3	3	6	15	0.78%	166.7%
Lexington	10	13	14	16	27	80	4.15%	103.8%
McCormick	1	1	3	1	1	7	0.36%	-33.33%
Marion	2	7	4	5	5	23	1.19%	11.11%
Marlboro	7	6	3	6	5	27	1.40%	-9.09%
Newberry	2	7	1	6	4	20	1.04%	0.00%
Oconee	4	5	2	8	7	26	1.35%	47.37%
Orangeburg	6	13	15	16	17	67	3.47%	36.00%

Table 30. Speeding-Related Fatalities by County						Total 2014-2018		
County	2014	2015	2016	2017	2018	N	%	% Change: 2018 vs. prior 4-yr Avg.
Pickens	8	4	5	12	10	39	2.02%	37.93%
Richland	18	14	29	23	27	111	5.75%	28.57%
Saluda	2	0	1	2	0	5	0.26%	-100.0%
Spartanburg	16	35	15	21	42	129	6.68%	93.10%
Sumter	10	5	9	9	8	41	2.12%	-3.03%
Union	5	5	7	4	4	25	1.30%	-23.81%
Williamsburg	4	3	10	6	5	28	1.45%	-13.04%
York	8	6	16	9	14	53	2.75%	43.59%
Total	**307**	**366**	**393**	**417**	**447**	**1,930**	**100.0%**	**20.57%**

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

South Carolina's speeding-related population-based fatality rate increased about 16.93% in 2018 (8.79 fatalities per 100,000 population) compared to the average of the previous four years (7.52). The counties with the highest average of speeding-related population-based fatality rates during the 2014-2018 period (see **Table 31**) were Calhoun (35.40); Clarendon (25.87); Jasper (25.75); Laurens (23.38); Dillon (20.71); Fairfield (20.36); Marlboro (19.86); and Colleton (19.16). 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 31. Speeding-Related Fatalities by County: Rate per 100,000 Population						2014-2018 Average	% Change: 2018 vs. prior 4-yr Avg.
County	2014	2015	2016	2017	2018		
Abbeville	4.04	8.07	16.24	24.43	0.00	10.56	-100.0%
Aiken	4.26	4.23	11.97	11.89	7.08	7.89	-12.39%
Allendale	10.31	10.62	0.00	0.00	22.46	8.68	329.4%
Anderson	7.82	6.71	10.73	8.57	8.98	8.56	6.14%
Bamberg	6.60	20.42	13.81	0.00	7.01	9.57	-31.37%
Barnwell	18.16	13.77	9.25	14.05	0.00	11.05	-100.0%
Beaufort	4.57	4.45	3.27	5.36	3.71	4.27	-15.97%
Berkeley	8.07	5.91	7.19	6.99	4.98	6.63	-29.35%
Calhoun	26.94	33.88	27.13	40.84	48.21	35.40	49.74%
Charleston	4.74	5.91	4.79	6.47	4.19	5.22	-23.53%
Cherokee	15.97	12.39	5.29	12.30	10.51	11.29	-8.48%
Chester	9.25	27.78	21.69	9.29	12.40	16.08	-27.06%
Chesterfield	2.17	10.83	6.50	13.07	13.11	9.14	61.06%
Clarendon	17.55	20.60	29.22	35.29	26.71	25.87	4.05%
Colleton	18.65	16.02	18.62	18.62	23.90	19.16	32.94%
Darlington	13.30	14.81	19.33	11.93	17.96	15.47	21.01%
Dillon	31.95	12.83	19.52	22.91	16.34	20.71	-25.06%
Dorchester	5.38	5.89	7.04	5.04	1.87	5.04	-68.00%
Edgefield	3.75	0.00	7.52	14.94	14.79	8.20	125.7%
Fairfield	4.34	13.11	22.08	22.11	40.17	20.36	160.7%
Florence	4.32	15.14	8.66	9.39	13.75	10.25	46.68%
Georgetown	6.57	8.13	3.25	9.70	11.25	7.78	62.65%
Greenville	3.12	2.85	4.41	2.76	5.06	3.64	53.91%
Greenwood	5.74	7.14	7.11	5.67	8.48	6.83	32.21%
Hampton	4.90	10.02	0.00	5.13	5.17	5.04	3.14%
Horry	5.37	6.80	4.67	7.82	8.72	6.68	41.41%
Jasper	15.00	25.52	46.38	21.13	20.71	25.75	-23.31%
Kershaw	6.33	14.14	10.89	10.75	10.67	10.56	1.36%
Lancaster	9.59	3.48	4.45	5.40	4.19	5.42	-26.77%
Laurens	18.04	22.57	24.00	26.90	25.38	23.38	10.92%
Lee	0.00	16.86	17.15	17.37	35.00	17.28	172.5%
Lexington	3.60	4.61	4.89	5.50	9.15	5.55	96.74%

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Table 31. Speeding-Related Fatalities by County: Rate per 100,000 Population							
County	2014	2015	2016	2017	2018	2014-2018 Average	% Change: 2018 vs. prior 4-yr Avg.
McCormick	10.19	10.35	31.32	10.45	10.63	14.59	-31.79%
Marion	6.26	22.04	12.59	15.98	16.11	14.60	13.31%
Marlboro	24.98	21.76	11.13	22.47	18.94	19.86	-5.70%
Newberry	5.31	18.53	2.64	15.61	10.38	10.49	-1.31%
Oconee	5.32	6.59	2.61	10.33	8.93	6.76	43.77%
Orangeburg	6.66	14.58	16.96	18.25	19.56	15.20	38.56%
Pickens	6.64	3.29	4.06	9.70	8.00	6.34	35.12%
Richland	4.50	3.45	7.09	5.59	6.51	5.43	26.30%
Saluda	9.96	0.00	4.94	9.79	0.00	4.94	-100.0%
Spartanburg	5.46	11.80	4.99	6.85	13.38	8.50	83.95%
Sumter	9.29	4.67	8.40	8.45	7.51	7.66	-2.47%
Union	17.91	18.03	25.31	14.55	14.59	18.08	-22.98%
Williamsburg	12.22	9.23	31.33	19.24	16.34	17.67	-9.26%
York	3.27	2.39	6.21	3.38	5.11	4.07	33.94%
Total	**6.36**	**7.48**	**7.93**	**8.30**	**8.79**	**7.77**	**16.93%**

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

Work Zone Traffic Fatalities

Figure S-14 below indicates that from 2014 to 2018 work zone traffic fatalities increased (100.0%) in 2018 as compared to 2014. The fatality number for 2018 is higher (77.8%) than the average number of fatalities for the previous four years, 2014-2017 (13.50 fatalities). It should be noted that with traffic collision fatality numbers this small, significant percentage increases can be seen with a relatively small increase in the data.

Figure S-14. Work Zone Related Collisions 2014-2018 State Data
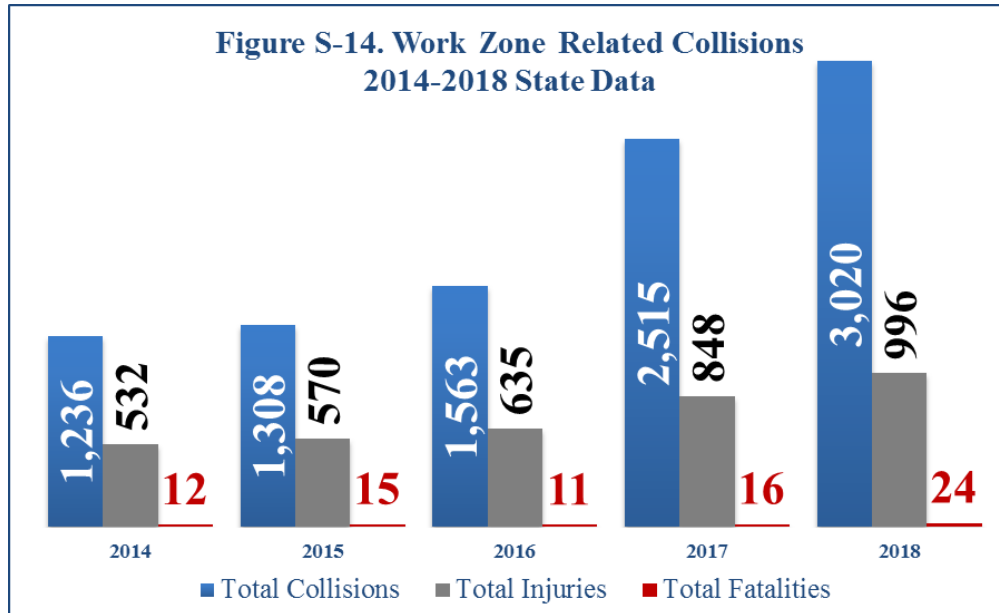
State data displays that there were 9,642 work zone-related collisions in South Carolina from 2014 to 2018. These collisions resulted in 78 fatalities and 3,581 persons injured. Types of work zone-related collisions include shoulder/median work, lane shift/crossover, intermittent/moving work, lane closures, and other areas that may be in or around the actual work zone.

State data indicates that work zone-related collisions and injuries have risen from 2014 to 2018. The data also show that work zone-related collisions have increased by more than 100% from 2014 to 2018, with 1,236 total collisions in 2014 and 3,020 total collisions in 2018. Injuries as a result of work zone-related collisions have also risen by 87.2%, from 532 persons injured in 2014 to 996 persons injured in 2018. It should be noted, however, that the numbers in these types of collisions are relatively small when compared to total collisions, injuries, and fatalities. Therefore, percentages can be affected with relatively minor changes in the data. However, the state takes each collision, injury, and fatality seriously and will continue to address this traffic safety issue through a project fully funded by the South Carolina Department of Transportation (SCDOT).

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

Traffic Collision Injuries

State data shows an increase of 9.47% in total traffic collision injuries, from 53,029 total injuries in 2014 to 58,053 in 2018. The 2018 figure was also less (0.81%) than the average of the four prior years 2014-2017 (58,525).

Figure S-1. Injuries in SC Motor Vehicle Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
53,029	58,604	61,899	60,566	58,053
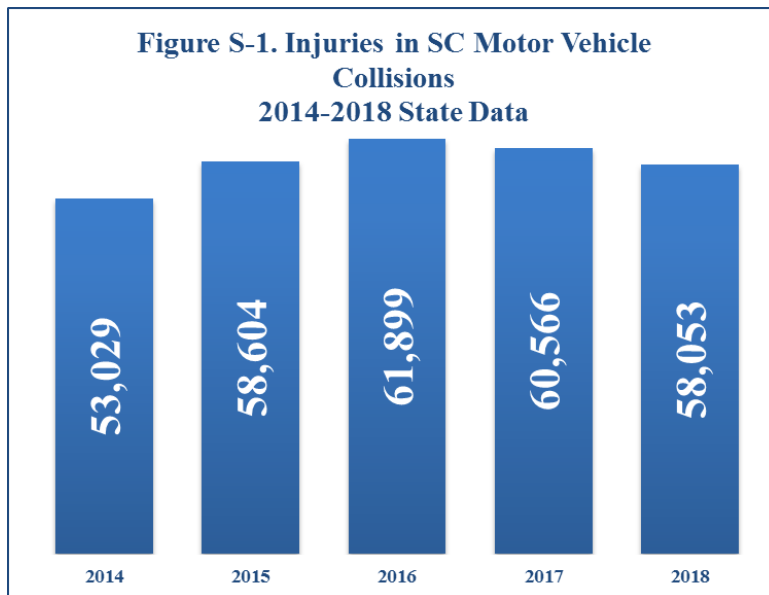
Table S-18 shows the number of speeding-related collisions for the state of South Carolina for the years 2014-2018. Of the 58,053 total traffic-related injuries reported in 2018, 19,042 or 32.80%, occurred in speeding-related collisions. Injuries sustained in speeding-related traffic collisions increased from 17,779 in 2014 to 19,042 in 2018, an increase of 7.10%. On average, for the years 2014-2017, injuries occurring in speeding-related traffic collisions accounted for 33.94% of all traffic collision injuries. The 2018 figure for speeding-related crash injuries (19,042) is 4.13% lower than the average for speeding-related collision injuries (19,862) from 2014 to 2017.

Table S-18 Speeding-Related Collisions in South Carolina, State Data 2014-2018			
Year	Injury Collision	Property Damage Only Collision	All Persons Injured
2014	11,634	27,429	17,779
2015	13,410	31,855	20,442
2016	13,783	32,668	20,954
2017	13,391	32,861	20,273
2018	12,854	32,917	19,042
Total	**65,072**	**157,730**	**98,490**

State data shows a decrease of 17.2 % in total traffic collision serious injuries, from 3,189 in 2014 to 2,642 in 2018. Serious injuries in 2018 decreased by 7.33% compared to the number of serious injuries in 2017 (2,851). The 2018 figure represents a decrease of 13.24% when compared to the average number of serious injuries for the years 2014-2017 (3,045.25).

Figure S-2. Severe Injuries in SC Motor Vehicle Collisions 2014-2018 State Data
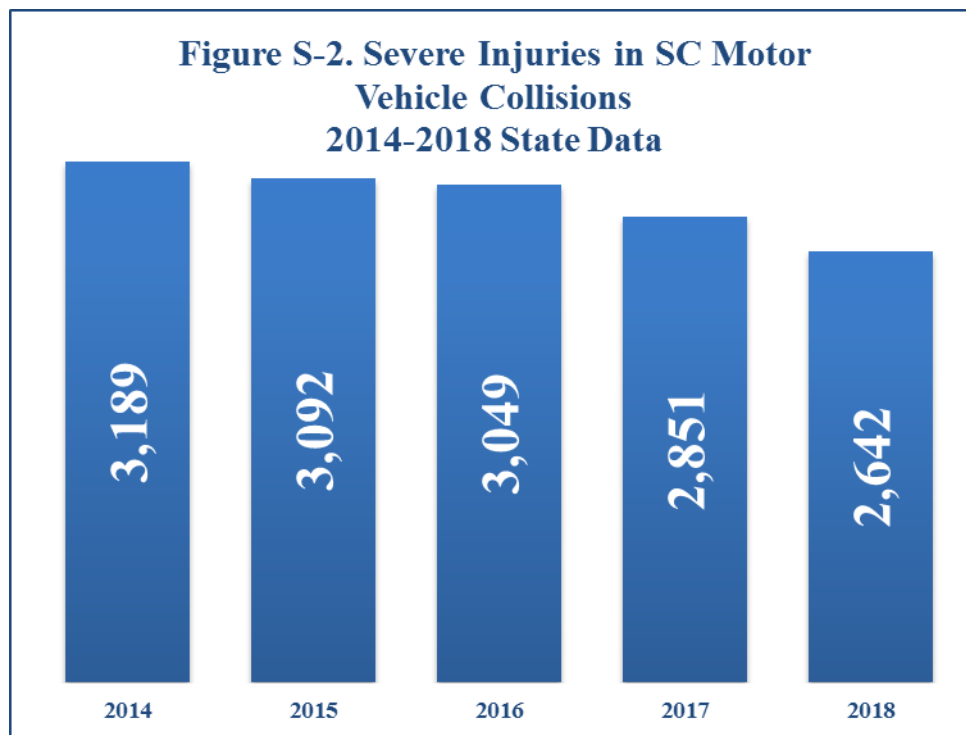
In **Figure S-15**, state data from 2014-2018 shows that the number of serious injuries occurring in speeding-related collisions decreased 12.91% in South Carolina, from 1,100 serious injuries in

2014 to 958 in 2018. The 2018 figure also represents a 10.38% decrease when compared to the average number of serious injuries in speeding-related collisions for the four years 2014-2017 (1,069). Of the 2,642 total traffic-related serious injuries reported in 2018, 958, or 36.26%, occurred in speeding-related collisions. The 2018 percentage of speeding-related serious injuries represents a 1.77% increase when compared to the percentage of speeding-related serious injuries that occurred in 2014.

Serious injuries in speeding-related traffic collisions decreased from 1,028 in 2017 to 958 in 2018, a decrease of 6.81%, and the 2018 percentage of speeding-related serious injuries represents a percentage increase of less than 1% from the 2017 percentage of speeding-related serious injuries.
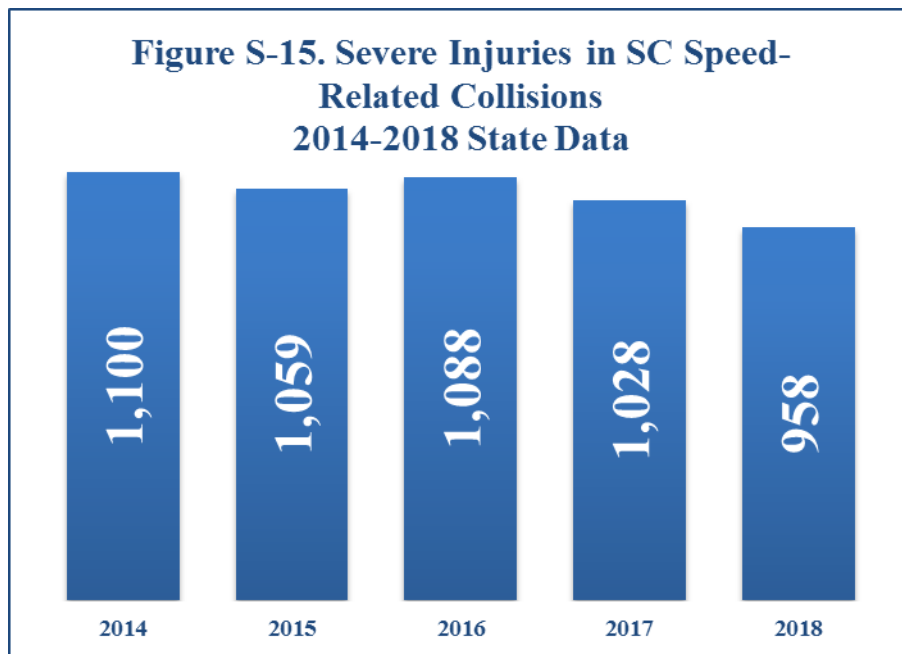
Figure S-15. Severe Injuries in SC Speed-Related Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
1,100	1,059	1,088	1,028	958

Traffic Collisions

There were 679,008 total traffic collisions in South Carolina from 2014 to 2018. This total includes fatal collisions, injury collisions, and property-damage-only collisions. There was a slight increase, 0.37%, in total collisions from 2017 (141,874) to 2018 (142,401). The 2018 figure represents an increase of 19.49% as compared to 2014 and an increase of 6.15% as compared to the average of the previous four years of 2014-2017 (134,152).

Figure S-3. Total SC Motor Vehicle Collisions 2014-2018 State Data

Year	Collisions
2014	119,173
2015	133,961
2016	141,599
2017	141,874
2018	142,401
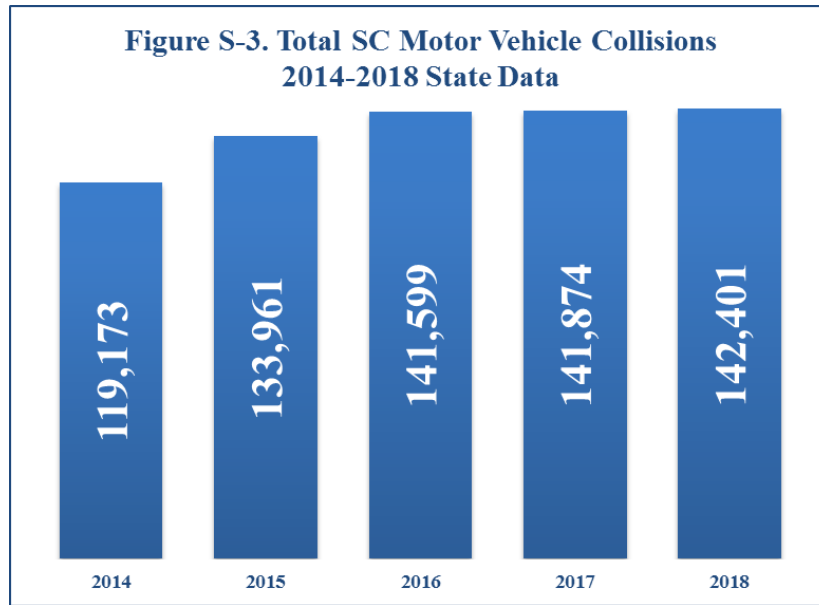
There were 224,579 total speeding-related traffic collisions in South Carolina from 2014 to 2018 (**Figure S-16**). Speeding-related collisions accounted for 33.07% of total traffic collisions in the state during the five-year period. In 2018, speeding-related collisions decreased by 1.01% as compared to 2017, from 46,619 in 2017 to 46,150 in 2018. The 2018 figure also represents a 17.25% increase as compared to the 2014 figure (39,360) and an increase of 3.46% when compared to the average number of speeding-related collisions (44,607) for the four-year period 2014-2017.
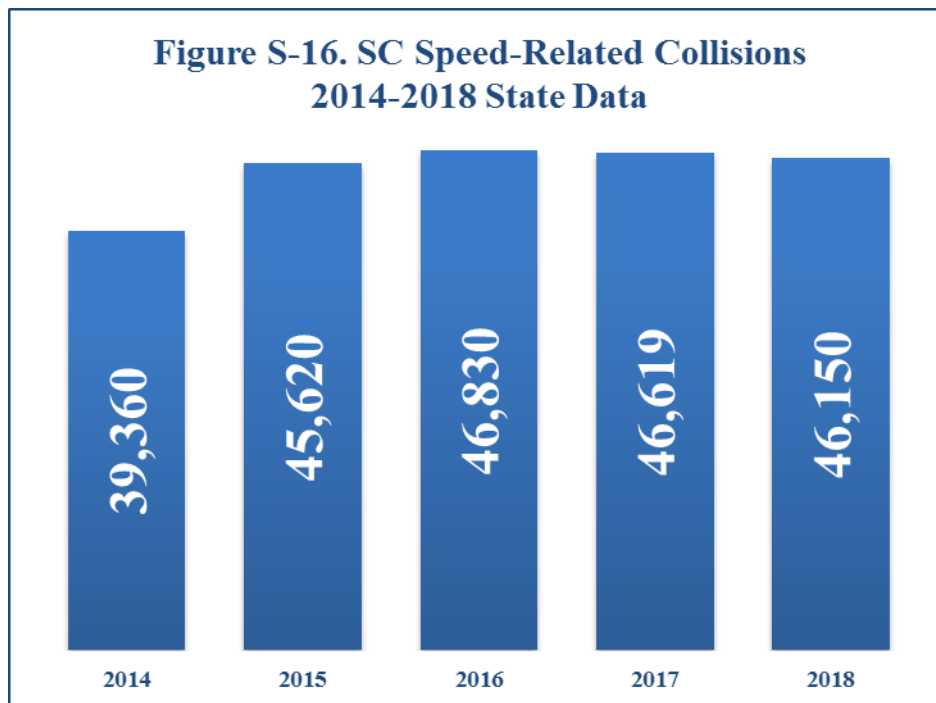
Figure S-16. SC Speed-Related Collisions 2014-2018 State Data

Year	Collisions
2014	39,360
2015	45,620
2016	46,830
2017	46,619
2018	46,150

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-6) Number of speeding-related fatalities (FARS)	2021	Annual	385

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Short-term, High Visibility Law Enforcement
Traffic Safety Officer Training

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Police Traffic Services

Project Safety Impacts

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

Linkage Between Program Area

Highway Safety Program Management is essential within the State Highway Safety Office, and each individual program plays a pivotal role in the planning, implementation, and coordination of highway safety programs and efforts intended to reduce problematic driving behaviors and promote safe driving practices. The 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 Activity: OHSJP Police Traffic Services Program Management

Planned activity number: PTS-INT

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description:

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

Solicitation document and the Highway Safety Plan, and to complete assigned portions of the Summaries and Recommendations document.

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies in this planned activity

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
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$160,548	$40,137	$0.00

Planned Activity: Law Enforcement Coordination

Planned activity number: PTS-LEC

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

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

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies in this planned activity

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
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$489,312	$122,328	$489,312

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

Program Area: Police Traffic Services

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 2021.

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-OP	High Visibility of Seat Belt Law
PTS-EU	PTS Enforcement Units
OP-PEM	Communication and Outreach-Occupant Protection

Planned Activity: Short-term, High Visibility Seat Belt Law Enforcement

Planned activity number: PTS-OP

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

Planned Activity Description
The state of South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2021 holiday period from May 24 – June 6, 2021, 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 2021 *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 2021. 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

Agency	County	Project Title
Simpsonville Police Department Traffic	Greenville	Simpsonville Police Department Traffic Safety Unit
City of Charleston	Charleston	City of Charleston Speed Enforcement
Mount Pleasant Police Department	Charleston	Mount Pleasant Traffic Enforcement Unit
City of Spartanburg Police Department	Spartanburg	City of Spartanburg Traffic Unit
Town of Lexington	Lexington	Town of Lexington Police Traffic Services Enhancement
City of Anderson Police Department	Anderson	Traffic Enforcement Unit
York County Sheriff's Office	York	Continuation of Traffic Enforcement Unit
City of Goose Creek PD	Berkeley	Traffic Enforcement Officer
Berkeley County	Berkeley	Berkeley County Sheriff's Traffic Safety Unit
Moncks Corner Police Department	Berkeley	Moncks Corner Traffic Enforcement Unit

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

Associated Countermeasure strategies   (optional)

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
2020/2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	$2,087,044	$521,761	$2,087,044

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
Police Vehicle	1	$31,408	$31,408	90%	$28,267

In-Car Camera	1	$5,382	$5,382	90%	$4,844
Mobile Radio	1	$7,214	$7,214	90%	$6,493
Portable Radio	1	$7,214	$7,214	90%	$6,493
Police Vehicle	1	$36,226	$36,226	90%	$32,603
In-Car Camera	1	$5,361	$5,361	90%	$4,825
Police Vehicle	1	$25,043	$25,043	90%	22,539
In-Car Camera	1	$5,707	$5,707	90%	$5,136

*See SC_FY21_Equipment Checklist attachment for assignment projects and SC_FY21_Vehicle Purchase Problem ID for more information.

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

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

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

Linkage Between Program Area

Based on the analysis of the problem identification data, South Carolina faces significant issues in speeding-related indices. Allocating funds to the establishment of full-time traffic enforcement units that include comprehensive highly-visible selective traffic enforcement efforts and public

education will facilitate the state's achievement of the outlined speed-related performance targets. Achievement of these performance targets will serve to reduce collisions, severe-injuries, and fatalities in the state.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M4HVE	DUI Enforcement Teams
164AL	Alcohol Impaired Driving 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 collisions, injuries, and fatalities in FFY 2021. 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 2021, will conduct special DUI enforcement emphases once a month on weekends from December 2020 to September 2021. The enforcement efforts will be supported by monthly media components. The

SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts.

Educational efforts will again utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty priority counties (Greenville, Horry, Lexington, Spartanburg, Richland, Anderson, Charleston, Berkeley, York, Aiken, Florence, Laurens, Beaufort, Orangeburg, Lancaster, Dorchester, Pickens, Darlington, Cherokee, and Oconee), which represent approximately 83.1% of the state's population (based on the Census population estimate for July 1, 2019) and 77.9% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2014 to 2018.

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 2021, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well, particularly as it relates to alcohol-impaired driving. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is apparent that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI, as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

For FFY 2021, the SC Public Safety Coordinating Council has approved twenty-four (24) 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 24 awarded enforcement projects, six (6) are DUI enforcement projects. The state will contract with the 19 host agencies to provide 9,360-14,976 hours of activity during FFY 2021 in the counties of Darlington (1 project), Charleston (1 project), Berkeley (2 projects), Lancaster (1 project), and Dorchester (1 project). Two of these 6 projects will be implemented in county sheriffs' offices. The hours will be split, with 75% spent towards alcohol-impaired driving and the other 25% on general DUI enforcement. The projects will focus exclusively on alcohol-impaired driving enforcement 75% of the time, and general DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators for the remaining 25% of the time. Activities will include educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 9,360-14,976 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which NHTSA's FARS data demonstrates to be those during which the most alcohol-impaired -related fatal collisions occur in the state (approximately 1,087, or 74.65%, of the 1,456 DUI-related fatal collisions during the

years of 2013-2018). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI-related collisions within their respective jurisdictions.

Table 19. Alcohol-Impairment Related Fatal Collisions* by Month, Day of Week, and Time of Day: Totals 2014-2018				
	South Carolina N= 1,456		U.S. N= 47,777	
	N	%	N	%
MONTH				
January	115	7.89%	3,392	7.10%
February	110	7.56%	3,149	6.59%
March	125	8.61%	3,710	7.76%
April	111	7.61%	3,869	8.10%
May	127	8.73%	4,326	9.06%
June	123	8.43%	4,159	8.70%
July	123	8.46%	4,460	9.34%
August	134	9.20%	4,461	9.34%
September	121	8.34%	4,206	8.80%
October	147	10.09%	4,291	8.98%
November	99	6.81%	3,919	8.20%
December	120	8.27%	3,836	8.03%
DAY OF WEEK				
Sunday	295	20.25%	10,155	21.25%
Monday	145	9.93%	5,000	10.47%
Tuesday	133	9.15%	4,491	9.40%
Wednesday	135	9.26%	4,792	10.03%
Thursday	155	10.68%	5,366	11.23%
Friday	209	14.36%	7,171	15.01%
Saturday	384	26.37%	10,802	22.61%
TIME OF DAY				
0:00am-2:59am	310	21.29%	10,836	22.68%
3:00am-5:59am	192	13.20%	5,834	12.21%
6:00am-8:59am	69	4.77%	2,219	4.64%
9:00am-11:59am	38	2.58%	1,499	3.14%
12:00pm-2:59pm	70	4.78%	2,580	5.40%
3:00pm-5:59pm	162	11.15%	5,364	11.23%
6:00pm-8:59pm	289	19.84%	8,746	18.31%
9:00pm-11:59pm	326	22.40%	10,154	21.25%
Unknown Hours			545	1.14%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
*Based on fatal collisions in which any collision participant had a BAC of 0.08 or above. Total fatal collisions may differ slightly depending on grouping (month, day, time) due to imputation method.

During the FFY 2021 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 or social media posts detailing the activities of the grant projects. Additionally, DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Additionally, of the 24 approved and awarded enforcement projects, eighteen (18) are Police Traffic Services projects, which will fund a total of 34,320-54,912 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

Agency	County	Project Title
City of Charleston Police Department	Charleston	FFY2021 Highway Safety Grant: DUI Enforcement Continuation
Berkeley County Sheriff's Office	Berkeley	Building DUI Capacity
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures Officer
Lancaster County Sheriff's Office	Lancaster	Impaired Driving Enforcement
Town of Summerville	Dorchester	Summerville DUI Enforcement
City of Hartsville	Darlington	Impaired Driving Countermeasures Officer

Associated Countermeasure strategies   (optional)

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
2020/2021	FAST Act 405d	(FAST) Impaired Driving HVE	$118,815	$29,703.75	$0

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

Planned Activity: Alcohol Impaired Driving Enforcement Teams

Planned activity number: 164AL

Primary Countermeasure Strategy ID: High Visibility DUI Enforcement

Planned Activity Description

For FFY 2021, the SC Public Safety Coordinating Council has approved twenty-four (24) 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 24 awarded enforcement projects, six (6) are DUI enforcement projects. The state will contract with the 19 host agencies to provide 9,360-14,976 hours of activity during FFY 2021 in the counties of Darlington (1 project), Charleston (1 project), Berkeley (2 projects), Lancaster (1 project), and Dorchester (1 project). Two of these six projects will be implemented in county sheriffs' offices. The hours will be split, with 75% spent towards alcohol-impaired driving and the other 25% on general DUI enforcement. The projects will focus exclusively on alcohol-impaired driving enforcement 75% of the time, and general DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators for the remaining 25% of the time. Activities will include educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 9,360-14,976 hours of alcohol-impaired driving enforcement activity will occur during the hours of 3 PM and 6 AM, which NHTSA's FARS data demonstrates to be those during which the most DUI-related fatal collisions occur in the state (approximately 1,087, or 74.65%, of the 1,456 DUI-related fatal collisions during the years of 2013-2018). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI-related collisions within their respective jurisdictions.

Table 19. Alcohol-Impairment Related Fatal Collisions* by Month, Day of Week, and Time of Day: Totals 2014-2018				
	South Carolina N= 1,456		U.S. N= 47,777	
	N	%	N	%
MONTH				
January	115	7.89%	3,392	7.10%
February	110	7.56%	3,149	6.59%
March	125	8.61%	3,710	7.76%
April	111	7.61%	3,869	8.10%
May	127	8.73%	4,326	9.06%
June	123	8.43%	4,159	8.70%
July	123	8.46%	4,460	9.34%
August	134	9.20%	4,461	9.34%
September	121	8.34%	4,206	8.80%
October	147	10.09%	4,291	8.98%
November	99	6.81%	3,919	8.20%
December	120	8.27%	3,836	8.03%
DAY OF WEEK				
Sunday	295	20.25%	10,155	21.25%
Monday	145	9.93%	5,000	10.47%
Tuesday	133	9.15%	4,491	9.40%
Wednesday	135	9.26%	4,792	10.03%
Thursday	155	10.68%	5,366	11.23%
Friday	209	14.36%	7,171	15.01%
Saturday	384	26.37%	10,802	22.61%

Table 19. Alcohol-Impairment Related Fatal Collisions* by Month, Day of Week, and Time of Day: Totals 2014-2018				
	South Carolina N= 1,456		U.S. N= 47,777	
	N	%	N	%
TIME OF DAY				
0:00am-2:59am	310	21.29%	10,836	22.68%
3:00am-5:59am	192	13.20%	5,834	12.21%
6:00am-8:59am	69	4.77%	2,219	4.64%
9:00am-11:59am	38	2.58%	1,499	3.14%
12:00pm-2:59pm	70	4.78%	2,580	5.40%
3:00pm-5:59pm	162	11.15%	5,364	11.23%
6:00pm-8:59pm	289	19.84%	8,746	18.31%
9:00pm-11:59pm	326	22.40%	10,154	21.25%
Unknown Hours			545	1.14%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
*Based on fatal collisions in which any collision participant had a BAC of 0.08 or above. Total fatal collisions may differ slightly depending on grouping (month, day, time) due to imputation method.

During the FFY 2021 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 or social media posts detailing the activities of the grant projects. Additionally, DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Additionally, of the 24 approved and awarded enforcement projects, eighteen (18) are Police Traffic Services projects, which will fund a total of 34,320-54,912 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

Agency	County	Project Title
City of Charleston Police Department	Charleston	FFY2021 Highway Safety Grant: DUI Enforcement Continuation
Berkeley County Sheriff's Office	Berkeley	Building DUI Capacity
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures Officer
Lancaster County Sheriff's Office	Lancaster	Impaired Driving Enforcement
Town of Summerville	Dorchester	Summerville DUI Enforcement
City of Hartsville	Darlington	Impaired Driving Countermeasures Officer

Associated Countermeasure strategies   (optional)

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
2019/2020	164AL	Alcohol Related Enforcement/Court Support	$356,475	$0.00	$356,475

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

Planned Activity: PTS Enforcement Units

Planned activity number: PTS-EU

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

Planned Activity Description

A total of eighteen (18) 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 speeding-related traffic collisions, serious injuries, and fatalities. This includes county sheriffs' offices and municipal law enforcement agency projects identified by the supporting data. These projects will fund a total of 34,320-54,912 hours of general traffic and speed enforcement activity in municipalities located in priority counties. These projects will also encompass DUI enforcement

efforts as each project requires the persons performing grant-funded activity hours (Section 402-funded) to engage in aggressive DUI enforcement activity.

During FFY 2021, PTS Enforcement projects throughout the state will participate in Law Enforcement Networks established in the 16 Judicial Circuits in South Carolina. They will participate in statewide and national highway safety campaigns and enforcement crackdown/mobilization programs. These campaigns include DUI crackdowns *(Sober or Slammer!),* occupant protection mobilizations (*Buckle Up, South Carolina*), focused roadway corridor speed enforcement (Operation Southern Shield), and combined enforcement activity, to include nighttime safety belt enforcement. The PTS projects will conduct traffic safety presentations to increase community awareness of traffic safety-related issues and issue press releases of the projects' activities.

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

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

Intended Subrecipients

Agency	County	Project Title
Simpsonville Police Department Traffic	Greenville	Simpsonville Police Department Traffic Safety Unit
City of Charleston	Charleston	City of Charleston Speed Enforcement
Mount Pleasant Police Department	Charleston	Mount Pleasant Traffic Enforcement Unit
City of Spartanburg Police Department	Spartanburg	City of Spartanburg Traffic Unit
Town of Lexington	Lexington	Town of Lexington Police Traffic Services Enhancement
City of Anderson Police Department	Anderson	Traffic Enforcement Unit
York County Sheriff's Office	York	Continuation of Traffic Enforcement Unit
City of Goose Creek PD	Berkeley	Traffic Enforcement Officer

Berkeley County	Berkeley	Berkeley County Sheriff's Traffic Safety Unit
Moncks Corner Police Department	Berkeley	Moncks Corner Traffic Enforcement Unit
North Augusta Department of Public Safety	Aiken	North Augusta Traffic Safety Unit
City of Orangeburg	Orangeburg	Traffic Enforcement Unit
Town of Port Royal	Beaufort	Town of Port Royal Traffic Enforcement Team
Town of Summerville	Dorchester	Summerville Traffic Enforcement
Lancaster Police Department	Lancaster	Lancaster Police Department Traffic Enforcement Unit
Georgetown County Sheriff's Office	Georgetown	Georgetown County Sheriff's Office Traffic Enforcement Unit
Oconee County Sheriff's Office	Oconee	Oconee County Sheriff's Office Traffic Safety/Speed Enforcement Program
Chesterfield County Sheriff's Office	Chesterfield	Chesterfield County Traffic Enforcement Unit

Countermeasure strategies in this planned activity

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
2020/2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	$2,087,044	$521,761	$2,087,044

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
Police Vehicle	1	$31,408	$31,408	90%	$28,267
In-Car Camera	1	$5,382	$5,382	90%	$4,844
Mobile Radio	1	$7,214	$7,214	90%	$6,493
Portable Radio	1	$7,214	$7,214	90%	$6,493
Police Vehicle	1	$36,226	$36,226	90%	$32,603
In-Car Camera	1	$5,361	$5,361	90%	$4,825
Police Vehicle	1	$25,043	$25,043	90%	22,539
In-Car Camera	1	$5,707	$5,707	90%	$5,136

*See SC_FY21_Equipment Checklist attachment for assignment projects and SC_FY21_Vehicle Purchase Problem ID for more information.

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 collision, injuries, and fatalities through a variety of enforcement strategies. Reducing traffic-related collisions, injuries and fatalities throughout the state is considered to be a significant traffic safety impact.

Linkage Between Program Area

Based on the analysis of the problem identification data, South Carolina faces significant issues in speeding-related indices. Allocating funds to the provision of educational programs that

accompany traffic enforcement projects will produce well-rounded, well-trained traffic enforcement officers. These highly trained traffic enforcement officers will facilitate the state's achievement of the outlined speeding-related performance targets. Achievement of these performance targets will serve to reduce traffic collisions, severe-injuries, and fatalities in the state.

Rationale

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

Planned 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

Project Description: The South Carolina Criminal Justice Academy (SCCJA) conducts the Traffic Safety Officer (TSO) Certification program and other extensive law enforcement training programs with the primary purpose of reducing fatalities and injuries on the state's roadways. SCCJA provides comprehensive traffic enforcement/investigative training to the state's traffic law enforcement officers. Officers trained in the collision investigation courses will be able to determine the cause(s) of motor vehicle collisions and cite the individual(s) responsible with the appropriate charge(s). Professionally trained officers will also be able to proficiently prosecute violators which will result in higher conviction rates, which will in turn help to deter traffic infractions. The Traffic Safety Officer Program will provide professional training to the law enforcement officers of South Carolina in the following classes: At-Scene Collision Investigation, Technical Collision Investigation, Traffic Collision Reconstruction, Data Master DMT Operator Certification, Data Master DMT Operator Recertification, Advanced DUI and Standardized Field Sobriety Testing (SFST), SFST Recertification, Speed and Measurement Device Operator Program, Speed Measurement Device Instructor Program, Safe and Legal Traffic Stops (SALTS), Motorcycle Collision Reconstruction, Pedestrian/Bicycle Collision Reconstruction, and

Commercial Vehicle Collision Reconstruction. SCCJA will track and schedule at least 81 training classes during the FFY 2021 grant year.

Intended Subrecipients

The South Carolina Criminal Justice Academy

Countermeasure strategies in this planned activity

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
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$409,279	$102,319.75	$409,279

PROGRAM AREA: IMPAIRED DRIVING (DRUG & ALCOHOL)
DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

The state of South Carolina has been committed to reducing the occurrence of alcohol-impaired driving and the resulting traffic collisions, injuries, and fatalities. The state has experienced significant reductions in alcohol-impaired driving traffic fatalities in recent years. The most recent the Fatality Analysis Reporting System (FARS) data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 291 people died on South Carolina roadways in 2018 as a result of alcohol-impaired driving collisions.

Data in **Table 5** shows that in 2014, there were 331 alcohol-impaired driving fatalities in South Carolina. This number fluctuated each year until reaching a low for the five-year period of 291 in 2018. The 291 alcohol-impaired driving fatalities in 2018 represent a 9.42% decrease from the 2014-2017 average, and a 12.08% decrease from the 2014 total (331). The VMT-based alcohol-impaired traffic fatality rate for 2018 (0.51) represented a 16.05% decrease from the prior four-year average and a 22.73% decrease when compared to the 2014 rate (0.66). South Carolina's alcohol-impaired population-based fatality rate followed a similar pattern as the VMT rate and total fatalities, with the 2018 rate (5.72 deaths per 100,000 population) representing a 12.34% decrease when compared to the 2014-2017 average (6.53) and a 16.62% decrease when compared to the rate in 2014 (6.86). From 2014-2018, alcohol-impaired driving fatalities were the lowest in 2018 (291), despite an increase in the number of overall traffic fatalities during the same year **Table 1**).

Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	331	306	343	305	291	-12.08%	-9.42%
VMT Rate**	0.66	0.59	0.63	0.55	0.51	-22.73%	-16.05%
Pop Rate***	6.86	6.25	6.92	6.07	5.72	-16.62%	-12.34%
Pct. Of Total	40.22%	31.26%	33.63%	30.84%	28.06%	-12.16%	-5.93%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

NHTSA's FARS data (**Table 1**) for calendar year (CY) 2018 shows that 1,037 people were killed in South Carolina traffic collisions. In the period from 2014 through 2018, NHTSA'S FARS indicates that there were approximately 4,848 traffic fatalities in South Carolina. This resulted in an average of about 970 traffic fatalities per year over the five-year period. Over this period, traffic fatalities increased from 823 in 2014 and 1,037 in 2018. The 2018 count represents an 8.84% increase, when compared to the average of the prior four years (953 fatalities), and a 26.00% increase when compared to the count in 2014.

Table 1. South Carolina Basic Data							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	823	979	1,020	989	1,037	26.00%	8.84%
VMT*	49,950	51,723	54,404	55,496	56,836	13.79%	7.45%
VMT Rate**	1.65	1.89	1.87	1.78	1.82	10.30%	1.25%
Population	4,823,793	4,892,253	4,958,235	5,021,219	5,084,127	5.40%	3.25%
Pop Rate***	17.06	20.01	20.57	19.70	20.40	19.58%	5.51%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Table 15 indicates that nationwide, alcohol-impaired traffic fatalities decreased by 0.13% in 2018 compared to an average of the four prior years, and VMT-based and population-based fatality rates decreased by 2.22% and 1.68%, respectively when compared to the average of the four prior years. Nationally, the alcohol-impaired VMT-based fatality rate remained basically unchanged when compared to 2014, and the percent of alcohol-impaired fatalities declined by 1.34%. All indices (total fatalities, VMT rate, population-based fatality rate, and percent of total) declined within the state when compared to 2014

Table 15. Nationwide Alcohol-Impaired Driving Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	9,943	10,280	10,967	10,908	10,511	5.71%	-0.13%
VMT Rate**	0.33	0.33	0.35	0.34	0.33	0.00%	-2.22%
Pop Rate***	3.12	3.20	3.39	3.35	3.21	2.88%	-1.68%
Pct. Of Total	30.37%	28.98%	29.01%	29.11%	29.03%	-1.34%	-0.34%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

As shown in **Figure 18**, the percentage of fatalities in South Carolina that involved alcohol-impaired driving was consistently above that of the nation from 2014 to 2017. However, in 2018, 28.06% of all fatalities in South Carolina were alcohol-impaired driving fatalities, which was 3.34% lower than the nationwide percentage during that same year.

Figure 18. Alcohol Impaired Driving Fatalities as Percent of Total Fatalities
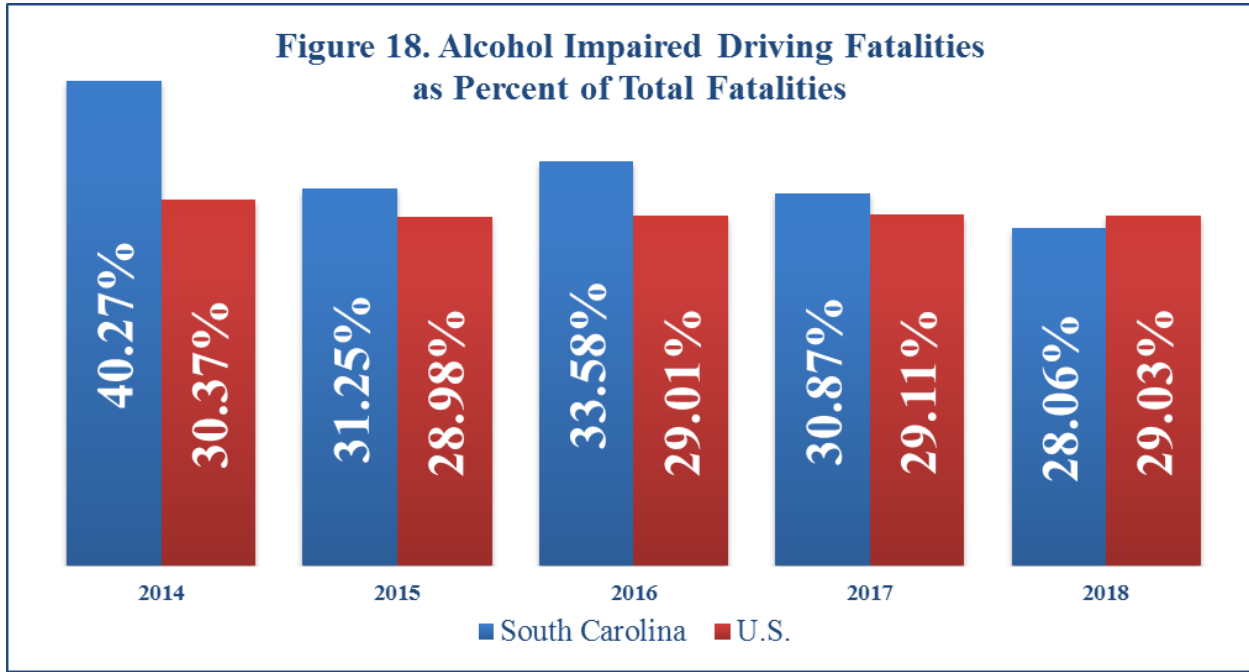
Figure 2 and **Figure 3** are based on NHTSA's FARS data and display graphically the downward trends in South Carolina in terms of two key indices of alcohol- impaired driving fatality data: – alcohol-impaired driving fatalities and population-based alcohol-impaired driving fatality rate.

Figure 2. South Carolina Alcohol-Impaired Driving Fatalities

$y = -8.14x + 339.64$
$R^2 = 0.3727$

Figure 3. South Carolina Population Rate for Alcohol-Impaired Driving Fatalities

$$y = -0.2457x + 7.1035$$
$$R^2 = 0.5692$$
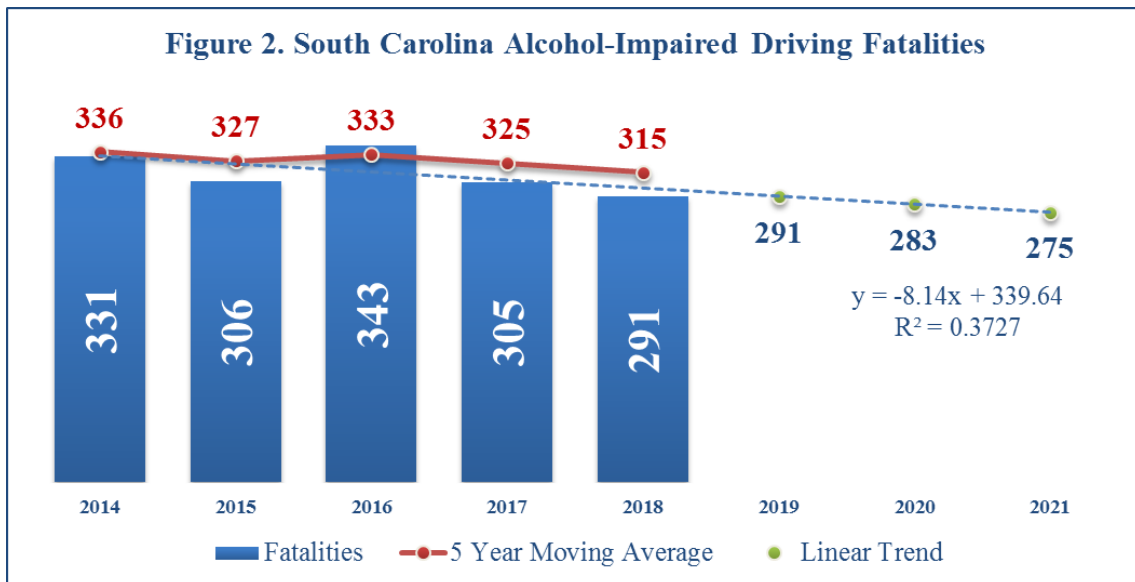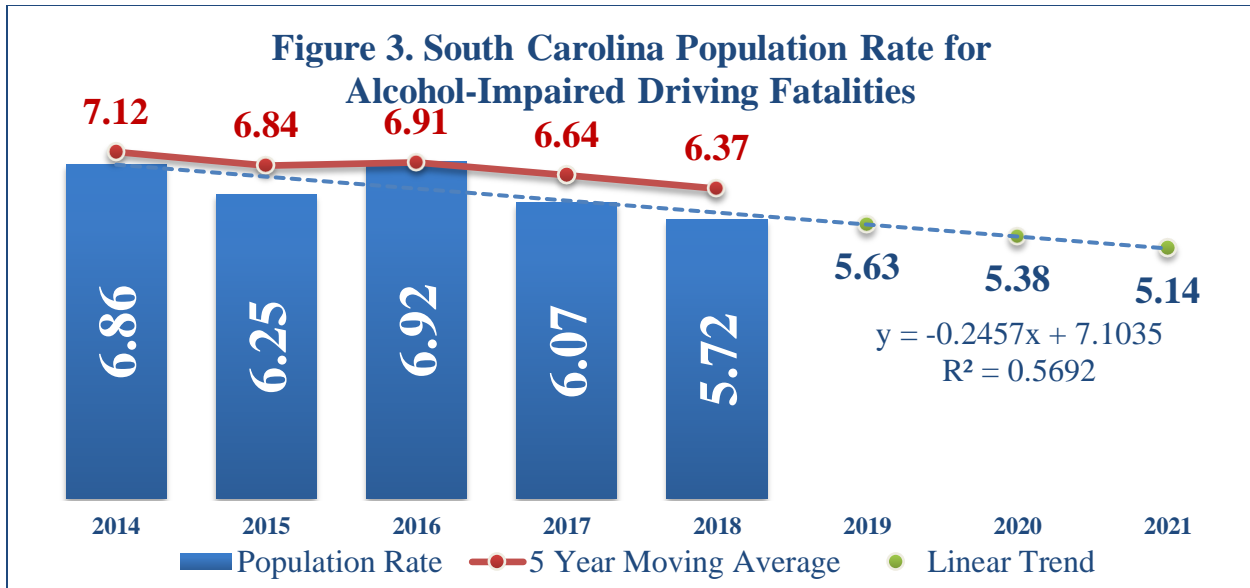
Alcohol-Impaired Driving Fatalities: Counties

Table 16 shows the alcohol-impaired driving fatalities by county for South Carolina. According to NHTSA's FARS data, from 2014 to 2018, the five counties with the most alcohol-impaired driving fatalities were Greenville (116); Horry (106); Charleston (103); Richland (96); and Lexington (93). Of these five counties, two showed a decrease in the number of 2018 traffic fatalities when compared to the respective prior four-year average: Horry (-15.60%) and Lexington (-28.06%). The remaining three experienced increases in the number of 2018 traffic fatalities when compared to the respective prior four-year average: Charleston (46.03%), Richland (10.34%), and Greenville (4.14%). Throughout the five-year period 2014-2018, the counties with the highest percentages of alcohol-impaired driving fatalities as compared to the total traffic fatalities were Barnwell (52.00%); Lee (48.48%); Chesterfield (40.38%); Fairfield (40.00%); and Williamsburg (39.68%).

Table 16. Alcohol-Impaired Driving Fatalities by County									
Alcohol-Impaired Driving (A-I) Fatalities*									
County	2014	2015	2016	2017	2018	Total A-I Fatalities	Total Fatalities	% A-I	% Change: 2018 vs. prior 4-yr Avg.
Abbeville	2	2	1	1	0	6	27	22.22%	-86.21%
Aiken	9	10	13	6	7	45	150	30.00%	-30.34%
Allendale	1	0	0	1	2	4	17	23.53%	278.9%
Anderson	19	8	14	17	8	66	222	29.73%	-41.87%
Bamberg	2	2	1	0	2	6	20	30.00%	81.82%
Barnwell	1	4	3	4	1	13	25	52.00%	-70.25%
Beaufort	10	3	9	8	6	35	118	29.66%	-21.36%
Berkeley	14	10	13	12	13	62	178	34.83%	4.70%
Calhoun	4	2	3	2	2	14	47	29.79%	-17.24%
Charleston	24	15	19	18	28	103	303	33.99%	46.03%
Cherokee	6	4	1	7	3	21	75	28.00%	-43.78%
Chester	3	3	8	7	3	24	68	35.29%	-50.94%

Table 16. Alcohol-Impaired Driving Fatalities by County									
Alcohol-Impaired Driving (A-I) Fatalities*									% Change: 2018 vs. prior 4-yr Avg.
County	2014	2015	2016	2017	2018	Total A-I Fatalities	Total Fatalities	% A-I	
Chesterfield	2	9	3	4	4	21	52	40.38%	-18.64%
Clarendon	3	6	6	5	5	24	82	29.27%	1.05%
Colleton	7	10	8	6	4	35	102	34.31%	-43.42%
Darlington	3	10	9	4	8	34	97	35.05%	24.51%
Dillon	6	2	6	1	2	17	52	32.69%	-53.55%
Dorchester	5	11	7	7	2	32	117	27.35%	-69.02%
Edgefield	2	0	1	0	4	7	21	33.33%	350.0%
Fairfield	7	0	5	3	5	20	50	40.00%	29.73%
Florence	11	10	10	15	12	57	165	34.55%	4.66%
Georgetown	4	4	0	3	3	14	61	22.95%	18.10%
Greenville	22	24	25	20	24	116	373	31.10%	4.14%
Greenwood	4	6	3	5	5	23	60	38.33%	2.79%
Hampton	2	2	0	0	0	5	19	26.32%	-100.0%
Horry	27	23	19	18	18	106	347	30.55%	-15.60%
Jasper	2	3	7	3	3	17	77	22.08%	-28.77%
Kershaw	5	5	8	6	1	25	85	29.41%	-78.33%
Lancaster	5	4	5	4	5	22	76	28.95%	0.56%
Laurens	6	5	9	11	13	44	128	34.38%	66.99%
Lee	1	6	3	3	4	16	33	48.48%	42.15%
Lexington	16	22	20	22	14	93	239	38.91%	-28.06%
McCormick	4	0	2	1	0	6	16	37.50%	-100.0%
Marion	3	4	3	0	1	11	47	23.40%	-69.23%
Marlboro	4	1	1	0	1	8	47	17.02%	-18.75%
Newberry	2	1	4	3	1	11	32	34.38%	-60.78%
Oconee	4	4	4	6	4	22	71	30.99%	-1.15%
Orangeburg	10	9	11	12	13	55	157	35.03%	21.24%
Pickens	8	7	3	8	3	28	91	30.77%	-57.65%
Richland	18	16	25	16	21	96	257	37.35%	10.34%
Saluda	3	0	1	1	0	5	17	29.41%	-75.00%
Spartanburg	19	24	17	13	19	91	291	31.27%	4.74%
Sumter	12	4	10	6	7	38	99	38.38%	-10.97%
Union	1	4	2	1	1	9	29	31.03%	-50.00%
Williamsburg	3	2	11	4	4	25	63	39.68%	-24.53%
York	8	7	11	13	8	47	142	33.10%	-17.74%
Totals	331	306	343	305	291	1576	4848	32.51%	-9.42%

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

Different county pictures emerge when looking at population-based alcohol-impaired traffic fatality rates in South Carolina. The population-based traffic fatality rates by county are shown in **Table 17**, which shows that the counties with the highest fatality rates in 2018 were (Lee [23.33]; Allendale [22.46]; Fairfield [22.32]; Laurens [19.40]; and Orangeburg [14.95]). Many of these counties are much smaller in population than the average SC County, and it should be noted that the counties' population-based fatality rates can vary drastically from year to year as **Table 17** shows. Thus, counties with the highest rates in 2018 may have had a much smaller rate in prior years. As a result, using this data to frame and inform strategies should be considered with caution.

Table 17. Alcohol-Impaired Driving Fatalities by County: Rate per 100,000 Population					
	2014	2015	2016	2017	2018
Abbeville	8.07	8.07	4.06	4.07	0.00
Aiken	5.48	6.04	7.78	3.57	4.13

Table 17. Alcohol-Impaired Driving Fatalities by County: Rate per 100,000 Population					
	2014	2015	2016	2017	2018
Allendale	10.31	0.00	0.00	11.11	22.46
Anderson	9.91	4.13	7.15	8.57	3.99
Bamberg	13.20	13.62	6.90	0.00	14.01
Barnwell	4.54	18.36	13.88	18.73	4.74
Beaufort	5.71	1.67	4.91	4.29	3.18
Berkeley	7.06	4.93	6.24	5.60	5.88
Calhoun	26.94	13.55	20.35	13.61	13.77
Charleston	6.32	3.85	4.79	4.48	6.90
Cherokee	10.65	7.08	1.76	12.30	5.26
Chester	9.25	9.26	24.79	21.68	9.30
Chesterfield	4.33	19.50	6.50	8.71	8.74
Clarendon	8.78	17.66	17.53	14.71	14.84
Colleton	18.65	26.70	21.28	15.96	10.62
Darlington	4.43	14.81	13.38	5.97	11.98
Dillon	19.17	6.42	19.52	3.27	6.54
Dorchester	3.36	7.20	4.48	4.41	1.24
Edgefield	7.51	0.00	3.76	0.00	14.79
Fairfield	30.40	0.00	22.08	13.27	22.32
Florence	7.93	7.21	7.22	10.83	8.69
Georgetown	6.57	6.51	0.00	4.85	4.82
Greenville	4.57	4.89	5.01	3.95	4.67
Greenwood	5.74	8.57	4.27	7.08	7.07
Hampton	9.79	10.02	0.00	0.00	0.00
Horry	9.07	7.44	5.92	5.41	5.23
Jasper	7.50	10.94	24.97	10.56	10.36
Kershaw	7.91	7.86	12.44	9.22	1.52
Lancaster	5.99	4.63	5.56	4.32	5.24
Laurens	9.02	7.52	13.50	16.44	19.40
Lee	5.46	33.71	17.15	17.37	23.33
Lexington	5.77	7.81	6.98	7.56	4.75
McCormick	40.77	0.00	20.88	10.45	0.00
Marion	9.39	12.59	9.45	0.00	3.22
Marlboro	14.28	3.63	3.71	0.00	3.79
Newberry	5.31	2.65	10.54	7.81	2.60
Oconee	5.32	5.27	5.22	7.75	5.10
Orangeburg	11.11	10.09	12.44	13.69	14.95
Pickens	6.64	5.76	2.44	6.47	2.40
Richland	4.50	3.94	6.11	3.89	5.07
Saluda	14.94	0.00	4.94	4.90	0.00
Spartanburg	6.48	8.09	5.65	4.24	6.05
Sumter	11.15	3.73	9.33	5.63	6.57
Union	3.58	14.42	7.23	3.64	3.65
Williamsburg	9.16	6.15	34.47	12.83	13.07
York	3.27	2.79	4.27	4.88	2.92
County Average	**9.68**	**8.24**	**9.80**	**7.78**	**7.59**

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

As shown in **Figure S-5**, according to state data, from 2014 to 2018, a total of 292,151 people were injured in motor-vehicle collisions in South Carolina. Of the 292,151 injuries, 20,222 or 6.92%, were impaired driving-related (State data cannot separate alcohol- and drug-impaired driving). **Figure S-5** displays graphically how total injuries compared to impaired driving-related injuries in the state from 2014 to 2018.

Figure S-5. Injuries SC Motor Vehicle Collisions 2014-2018 State Data

Year	Total Injuries	Impaired Driving Injuries
2014	53,029	4,097
2015	58,604	4,169
2016	61,899	4,319
2017	60,566	4,016
2018	58,053	3,621

■ Total Injuries ■ Impaired Driving Injuries
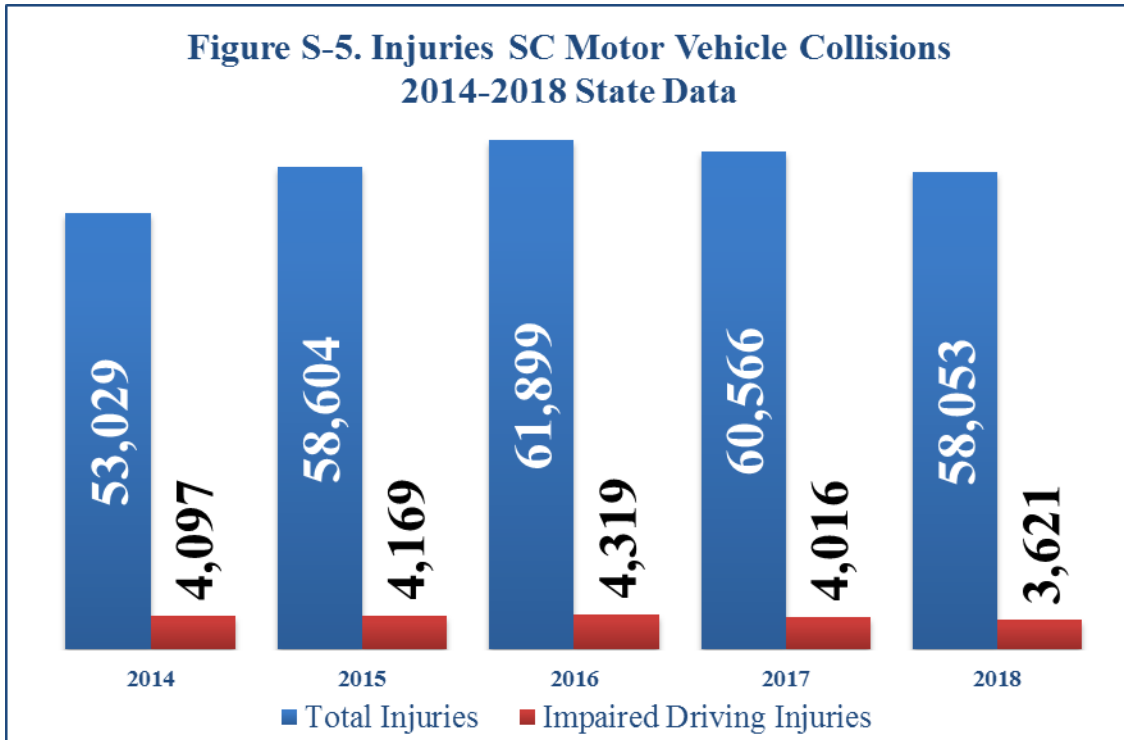
Figure S-6 compares total severe traffic-related injuries in SC from 2014 to 2018 to those severe injuries that were the result of impaired-driving collisions. From 2014 to 2018, SC experienced a total of 14,823 severe traffic-related injuries. Of these 14,823 severe-injuries, 2,918, or 19.7%, were impaired-driving-related. The state experienced a decrease (-28.5%) in 2018 in impaired-driving-related severe injuries (479), as compared to the number of impaired-driving-related severe injuries in 2014 (670). The state also experienced a decrease (-21.44%) in 2018 as compared to the average of the four-year period 2014-2017 (609.75 severe injuries).

Figure S-6. Severe Injuries SC Motor Vehicle Collisions 2014-2018 State Data

Year	Total Severe Injuries	Impaired Driving Severe Injuries
2014	3,189	670
2015	3,092	626
2016	3,049	610
2017	2,851	533
2018	2,642	479
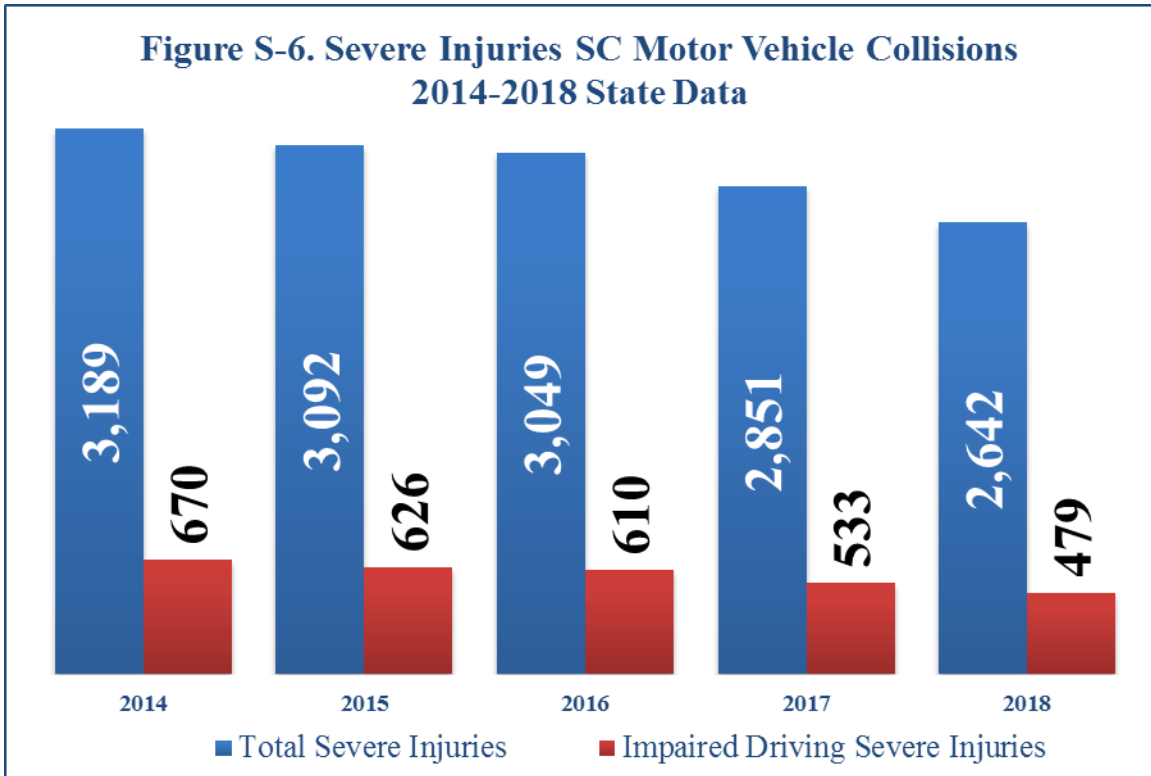
Traffic Collisions

Impaired-Driving Collisions

According to state data, over the five-year period 2014-2018, South Carolina experienced 29,354 impaired-driving collisions. During the same period, there was slight decrease (4.5%) in the number of impaired-driving collisions, from 5,782 in 2014 to 5,522 in 2018 (**Figure S-7**). The 2018 figure of 5,522 impaired-driving-related collisions was 7.3% lower than the average number of impaired-driving-related collisions for the years 2014-2017 (5,958).

Figure S-7. SC Motor Vehicle Collisions 2014-2018 State Data
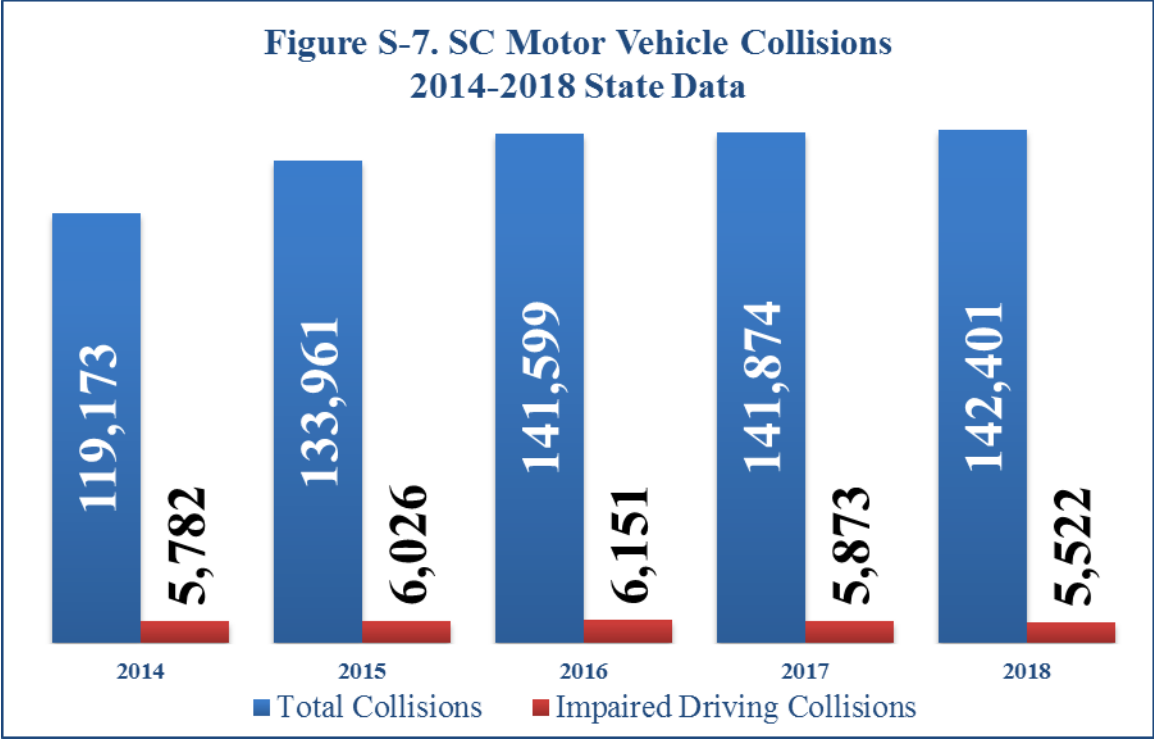
Drivers Involved in Impaired-Driving-Related Collisions

Drivers in the 25-29 year old age group made up the largest age group represented among all drivers (29,458) that contributed to an impaired-driving crash from 2014-2018, totaling 4,809 drivers. Of the 4,809 drivers, 251, or 5.2%, were involved in a fatal impaired-driving collision. The second highest age group of drivers that contributed to an impaired-driving crash was aged 20-24 (4,724 drivers). Of the 4,724 drivers, 229, or 4.8%, were involved in a fatal impaired-driving-related crash. This age group was followed by drivers aged 30-34, totaling 3,985 drivers that contributed to an impaired-driving crash and 199, or 5.0%, of whom were involved in a fatal impaired-driving-related collision (**Tables S-1** and **S-2**).

During the period 2014-2018, 80.2% of the drivers that contributed to an impaired-driving crash were male, 19.7% were female, and 0.1% were gender unknown (**Table S-3**). In regards to ethnicity, Caucasians were the leading group of drivers that contributed to an impaired-driving crash, constituting 62.1% of the total drivers (**Table S-4**). African Americans were the next highest group, with 33.7%, followed by Hispanic drivers, who accounted for 3.3% of the total drivers that contributed to an impaired-driving crash (0.6%, 0.2%, and 0.1% represent other, unknown, and Alaskan Native/American Indian ethnicities, respectively).

Table S-1. Impaired Driving Collisions by 'Contributed To' Driver Age Group, State Data 2014-2018

Age Group	2014	2015	2016	2017	2018	Total
Under 15	1	0	1	1	0	3
15-19	265	245	235	246	207	1,198
20-24	982	1,021	990	930	801	4,724
25-29	924	982	1,036	956	911	4,809
30-34	783	837	805	819	741	3,985
35-39	571	643	664	643	649	3,170
40-44	570	528	549	539	504	2,690
45-49	478	484	509	482	490	2,443
50-54	471	486	485	441	390	2,273
55-59	341	377	422	375	364	1,879
60-64	189	232	228	216	236	1,101
65-69	99	101	137	118	136	591
70+	90	75	77	81	83	406
Unknown	40	38	38	36	34	186
Total	**5,804**	**6,049**	**6,176**	**5,883**	**5,546**	**29,458**

Table S-2. Impaired Driving Fatal Collisions by 'Contributed To' Driver Age Group, State Data 2014-2018

Age Group	2014	2015	2016	2017	2018	Total
Under 15	0	0	0	1	0	1
15-19	21	14	17	11	12	75
20-24	44	50	43	52	40	229
25-29	52	45	60	48	46	251
30-34	35	28	37	53	46	199
35-39	28	28	32	39	34	161
40-44	26	24	24	29	26	129
45-49	16	29	31	33	23	132
50-54	18	20	26	25	23	112
55-59	16	18	16	15	23	88
60-64	12	13	16	13	13	67
65-69	5	3	10	13	7	38
70+	7	6	5	9	8	35
Unknown	0	0	0	0	2	2
Total	**280**	**278**	**317**	**341**	**303**	**1,519**

Table S-3. Impaired Driving Fatal Collisions by 'Contributed To' Driver Gender, State Data 2014-2018

Gender	2014	2015	2016	2017	2018	Total
Female	58	49	61	65	66	299
Male	222	229	256	276	235	1,218
Unknown	0	0	0	0	2	2
Total	**280**	**278**	**317**	**341**	**303**	**1,519**

Table S-4. Impaired Driving Fatal Collisions by 'Contributed To' Driver Ethnicity, State Data 2014-2018						
Ethnicity	2014	2015	2016	2017	2018	Total
Caucasian	176	186	198	217	166	943
African American	90	85	108	104	125	512
Hispanic	13	4	8	18	7	50
Other	1	3	3	2	0	9
Unknown	0	0	0	0	3	3
Alaskan Native/ American Indian	0	0	0	0	2	2
Total	**280**	**278**	**317**	**341**	**303**	**1,519**

Alcohol-Impaired Driving Fatalities: BAC Percentages

As shown in **Table 18**, from 2014 through 2018, the percentage of fatalities in South Carolina in which the highest BAC in the crash was 0.08 or above was 32.3%, and only 5.5% of the known BAC test results were in the 0.01 to 0.07 range. Additional analysis shows 22.2% of these fatal collisions had a driver with double the legal limit of alcohol or more in their system at the time of the crash.

Table 18. Fatalities by Highest BAC in Collision, 2014-2018	
Highest BAC	**Number of Fatal Collisions**
0.00	2,797
0.01-0.07	249
0.08-0.14	458
0.15-0.21	568
0.22-0.28	322
0.29-0.35	86
0.36+	22
Total*	**4,501**

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
*Pieces may not sum to total due to rounding from imputation method.

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

As shown in **Table 19**, the three months with the greatest number of alcohol-impairment-related fatal collisions in South Carolina during the 2014-2018 period were October (147 collisions, 10.09% of total), August (134 collisions, 9.20% of the total), and May (127 collisions, 8.73% of the total). Nationwide, the three months with the greatest percentage of such collisions were August (9.34%), July (9.34%), and then May (9.06%).

During the timeframe 2014-2018, alcohol-impairment-related fatal collisions were much more common on the weekends and Fridays than on other days of the week for South Carolina and the US as a whole. In South Carolina, the most alcohol-impairment-related fatal collisions occurred on Saturdays (384 collisions, 26.37% of total), followed by Sundays (295, 20.25%), and then Fridays (209, 14.36%). The same pattern was observed for the nation. Nationally, 22.61% of

alcohol-impairment-related fatal collisions occurred on Saturdays, 21.25% on Sundays, and 15.01% on Fridays.

During the five years 2014-2018, alcohol-impairment-related fatal collisions were much more common after 6 p.m. and before 3 a.m. for South Carolina and the US as a whole. In South Carolina, the most alcohol-impairment-related fatal collisions occurred between 9 p.m. to midnight (326 collisions, 22.40%), midnight and 3 a.m. (310 collisions, 21.29%), followed by 6 p.m. to 9 p.m. (289 collisions, 19.84%). Nationwide the pattern was similar, as 22.68% of alcohol-impairment-related fatal collisions occurred between midnight and 3 a.m., 21.25% between 9 p.m. and midnight, and 18.31% between 6 p.m. and 9 p.m. It should be noted that, when adding the 3 a.m. to 6 a.m. (192, 13.20%) and 3 p.m. to 6 p.m. (162, 11.15%) timeframes to the equation, 87.88% of South Carolina's alcohol-impairment-related fatal collisions occurred between the hours of 3 p.m. and 6 a.m.

Table 19. Alcohol-Impairment Related Fatal Collisions* by Month, Day of Week, and Time of Day: Totals 2014-2018				
	South Carolina N= 1,456		U.S. N= 47,777	
	N	%	N	%
MONTH				
January	115	7.89%	3,392	7.10%
February	110	7.56%	3,149	6.59%
March	125	8.61%	3,710	7.76%
April	111	7.61%	3,869	8.10%
May	127	8.73%	4,326	9.06%
June	123	8.43%	4,159	8.70%
July	123	8.46%	4,460	9.34%
August	134	9.20%	4,461	9.34%
September	121	8.34%	4,206	8.80%
October	147	10.09%	4,291	8.98%
November	99	6.81%	3,919	8.20%
December	120	8.27%	3,836	8.03%
DAY OF WEEK				
Sunday	295	20.25%	10,155	21.25%
Monday	145	9.93%	5,000	10.47%
Tuesday	133	9.15%	4,491	9.40%
Wednesday	135	9.26%	4,792	10.03%
Thursday	155	10.68%	5,366	11.23%
Friday	209	14.36%	7,171	15.01%
Saturday	384	26.37%	10,802	22.61%
TIME OF DAY				
0:00am-2:59am	310	21.29%	10,836	22.68%
3:00am-5:59am	192	13.20%	5,834	12.21%
6:00am-8:59am	69	4.77%	2,219	4.64%
9:00am-11:59am	38	2.58%	1,499	3.14%
12:00pm-2:59pm	70	4.78%	2,580	5.40%
3:00pm-5:59pm	162	11.15%	5,364	11.23%
6:00pm-8:59pm	289	19.84%	8,746	18.31%
9:00pm-11:59pm	326	22.40%	10,154	21.25%
Unknown Hours			545	1.14%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
*Based on fatal collisions in which any collision participant had a BAC of 0.08 or above. Total fatal collisions may differ slightly depending on grouping (month, day, time) due to imputation method.

Alcohol-Impaired Fatalities: Route Category

As shown in **Table 20**, during 2014-2018, over half (62.32%) of impaired driving-related fatalities in SC occurred on State Highways, followed by U.S. Highways (21.25%), Interstates (9.57%), and County Roads (6.64%). Local street (Townships, Frontage Roads, and Municipalities) routes had the least number of impaired driving-related fatalities with 0.09%, 0.06%, and 0.00% of the total number of fatalities.

Table 20. Alcohol-Impaired Driving Fatalities by Route Category: Totals 2014-2018		
Route Category	**Number of Fatalities**	**Percentage of Total**
Interstate	151	9.57%
U.S. Highway	335	21.25%
State Highway	982	62.32%
County Road	105	6.64%
Local Street - Township	1	0.09%
Local Street - Municipality	0	0.00%
Local Street - Frontage Road	1	0.06%
Other	1	0.06%
Total	**1,576**	**100.0%**

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

Alcohol-Impaired Fatal and Severe-Injury Collisions

The Office of Highway Safety and Justice Programs' (OHSJP) SARS also reviewed the counties with the highest reported frequencies of fatal and severe-injury DUI-related collisions in South Carolina from 2014 to 2018. Combining DUI-related "fatal and severe-injury" data is another way that the OHSJP analyzed the impaired-driving problem in the state. As shown in **Table S-5**, during the five-year time frame 2014-2018, the counties identified as experiencing the most DUI-related fatal and severe-injury collisions were Greenville (373), Horry (237), Lexington (236), Spartanburg (207), Richland (203), Anderson (199), Charleston (178), Berkeley (142), York (139), Aiken (120), Florence (103), Laurens (101), Beaufort (95), Orangeburg (90), Lancaster (81), Dorchester (76), Pickens (70), Darlington (69), Cherokee (68), and Oconee (67).

Table S-5. All Fatal and Severe Injury Alcohol and\or Drug Collisions, State Data 2014-2018							
County	**2014**	**2015**	**2016**	**2017**	**2018**	**2014-2018**	**% DUI 2014-2018**
Greenville	81	70	88	71	63	373	26.78%
Horry	59	55	40	52	31	237	16.73%
Lexington	42	44	52	49	49	236	30.61%
Spartanburg	40	48	50	28	41	207	21.21%
Richland	46	41	47	31	38	203	22.48%
Anderson	35	42	36	54	32	199	24.45%
Charleston	39	24	31	46	38	178	12.68%
Berkeley	35	28	27	29	23	142	23.13%
York	25	28	29	26	31	139	21.45%
Aiken	26	24	27	20	23	120	25.59%

Table S-5. All Fatal and Severe Injury Alcohol and\or Drug Collisions, State Data 2014-2018							
County	2014	2015	2016	2017	2018	2014-2018	% DUI 2014-2018
Florence	28	14	19	20	22	103	23.90%
Laurens	24	22	17	20	18	101	30.98%
Beaufort	19	18	17	24	17	95	19.51%
Orangeburg	19	21	18	15	17	90	20.98%
Lancaster	18	18	20	16	9	81	22.38%
Dorchester	14	19	16	19	8	76	20.94%
Pickens	21	12	14	13	10	70	20.35%
Darlington	13	17	17	12	10	69	27.49%
Cherokee	14	15	15	16	8	68	26.05%
Oconee	14	16	8	17	12	67	25.28%
Sumter	17	10	16	13	10	66	22.37%
Greenwood	14	16	9	11	11	61	25.63%
Kershaw	6	8	17	16	13	60	28.04%
Colleton	6	19	11	12	11	59	22.43%
Georgetown	17	13	5	10	8	53	18.93%
Chesterfield	5	13	12	10	8	48	25.40%
Chester	8	7	10	10	10	45	23.32%
Clarendon	5	10	9	9	4	37	25.69%
Jasper	5	9	12	5	6	37	17.13%
Newberry	10	9	10	4	4	37	24.18%
Williamsburg	6	12	6	7	6	37	19.27%
Lee	6	7	5	4	9	31	37.35%
Fairfield	9	3	7	5	6	30	21.90%
Abbeville	4	5	4	13	3	29	34.12%
Union	4	6	6	4	8	28	28.28%
Barnwell	4	7	4	3	3	21	19.44%
Dillon	6	2	2	6	2	18	14.63%
Edgefield	4	4	5	3	2	18	25.00%
Hampton	5	3	1	2	6	17	19.32%
Marion	4	3	2	4	2	15	14.71%
Saluda	3	2	5	4	1	15	22.06%
Bamberg	4	2	3	1	3	13	18.84%
Calhoun	5	0	2	2	3	12	15.38%
McCormick	4	2	2	1	0	9	24.32%
Marlboro	2	3	2	0	2	9	9.47%
Allendale	0	1	1	2	1	5	10.20%
Total	775	752	756	739	642	3,664	22.07%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2021	Annual	314

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

Countermeasures Strategy: Communication and Outreach (ID)

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

Project Safety Impacts

Communication and Outreach will be used throughout FFY 2021 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 engage 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 Areas

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 for selection

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

Planned Activity: Communication and Outreach (AL-PEM)

Planned activity number: AL-PEM

Primary Countermeasure Strategy ID: Communication and Outreach (ID)

Planned Activity Description

In FFY 2021, 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 2021 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 2021, paid and earned media activities will be utilized to promote campaign messages, enforcement activities, and to increase awareness to 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.

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasures 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
2020/2021	FAST Act 405d	FAST Act 405d Impaired Driving High/Paid Media	$1,160,000	$290,000	$0.00
2019/2020	164AL	164AL ID Countermeasures Paid Media	$550,000	$0.00	$0.00
2019	FAST Act 405b High	405b High HVE Impaired Driving	$90,000	$22,500	$0.00

Planned Activity: PIOT Communication Strategies

Planned activity number: PIOT-SA

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

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 OHSJP, through the 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 such as *Sober or Slammer!* and *Buckle Up, SC. It's the law and it's enforced.* Other public information initiatives include Child Passenger Safety, Distracted Driving, Motorcycle Safety, Speed Enforcement (*Operation Southern Shield*), and Vulnerable Roadway Users.

The OHSJP will utilize the Target Zero concept as an umbrella campaign under which all of its traffic safety campaigns will coalesce. Several states have initiated Target Zero campaigns that incorporate a variety of enforcement and educational strategies with a view toward eliminating traffic fatalities on their respective roadways. The concept was unveiled in South Carolina in October 2012 at a news event conducted by the Governor's Office, which recognized accomplishments of SCDPS in the arena of traffic safety.

A South Carolina Target Zero logo was developed in 2013 to help promote the concept to the public. The OHSJP wanted a logo unique to South Carolina and looked toward the state flag. With its iconic crescent moon and palmetto tree, the South Carolina flag is a popular marketing tool used by many businesses in their logos and featured on many consumer goods, such as clothing, jewelry, cookware, sporting supplies, and home décor. The Target Zero logo uses an update of a previously used logo that features a stylized image of the state's outline and the flag's emblems. Paid media efforts – social media, broadcast, and digital/outdoor – feature Target Zero, often with the accompanying tagline, "A Target Zero message from SCDPS."

In the coming year, the OHSJP must increase efforts to reach out to underserved audiences and hard-to-reach populations. The OHSJP already incorporates Hispanic-owned media (mainly TV and radio) into its media buys. However, efforts must be made to ensure that Spanish-speaking residents are getting in-depth information on printed collateral regarding traffic laws and safe driving. Additionally, the OHSJP must increase efforts to reach young men, ages 18-34, in areas

where they live, work, and play. The OHSJP is also doing more to incorporate the Target Zero campaign by way of social media by using SCDPS's Facebook, Instagram, and Twitter pages and YouTube channel, as well as continuing to expand on and explore paid social media advertising opportunities.

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

Intended Subrecipients

The South Carolina Department of Public Safety

Associated Countermeasure Strategies   (optional)

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
2020/2021	FAST Act NHTSA 402	Safe Communities (FAST)	$645,364.00	$161,341	$0.00

Countermeasures Strategy: Court Monitoring

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

Though South Carolina has experienced significant reductions in alcohol-impaired driving traffic fatalities in recent years, the most recent preliminary FARS data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 291 people died on South Carolina roadways in 2018 as a result of an alcohol-impaired driving collision. The state is also challenged with a DUI law in need of strengthening, as it currently does not function in the state at the deterrence level required to prevent impaired driving or reduce impaired driving recidivism. Additionally, law enforcement officers, who are not trained attorneys, are required to prosecute their own DUI cases. This practice removes law enforcement officers from roadway responsibilities in actively conducting traffic enforcement and has caused a great number of DUI cases to be dismissed or pled to lesser charges. Court monitoring programs in priority counties for fatal and severe-injury alcohol and drug-related collisions will work to ensure accountability of the judicial process, and essentially increase the DUI conviction rate. A higher DUI conviction rate will serve as a deterrent to prevent impaired driving and reduce impaired driving recidivism.

Rationale for selection

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

Planned Activities in Countermeasure Strategy

Countermeasure Strategy
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 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 2021, the OHSJP will utilize grant funding for MADD SC's Coastal Court Monitoring program. This program serves the priority counties of Horry, Berkeley and Charleston. The OHSJP will also utilize grant funding for MADD SC's Midlands/Upstate Court Monitoring Program, which serves the priority counties of Greenville, Richland, Lexington and Spartanburg.

Intended Subrecipients

Mothers Against Drunk Driving (MADD)

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020/2021	FAST Act 405d High	Court Monitoring	$173,667	$43,416.75	$0.00

Countermeasures Strategy: High Visibility DUI Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for selection

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

Planned 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 collisions, injuries, and fatalities in FFY 2021. 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 2021, will conduct special DUI enforcement emphases once a month on weekends from December 2020 to September 2021. The enforcement efforts will be supported by monthly media components. The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts.

Educational efforts will again utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty priority counties (Greenville, Horry, Lexington, Spartanburg, Richland, Anderson, Charleston, Berkeley, York, Aiken, Florence, Laurens, Beaufort, Orangeburg, Lancaster, Dorchester, Pickens, Darlington, Cherokee, and Oconee), which represent approximately 83.1% of the state's population (based on the Census population estimate for July 1, 2019) and 77.9% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2014 to 2018.

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 2021, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well, particularly as it relates to alcohol-impaired driving. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is apparent that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI, as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

For FFY 2021, the SC Public Safety Coordinating Council has approved twenty-four (24) 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 24 awarded enforcement projects, six (6) are DUI enforcement projects. The state will contract with the 19 host agencies to provide 9,360-14,976 hours of activity during FFY 2021 in the counties of Darlington (1 project), Charleston (1 project), Berkeley (2 projects), Lancaster (1 project), and Dorchester (1 project). Two of these 6 projects will be implemented in county sheriffs' offices. The hours will be split, with 75% spent towards alcohol-impaired driving and the other 25% on general DUI enforcement. The projects will focus exclusively on alcohol-impaired driving enforcement 75% of the time, and general DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators for

the remaining 25% of the time. Activities will include educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 9,360-14,976 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which NHTSA's FARS data demonstrates to be those during which the most DUI-related fatal collisions occur in the state (approximately 1,087, or 74.65%, of the 1,456 DUI-related fatal collisions during the years of 2013-2018). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI-related collisions within their respective jurisdictions.

Table 19. Alcohol-Impairment Related Fatal Collisions* by Month, Day of Week, and Time of Day: Totals 2014-2018				
	South Carolina N= 1,456		U.S. N= 47,777	
	N	%	N	%
MONTH				
January	115	7.89%	3,392	7.10%
February	110	7.56%	3,149	6.59%
March	125	8.61%	3,710	7.76%
April	111	7.61%	3,869	8.10%
May	127	8.73%	4,326	9.06%
June	123	8.43%	4,159	8.70%
July	123	8.46%	4,460	9.34%
August	134	9.20%	4,461	9.34%
September	121	8.34%	4,206	8.80%
October	147	10.09%	4,291	8.98%
November	99	6.81%	3,919	8.20%
December	120	8.27%	3,836	8.03%
DAY OF WEEK				
Sunday	295	20.25%	10,155	21.25%
Monday	145	9.93%	5,000	10.47%
Tuesday	133	9.15%	4,491	9.40%
Wednesday	135	9.26%	4,792	10.03%
Thursday	155	10.68%	5,366	11.23%
Friday	209	14.36%	7,171	15.01%
Saturday	384	26.37%	10,802	22.61%
TIME OF DAY				
0:00am-2:59am	310	21.29%	10,836	22.68%
3:00am-5:59am	192	13.20%	5,834	12.21%
6:00am-8:59am	69	4.77%	2,219	4.64%
9:00am-11:59am	38	2.58%	1,499	3.14%
12:00pm-2:59pm	70	4.78%	2,580	5.40%
3:00pm-5:59pm	162	11.15%	5,364	11.23%
6:00pm-8:59pm	289	19.84%	8,746	18.31%
9:00pm-11:59pm	326	22.40%	10,154	21.25%
Unknown Hours			545	1.14%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
*Based on fatal collisions in which any collision participant had a BAC of 0.08 or above. Total fatal collisions may differ slightly depending on grouping (month, day, time) due to imputation method.

During the FFY 2021 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 or social media posts detailing the activities of the grant projects. Additionally, DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI

arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Additionally, of the 24 approved and awarded enforcement projects, eighteen (18) are Police Traffic Services projects, which will fund a total of 34,320-54,912 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

Agency	County	Project Title
City of Charleston Police Department	Charleston	FFY2021 Highway Safety Grant: DUI Enforcement Continuation
Berkeley County Sheriff's Office	Berkeley	Building DUI Capacity
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures Officer
Lancaster County Sheriff's Office	Lancaster	Impaired Driving Enforcement
Town of Summerville	Dorchester	Summerville DUI Enforcement
City of Hartsville	Darlington	Impaired Driving Countermeasures Officer

Associated Countermeasure strategies   (optional)

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
2020/2021	FAST Act 405d	(FAST) Impaired Driving HVE	$118,815	$29,703.75	$0
2019/2020	164AL	Alcohol-related Enforcement/Court Support	$629,975	$0.00	$629,975

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

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

Linkage Between Program Area

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

Rationale for Selection

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 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 Coordinator (PAC) of the OHSJP to develop and implement a statewide public information and education campaign for the FFY 2021 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

Associated Countermeasure Strategies (optional)

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
2020	FAST Act 405d High	FAST Act 405d Impaired Driving High/HVE	$213,164	$53,291	$0.00

Countermeasures Strategy: Law Enforcement Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for Selection

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

Planned Activity: 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 2019 there were approximately 114 active DREs. While new DREs are added to the roster each year, the active DRE number changes due to DREs retiring, moving out of law enforcement or out of state, and not recertifying.

Two DRE Schools and Two DRE Instructor schools are held each year. South Carolina currently has 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 3,976 evaluations. The IDCTC works continuously to promote the use of DREs throughout the state and is making efforts to enhance training opportunities for the DREs. The IDCTC also provides a multitude of Advanced Roadside Impaired Driving Enforcement (ARIDE) course training opportunities to those trained in and experienced with impaired driving enforcement and investigations. A major goal of the IDCTC is to have all South Carolina Highway Patrol troopers (ranked Corporal and below) trained in ARIDE. The increase in ARIDE training should increase the utilization of the state's DREs in the field.

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

Intended subrecipients

The South Carolina Criminal Justice Academy

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020/2021	FAST Act 405d High	405d High-Training	$200,480	$50,120	$0.00

Countermeasures Strategy: Prosecution

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The State of South Carolina is challenged by the fact that most prosecutions at the first-offense level are done by the arresting law enforcement officer. While some of these officers reportedly are effective advocates, they 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 291 people died on South Carolina roadways in 2018 as a result of an alcohol-impaired driving collision. Given the high alcohol-impaired driving fatality rate, it is clear that efforts to reduce the behavior of impaired driving are needed. Stronger DUI laws and greater conviction rates can serve as a deterrent to the behavior, and greater conviction rates can be achieved by placing special DUI prosecutors in each of the state's judicial circuits through the funding of prosecutorial projects. These projects will decrease the amount of time a law enforcement officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals. Allocating funds to prosecutorial projects will facilitate the state's achievement of the outlined Impaired Driving Countermeasures performance targets, which will serve to reduce collisions, severe-injuries, and fatalities in the state.

Rationale for Selection

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

Planned Activity: 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, trainings, newsletters, and technical assistance to solicitors, law enforcement, and the judiciary, as well as local prosecutors. The TSRP is a strong link in the effort to prosecute impaired drivers at all levels. The TSRP program in the state reduces the use of diversion programs through its educational efforts.

In FFY 2021, the OHSJP will fund activity hours for 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 their 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.

Also in FFY 2021, the OHSJP will fund activity hours for a project with the South Carolina Highway Patrol Troop 6; Troop 6 serves Beaufort, Berkeley, Charleston, Colleton, Dorchester,

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

The planned prosecution activities for FFY 2021 will provide assistance to a variety of professionals from law enforcement to the judiciary. These projects will provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. The training programs will provide knowledge and training on the DUI law and proper roadside procedures for prosecutors, judges, and law enforcement officers that will assist in making quality DUI cases that will result in an increased number of DUI convictions statewide. The increased number of stakeholders educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways, higher conviction rates for impaired drivers, and a decrease in the number of impaired driving collisions, injuries, and fatalities.

Intended Subrecipients

Agency	County	Project Title
SCDPS - South Carolina Highway Patrol	Beaufort, Berkeley, Charleston, Colleton, Dorchester, Jasper	SCDPS Paralegal Project
Berkeley County Sheriff's Office	Berkeley	Full Time Special DUI Prosecutor - 2021
City of Goose Creek Police Department	Berkeley	Special DUI Prosecutor
Sixth Circuit Solicitor's DUI Office	Lancaster, Chester, Fairfield	DUI Prosecutor
Fifth Circuit Solicitor's Office	Richland, Kershaw	5th Circuit DUI Prosecutor
South Carolina Commission on Prosecution Coordination	Statewide	Traffic Safety Resource Prosecutor

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020/2021	FAST Act 405d High	405d High Court Support	$313,622	$78,405.50	$0.00
2019/2020	164AL	Alcohol-Related Court Support	$273,500	$0.00	$273,500

PROGRAM AREA: COMMUNITY TRAFFIC SAFETY
DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Statistics for South Carolina indicate that during 2018, 142,401 traffic collisions were reported; this is a 0.4% increase from 2017, when 141,874 collisions were reported. Collisions in CY 2018 resulted in 1,037 fatalities and 58,053 injuries, down 4.1% from 2017. The number of traffic fatalities in CY 2018 (1,037) was 4.9% higher than in 2017, when 989 persons were fatally injured in South Carolina traffic collisions. In 2018, $4.76 billion dollars in estimated loss was incurred which is a 2.3% increase from 2017.

Mileage Death Rate:

The state's mileage death rate (MDR), or traffic fatalities per 100 million miles of travel, in 2018 was 1.82, an increase from 2017 when the MDR was 1.78. According to the most recent data available, the national mileage death rate in 2018 was 1.13. Based on 2018 figures, South Carolina's MDR of 1.82 was 61% higher than the national mileage death rate of 1.13.

2018 Collision Statistics: Breaking collision statistics down by time in CY 2018 indicated the following:

- 1 Traffic Collision was reported every 3.7 minutes.
- 1 Traffic Death was reported every 9 hours.
- 1 Non-fatal Traffic Injury was reported every 13.8 minutes.
- 1 Property-Damage-Only Collision was reported every 5.1 minutes.

In 2018, South Carolina had 3,879,956 licensed drivers who operated 4,594,959 registered motor vehicles on a roadway system of over 77,992 miles of streets and highways.

DUI Involvement in Collisions:

According to NHTSA's Fatality Analysis Reporting System (FARS) data, alcohol-impaired fatalities for 2018 totaled 291. The number of alcohol-impaired fatalities was down from 2017, when the total number was 305. The SC Department of Public Safety's statistics for 2018 indicate approximately 5,522 collisions and 642 fatal and serious injury collisions involving a driver under the influence of alcohol and/or drugs (DUI). NHTSA'S FARS data also stated that there were a total of 1,465 drivers involved in fatal collisions in South Carolina during 2018. Of the 1,465 drivers, 522 (or 36%) had a known blood alcohol concentration (BAC) reported to NHTSA. The 291 alcohol-impaired driving fatalities accounted for 28% of the total fatalities in 2018.

Speed Involvement in Collisions:

According to the SC Department of Public Safety's data for 2018, of the 58,053 total traffic-related injuries reported in 2018, 19,042, or 32.8%, occurred in speeding-related collisions. Injuries in speeding-related traffic collisions decreased from 20,273 in 2017 to 19,042 in 2018, a decrease of 6.1%. The percentage of traffic-related injuries that involved speeding decreased slightly from 33.5% in 2017 to 32.8% in 2018.

Serious injuries in speeding-related traffic collisions decreased from 2017 to 2018 with 1,028 such injuries occurring in 2017 and 958 in 2018, a decrease of 6.8%. However, state data shows that South Carolina's overall speeding-related fatalities increased by 7.2%, from 417 fatalities in 2017 to 447 fatalities in 2018.

In order to examine traffic collision trends over time, the Office of Highway Safety and Justice Programs' staff reviewed collision data for the period 2014-2018. During this five-year period, the state's MDR in 2014 was 1.65 before increasing to 1.89 in 2015; the MDR for 2016 was 1.87, and it decreased slightly to 1.78 in 2017. For 2018, the state's MDR experienced a slight rebound and increased to 1.82. Collision statistics for the period are presented in the chart below.

Figure 1. Traffic Fatality Trends in South Carolina: 2014 to 2018
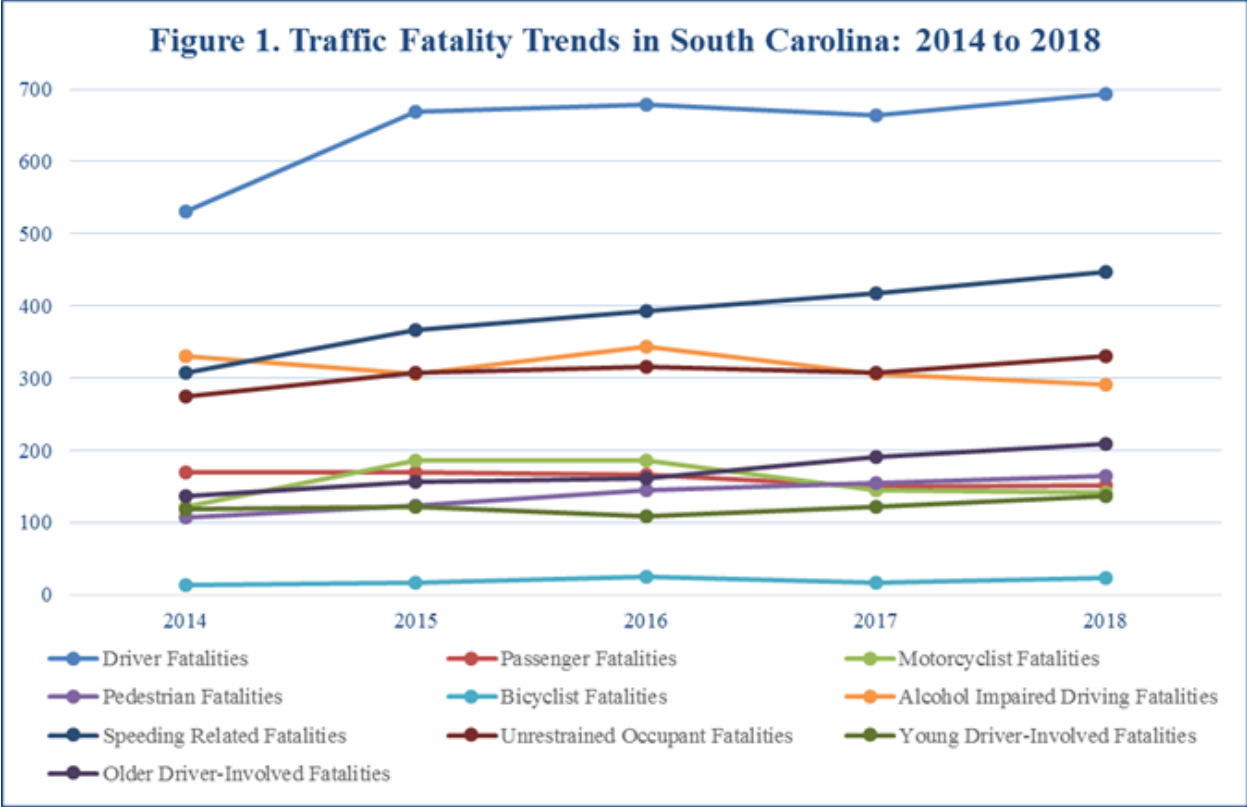
During the five-year period 2014-2018, the locations of the largest numbers of injury collisions and fatal collisions were Charleston, Greenville, Horry, Richland, and Spartanburg Counties. Also during the same time period, the age groups with the highest number of drivers involved in collisions (presented in order) included drivers ages 20-24, 25-29, and 30-34. Drivers under the age of 30 continued to be over-represented in traffic collisions based on the size of the category of licensed drivers in this group. Males continued to be involved in a higher percentage and number of collisions than female drivers. Based on traffic data over the 2014-2018 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 2014-2018						
County	2014	2015	2016	2017	2018	2014-2018
Horry	330	299	269	278	241	1,417
Charleston	308	281	272	280	263	1,404
Greenville	277	252	300	292	272	1,393
Spartanburg	178	202	201	175	220	976
Richland	180	198	214	168	143	903
Anderson	139	161	192	174	148	814
Lexington	137	151	142	165	176	771
York	127	125	143	128	125	648

Figure S-4. All SC Fatal and Severe Injury Collisions by County, State Data 2014-2018						
County	2014	2015	2016	2017	2018	2014-2018
Berkeley	153	148	102	109	102	614
Beaufort	95	107	102	105	78	487
Aiken	91	96	88	108	86	469
Florence	78	86	91	79	97	431
Orangeburg	75	79	96	76	103	429
Dorchester	70	85	75	68	65	363
Lancaster	83	86	85	65	43	362
Pickens	69	67	61	69	78	344
Laurens	58	67	66	65	70	326
Sumter	58	60	68	59	50	295
Georgetown	46	63	43	67	61	280
Oconee	48	53	51	55	58	265
Colleton	44	56	66	50	47	263
Cherokee	56	51	48	59	47	261
Darlington	59	52	64	38	38	251
Greenwood	40	62	47	46	43	238
Jasper	46	43	60	31	36	216
Kershaw	28	33	56	49	48	214
Chester	33	39	39	40	42	193
Williamsburg	42	38	38	41	33	192
Chesterfield	35	44	38	44	28	189
Newberry	26	34	35	32	26	153
Clarendon	21	32	33	36	22	144
Fairfield	26	22	29	28	32	137
Dillon	27	24	21	27	24	123
Barnwell	32	26	15	16	19	108
Marion	27	23	13	20	19	102
Union	18	23	21	16	21	99
Marlboro	26	20	21	15	13	95
Hampton	20	23	17	16	12	88
Abbeville	13	17	17	24	14	85
Lee	16	16	13	13	25	83
Calhoun	18	15	13	17	15	78
Edgefield	8	17	20	14	13	72
Bamberg	11	13	16	11	18	69
Saluda	13	15	13	18	9	68
Allendale	11	10	9	7	12	49
McCormick	6	10	8	5	8	37
Total	3,302	3,424	3,431	3,298	3,143	16,598

Table S-19 Speed\Too Fast for Conditions Fatal and Severe Injury Collisions, State Data 2014-2018							
County	2014	2015	2016	2017	2018	2014-2018	% Speed 2014-2018
Horry	90	86	71	91	69	407	28.72%
Greenville	81	64	78	83	79	385	27.64%
Charleston	82	80	71	76	70	379	26.99%
Spartanburg	72	77	67	67	89	372	38.11%

Table S-19 Speed\Too Fast for Conditions Fatal and Severe Injury Collisions, State Data 2014-2018							
County	2014	2015	2016	2017	2018	2014-2018	% Speed 2014-2018
Richland	67	62	86	61	56	332	36.77%
Lexington	56	59	46	55	74	290	37.61%
Anderson	49	52	67	49	51	268	32.92%
York	35	42	53	44	48	222	34.26%
Berkeley	47	55	44	40	34	220	35.83%
Aiken	38	45	42	46	34	205	43.71%
Orangeburg	31	31	37	38	47	184	42.89%
Laurens	26	37	44	34	37	178	54.60%
Beaufort	37	33	34	38	31	173	35.52%
Florence	19	29	36	25	38	147	34.11%
Darlington	30	26	34	17	18	125	49.80%
Pickens	22	22	26	25	30	125	36.34%
Dorchester	29	30	24	23	16	122	33.61%
Lancaster	27	28	24	18	19	116	32.04%
Georgetown	19	19	17	27	22	104	37.14%
Sumter	21	13	26	24	19	103	34.92%
Oconee	18	21	13	24	26	102	38.49%
Jasper	20	17	29	17	15	98	45.37%
Cherokee	26	17	20	17	13	93	35.63%
Colleton	16	16	20	19	15	86	32.70%
Newberry	14	18	19	21	13	85	55.56%
Chester	16	19	17	17	16	85	44.04%
Greenwood	15	24	20	15	10	84	35.29%
Chesterfield	16	20	13	23	10	82	43.39%
Kershaw	8	13	20	23	18	82	38.32%
Clarendon	10	14	19	21	15	79	54.86%
Williamsburg	16	13	15	16	19	79	41.15%
Dillon	13	13	12	16	12	66	53.66%
Fairfield	7	11	19	10	17	64	46.72%
Marlboro	15	13	10	9	9	56	58.95%
Union	8	11	13	9	7	48	48.48%
Barnwell	17	10	4	7	8	46	42.59%
Marion	7	16	6	8	7	44	43.14%
Abbeville	6	5	10	12	4	37	43.53%
Calhoun	7	5	6	8	10	36	46.15%
Lee	1	5	7	9	10	32	38.55%
Edgefield	3	5	10	7	5	30	41.67%
Hampton	5	9	6	5	5	30	34.09%
Saluda	3	8	7	9	2	29	42.65%
Bamberg	4	7	5	2	7	25	36.23%
Allendale	4	3	3	4	7	21	42.86%
McCormick	2	3	4	1	3	13	35.14%
Total	**1,155**	**1,206**	**1,254**	**1,210**	**1,164**	**5,989**	**36.08%**

Table S-5. All Fatal and Severe Injury Alcohol and\or Drug Collisions, State Data 2014-2018							
County	2014	2015	2016	2017	2018	2014-2018	% DUI 2014-2018
Greenville	81	70	88	71	63	373	26.78%
Horry	59	55	40	52	31	237	16.73%
Lexington	42	44	52	49	49	236	30.61%
Spartanburg	40	48	50	28	41	207	21.21%
Richland	46	41	47	31	38	203	22.48%
Anderson	35	42	36	54	32	199	24.45%
Charleston	39	24	31	46	38	178	12.68%
Berkeley	35	28	27	29	23	142	23.13%
York	25	28	29	26	31	139	21.45%
Aiken	26	24	27	20	23	120	25.59%
Florence	28	14	19	20	22	103	23.90%
Laurens	24	22	17	20	18	101	30.98%
Beaufort	19	18	17	24	17	95	19.51%
Orangeburg	19	21	18	15	17	90	20.98%
Lancaster	18	18	20	16	9	81	22.38%
Dorchester	14	19	16	19	8	76	20.94%
Pickens	21	12	14	13	10	70	20.35%
Darlington	13	17	17	12	10	69	27.49%
Cherokee	14	15	15	16	8	68	26.05%
Oconee	14	16	8	17	12	67	25.28%
Sumter	17	10	16	13	10	66	22.37%
Greenwood	14	16	9	11	11	61	25.63%
Kershaw	6	8	17	16	13	60	28.04%
Colleton	6	19	11	12	11	59	22.43%
Georgetown	17	13	5	10	8	53	18.93%
Chesterfield	5	13	12	10	8	48	25.40%
Chester	8	7	10	10	10	45	23.32%
Clarendon	5	10	9	9	4	37	25.69%
Jasper	5	9	12	5	6	37	17.13%
Newberry	10	9	10	4	4	37	24.18%
Williamsburg	6	12	6	7	6	37	19.27%
Lee	6	7	5	4	9	31	37.35%
Fairfield	9	3	7	5	6	30	21.90%
Abbeville	4	5	4	13	3	29	34.12%
Union	4	6	6	4	8	28	28.28%
Barnwell	4	7	4	3	3	21	19.44%
Dillon	6	2	2	6	2	18	14.63%
Edgefield	4	4	5	3	2	18	25.00%
Hampton	5	3	1	2	6	17	19.32%
Marion	4	3	2	4	2	15	14.71%
Saluda	3	2	5	4	1	15	22.06%
Bamberg	4	2	3	1	3	13	18.84%
Calhoun	5	0	2	2	3	12	15.38%
McCormick	4	2	2	1	0	9	24.32%
Marlboro	2	3	2	0	2	9	9.47%
Allendale	0	1	1	2	1	5	10.20%
Total	775	752	756	739	642	3,664	22.07%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	1,005
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2021	5 Year	2,950
2021	C-3) Fatalities/VMT (FARS, FHWA)	2021	5 Year	1.760
2021	C-3R) Fatalities/VMT-Rural	2021	Annual	2.53
2021	C-3U) Fatalities/VMT-Urban	2021	Annual	1.18
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2021	Annual	306
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2021	Annual	314
2021	C-6) Number of speeding-related fatalities (FARS)	2021	Annual	385
2021	C-7) Number of motorcyclist fatalities (FARS)	2021	Annual	155
2021	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2021	Annual	111
2021	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2021	Annual	120
2021	C-10) Number of pedestrian fatalities (FARS)	2021	Annual	138
2021	C-11) Number of bicyclists fatalities (FARS)	2021	Annual	18
2021	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2021	Annual	0.92
2021	C-12) South Carolina Moped Fatalities, with Five Year Trend Analysis, 2005-2016	2021	Annual	34

Countermeasure Strategy: Communication and Outreach

Project Safety Impacts

Communication and Outreach will be used throughout FFY 2021 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 engage 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 issues of impaired driving, speeding, unrestrained driving, non-motorized safety, and distracted driving within the state.

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

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

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

Rationale for Selection

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

Planned Activity: Communication and Outreach (AL-PEM)

Planned activity number: AL-PEM

Planned Activity Description

In FFY 2021, 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 2021 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 2021, 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.

Intended Subrecipients
South Carolina Department of Public Safety

Countermeasure Strategy
Communication and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020/2021	FAST Act 405d	FAST Act 405d Impaired Driving High/ Paid Media	$1,160,000	$290,000	$0.00
2019/2020	164AL	164AL ID Countermeasures Paid Media	$550,000	$0.00	$0.00
2019	FAST Act 405b High	405b High HVE Impaired Driving	$90,000	$22,500	$0.00

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 (55%) of the state's registered motorcycles; Aiken, Anderson, Beaufort, Charleston, 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 2018, 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 2021 in Horry County during the month of May 2021 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 2021 will again launch a statewide motorcycle safety awareness program modeled after campaign efforts developed for FFY 2020. 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 2021. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2020 and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred.

The FFY 2021 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, Greenville, Charleston, Spartanburg, Richland, Lexington, Anderson, and York.

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 collisions, fatalities, and injuries.

Use of Variable Message Signs through SCDOT

In partnership with the SCDOT, the OHSJP will again secure the use of variable message signs around the state in designated time periods during the motorcycle safety campaign effort. These message signs will be utilized in May, July, and September 2021. 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 in this planned activity

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
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$32,011	$8,003	$0.00
2021	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$47,989	$11,997	$0.00

Planned Activity: Communication and Outreach

Planned activity number: OP PEM

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

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

OHSJP will work with local project personnel and law enforcement officials to implement the *Buckle Up, SC. It's the law and it's enforced.* program throughout South Carolina during the Memorial Day holiday period in an effort to improve safety belt usage rates within the state. The campaign emphasis areas will include a variety of media outreach techniques which may include television, radio, social media and digital and outdoor advertising. Highway Safety staff, other SCDPS staff, and partner agencies/groups will continue to educate and inform the citizenry of the state and its visitors about the state's primary enforcement safety belt law. Educational strategies will be incorporated to reach out to all citizens and visitors of the state, in particular those minority populations (African-American and Hispanic) and others (rural white males) which have traditionally shown a lower rate of safety belt and child passenger safety restraint usage than white, urban and female counterparts. All major mobilization emphases of the OHSJP will include

messages to reach the diverse population of the state. The OHSJP will incorporate into its diversity outreach strategy a variety of media aimed at reaching teens, African Americans, Hispanics, and rural residents across South Carolina. The goal of the outreach is to encourage safety on the roadways in these populations by urging the use of appropriate occupant restraints and attempting to reduce specific risk-taking behaviors such as drinking and driving.

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure Strategies in this Planned Activity

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
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	$414,000.00	$103,500.00	$0.00
2020	FAST Act 405b OP Low	405b Low OP Information System (FAST)	$86,000.00	$21,500.00	$0.00

Planned Activity: Non-motorized Communication Campaign

Planned activity number: PIOT S

Primary Countermeasure Strategy ID: VRU Communication Campaign

Planned Activity Description

The OHSJP will launch a media campaign in FFY 2021 to focus on safety issues related to vulnerable roadway users, with an increased focus on pedestrians and bicyclists. The campaign will target focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups during the five-year period from 2014 to 2018. The campaign will support public outreach and enforcement efforts by the SC Highway Patrol to address the increase in fatalities occurring in South Carolina among these vulnerable groups. While the campaign will have advertising that focuses on each of the vulnerable roadway groups, the campaign will feature a unified and cohesive series of "share the road" messages. That way, roadway users will recognize the theme. The theme encourages motorists to simply pay attention and "look" for these vulnerable roadway users when they are negotiating the roadways. Prior to 2019, the VRU campaign was traditionally a billboard-only campaign, but the SCDPS Contractor has expanded the campaign to include advertising for paid social media, digital advertising, and programmatic OOH (billboards, digital advertising at bars, gas stations, and convenience stores, truck wraps.)

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure Strategies in this Planned Activity

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
2020/2021	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$40,000.00	$10,000.00	$0.00
2020	FAST Act NHTSA 405h	Non-motorized Safety Campaign	$317,294	$79,323.50	$0.00

Planned Activity: PIOT Communication Strategies

Planned activity number: PIOT-SA

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

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 OHSJP, through the 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 such as *Sober or Slammer!* and *Buckle Up, SC. It's the law and it's enforced.* Other public information initiatives include Child Passenger Safety, Distracted Driving, Motorcycle Safety, Speed Enforcement (*Operation Southern Shield*), and Vulnerable Roadway Users.

The OHSJP will utilize the Target Zero concept as an umbrella campaign under which all of its traffic safety campaigns will coalesce. Several states have initiated Target Zero campaigns that incorporate a variety of enforcement and educational strategies with a view toward eliminating traffic fatalities on their respective roadways. The concept was unveiled in South Carolina in October 2012 at a news event conducted by the Governor's Office, which recognized accomplishments of SCDPS in the arena of traffic safety.

A South Carolina Target Zero logo was developed in 2013 to help promote the concept to the public. The OHSJP wanted a logo unique to South Carolina and looked toward the state flag. With its iconic crescent moon and palmetto tree, the South Carolina flag is a popular marketing tool used by many businesses in their logos and featured on many consumer goods, such as clothing, jewelry, cookware, sporting supplies, and home décor. The Target Zero logo uses an update of a previously used logo that features a stylized image of the state's outline and the flag's emblems. Paid media efforts – social media, broadcast, and digital/outdoor – feature Target Zero, often with the accompanying tagline, "A Target Zero message from SCDPS."

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

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

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure Strategies in this Planned Activity

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
2020/2021	FAST Act NHTSA 402	Safe Communities (FAST)	$645,364.00	$161,341	$0.00

PROGRAM AREA: MOTORCYCLE SAFETY
DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Traffic Fatalities

According to NHTSA'S FARS data (please note that FARS data includes moped riders in its motorcyclist fatality statistical information, while SC state data for motorcyclist collisions, injuries, and fatalities does not), in the period 2014-2018:

1.   In South Carolina, the percentage of motorcyclist fatalities was above that of the nation during the four-year period from 2014-2017. The percentage of motorcyclist fatalities in South Carolina were slightly lower than that of the nation in 2018. In 2018, 13.60% of South Carolina's traffic fatalities were motorcyclists; compared to 13.66% nationwide. See **Figure 19**.

2.   In South Carolina, the counties with the highest number of motorcyclist fatalities and collisions were Horry, Greenville, Charleston, Spartanburg, and Richland. See **Table S-6.**

3.   The majority of motorcyclist fatal collisions in South Carolina (53.71%) occurred on Fridays, Saturdays, and Sundays. This was also true for the nation for 2014-2018, with the majority (55.82%) of fatal motorcyclist collisions in the nation also occurring on Fridays, Saturdays, and Sundays. On a day-by-day basis, South Carolina had the highest frequency of motorcyclist fatal collisions on Saturdays (179 collisions, 23.74% of total), Fridays (114 collisions, 15.12%), and Sundays (112 collisions, 14.85%). The highest proportion of motorcyclist fatal collisions occurred on Saturdays in both the state and the nation (23.74% and 21.59%, respectively) See **Table 21**.

4.   South Carolina law requires helmet use for riders under the age of 21. From 2014 through 2018, 71.72% 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 (37.46%) during the same years. See **Table 23**.

5.   During the 2014-2018 period in South Carolina, 35.33% 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 (31.43%). See **Table 24**.

Table S-6 Motorcyclist Fatalities and Collisions by County, State Data 2018		
County	Killed	Collisions
Horry	13	243
Greenville	10	199
Charleston	7	178
Spartanburg	11	139
Richland	6	114
Anderson	5	106
Lexington	6	96
York	5	84
Berkeley	3	64
Aiken	4	55
Dorchester	2	53
Pickens	3	51
Beaufort	1	46
Oconee	1	44
Florence	1	42
Sumter	3	35
Orangeburg	0	31
Lancaster	3	30
Greenwood	5	29
Cherokee	3	28
Laurens	2	28
Darlington	1	24
Georgetown	2	24
Kershaw	4	20
Jasper	1	17
Dillon	2	14
Colleton	0	13
Marlboro	0	13
Chester	0	12
Marion	1	12
Chesterfield	2	11
Fairfield	0	10
Newberry	3	10
Lee	1	9
Clarendon	0	8
Edgefield	0	8
Calhoun	0	7
Hampton	0	7
Abbeville	0	6
Union	0	5
Saluda	0	4
Williamsburg	0	4
Barnwell	0	2

Table S-6 Motorcyclist Fatalities and Collisions by County, State Data 2018		
County	Killed	Collisions
McCormick	0	2
Bamberg	0	1
All	**111**	**1,938**

Figure 19. Motorcyclist Fatalities as Percent of Total Fatalities				
Year	Group	Total Fatalities	Motorcyclist Fatalities	Percent of Total
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**	989	145	14.66%
2018	**South Carolina**	1,037	141	13.60%
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.**	37,471	5,229	13.95%
2018	**U.S.**	36,210	4,946	13.66%

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

Figure 19. Motorcyclist Fatalities as Percent of Total Fatalities
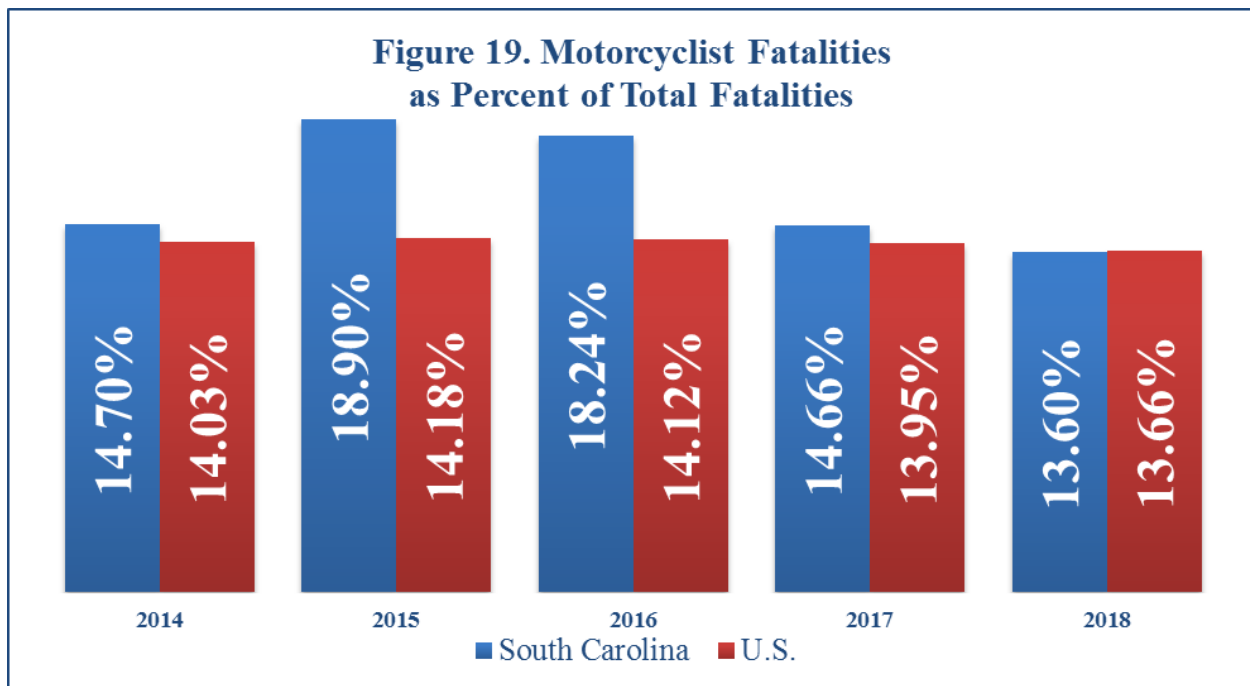
As **Table 21** shows, the months with the most motorcyclist fatal collisions in South Carolina from 2014 to 2018 were May (91 collisions, 12.07% of total), October (84 collisions, 11.14% of total), and June and July (79 collisions each, 10.48% of total).

In South Carolina, the three-hour windows in which the most motorcyclist fatal collisions occurred were 6 p.m. to 9 p.m. (194 collisions, 25.73% of total), 3 p.m. to 6 p.m. (144 collisions, 19.10%

of total), and 9 p.m. to midnight (143 collisions, 18.97% of total). Across the state, the majority of motorcyclist fatal collisions occurred between the hours of 3 p.m. and midnight (63.80% see **Table 21**).

Table 21. Motorcyclist Fatal Collisions by Month, Day of Week, and Time of Day: Totals 2014-2018				
	South Carolina N= 754		U.S. N= 24,770	
	N	%	N	%
MONTH				
January	34	4.51%	856	3.46%
February	40	5.31%	988	3.99%
March	52	6.90%	1,501	6.06%
April	68	9.02%	2,112	8.53%
May	91	12.07%	2,738	11.05%
June	79	10.48%	3,007	12.14%
July	79	10.48%	3,142	12.68%
August	72	9.55%	2,999	12.11%
September	70	9.28%	2,799	11.30%
October	84	11.14%	2,281	9.21%
November	51	6.76%	1,344	5.43%
December	34	4.51%	1,003	4.05%
DAY OF WEEK				
Sunday	112	14.85%	4,769	19.25%
Monday	80	10.61%	2,634	10.63%
Tuesday	78	10.34%	2,539	10.25%
Wednesday	93	12.33%	2,786	11.25%
Thursday	98	13.00%	2,983	12.04%
Friday	114	15.12%	3,710	14.98%
Saturday	179	23.74%	5,349	21.59%
TIME OF DAY				
0:00am-2:59am	61	8.09%	2,128	8.59%
3:00am-5:59am	32	4.24%	967	3.90%
6:00am-8:59am	50	6.63%	1,475	5.95%
9:00am-11:59am	46	6.10%	2,169	8.76%
12:00pm-2:59pm	84	11.14%	3,838	15.49%
3:00pm-5:59pm	144	19.10%	5,251	21.20%
6:00pm-8:59pm	194	25.73%	5,194	20.97%
9:00pm-11:59pm	143	18.97%	3,597	14.52%
Unknown Hours	0	0.00%	151	0.61%

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

As shown in **Table 22**, a much larger percentage of South Carolina's 2014-2018 motorcyclist fatalities occurred among males compared to females (89.20% versus 10.80%), a proportion comparable to that for the nation (91.13% male) during the same timeframe.

Table 22. Motorcyclist Fatalities by Age Group and Gender: Totals 2014-2018								
Fatalities by Age				Fatalities by Age and Sex				
	South Carolina		U.S.	South Carolina				U.S.
	N= 778		N= 25,135	Females		Males		% Males
Age Group	N	%	N	N	%	N	%	%
<16	3	0.39%	94	0	0.00%	3	100.0%	85.11%
16-20	32	4.11%	1,314	7	21.88%	25	78.13%	91.48%

Table 22. Motorcyclist Fatalities by Age Group and Gender: Totals 2014-2018								
	Fatalities by Age			**Fatalities by Age and Sex**				
	South Carolina		**U.S.**	**South Carolina**				**U.S.**
	N= 778		N= 25,135	**Females**		**Males**		**% Males**
Age Group	**N**	**%**	**N**	**N**	**%**	**N**	**%**	**%**
21-24	60	7.71%	2,565	6	10.00%	54	90.00%	93.53%
25-34	184	23.65%	5,577	21	11.41%	163	88.59%	92.56%
35-44	160	20.57%	4,085	18	11.25%	142	88.75%	90.62%
45-54	166	21.34%	4,989	22	13.25%	144	86.75%	87.97%
55-64	130	16.71%	4,301	9	6.92%	121	93.08%	90.68%
65-74	38	4.88%	1,810	1	2.63%	37	97.37%	93.59%
75+	5	0.64%	386	0	0.00%	5	100.0%	95.60%
Unknown	0	0.00%	14	0	0.00%	0	0.00%	64.29%
Total	**778**	**100.0%**	**25,135**	**84**	**10.80%**	**694**	**89.20%**	**91.13%**

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

As shown in **Table 23**, throughout the five years 2014-2018, helmets were used in 27.63% of South Carolina's motorcyclist fatalities; this number is substantially lower than the percentage of helmet use seen for the US as a whole (59.76%). In South Carolina, helmet use was below 40% for each age group, with the exception of the 16-20, 21-24, 65-74, and 75+ age groups. It should be noted that state law requires helmet use by riders under the age of 21 only.

Table 23. Motorcyclist Fatalities by Age Group and Helmet Use: Totals 2014-2018					
	Motorcyclist Fatalities	**Helmet Used**		**Helmet Not Used**	
Age Group	**N**	**N**	**%**	**N**	**%**
<16	3	1	33.33%	2	66.67%
16-20	32	20	62.50%	12	37.50%
21-24	60	24	40.00%	36	60.00%
25-34	184	53	28.80%	129	70.11%
35-44	160	47	29.38%	112	70.00%
45-54	166	25	15.06%	140	84.34%
55-64	130	25	19.23%	104	80.00%
65-74	38	18	47.37%	20	52.63%
75+	5	2	40.00%	3	60.00%
SC	**778**	**215**	**27.63%**	**558**	**71.72%**
U.S.	**25,135**	**15,020**	**59.76%**	**9,416**	**37.46%**

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

Table 24 shows that the percentage of alcohol involvement in South Carolina motorcycle operator fatalities for those between the ages of 35 to 44 was 40.94% during the years 2014-2018, the highest percentage of any age group during the five-year period. Overall, 35.33% of motorcycle operator fatalities in South Carolina who were tested for BAC had a positive BAC, higher than that seen for the nation (31.43%). In South Carolina, speed was cited as a factor in 48.00% of motorcycle operator fatalities of those aged 16-20, but the highest percentage (48.81%) of speeding-involved motorcycle operator fatalities occurred among the group of individuals aged 25-34. Overall, 33.66% of South Carolina's motorcycle operator fatalities involved a crash in which speed was a factor, slightly higher than that of the nation (33.15%) during the same years.

Table 24. Motorcycle Operator Fatalities, Alcohol Involvement, and Speed: Totals 2014-2018						
	Motorcycle Operator Fatalities	**Alcohol Involvement***			**Speeding Involved****	
Age Group	**N**	**# Tested**	**>= 0.01**	**%**	**N**	**%**
<16	3	1	1	33.33%	1	33.33%
16-20	25	18	3	12.00%	12	48.00%
21-24	55	44	12	21.82%	17	30.91%
25-34	168	132	59	35.12%	82	48.81%
35-44	149	116	61	40.94%	58	38.93%
45-54	153	110	62	40.52%	32	20.92%
55-64	125	91	44	35.20%	30	24.00%
65-74	36	22	11	30.56%	9	25.00%
75+	5	3	1	20.00%	1	20.00%
SC	**719**	**537**	**254**	**35.33%**	**242**	**33.66%**
U.S.	**25,135**	**17,845**	**7,899**	**31.43%**	**8,332**	**33.15%**

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

Table 9 shows that in South Carolina, during the five-year period, 2014-2018, the number of motorcyclist fatalities was at its lowest level in 2014 (121), and increased to its highest level in 2016 (186). The count in 2018 (141 fatalities) represents an 11.46% decrease from the average of the prior four years (159.25 fatalities) and a 16.53% increase from the 2014 total (121).

Table 9. South Carolina Motorcycle Rider Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	121	185	186	145	141	16.53%	-11.46%
VMT Rate**	0.24	0.36	0.34	0.26	0.25	4.17%	-16.67%
Pop Rate***	2.51	3.78	3.75	2.89	2.77	10.36%	-14.31%
Pct. Of Total	14.70%	18.90%	18.24%	14.66%	13.60%	-1.10%	-3.03%
Unhelmeted Fat.	96	131	134	99	98	2.08%	-14.78%
Pct. Unhelmeted Fat.	79.34%	70.81%	72.04%	68.28%	69.50%	-9.84%	-3.12%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

South Carolina's population-based motorcyclist death rate followed a similar pattern as the number of fatalities. The 2018 rate (2.77 deaths per 100,000 population) represented a 14.31% decrease when compared to the 2014-2017 average (3.2325), and a 10.36% increase when compared to 2014 (2.51). The population-based motorcyclist death rate in South Carolina for all five years (3.14 deaths per 100,000 residents) is higher than the national rate (1.56) during the same timeframe.

Unhelmeted motorcyclists accounted for 79.34% of South Carolina's motorcyclist fatalities in 2014. During the five year period, 2014-2018, the number of unhelmeted motorcyclist fatalities was at its least in 2014 (96) and at its highest number in 2016 with 134 fatalities. The count in 2018 (98) represents a 14.78% decrease from the 2014-2017 average (115 fatalities) and a 2.08% increase from the number in 2014 (96). As a percentage of all motorcyclist fatalities in the state, unhelmeted motorcyclists accounted for 71.72% during the 2014-2018 period, with the 2018

percentage (69.50%) representing a 3.12% decrease compared to the prior four years (72.62%) and a 9.84% decrease from the 2014 figure (79.34%).

As seen in **Table 26**, nationally, the number of motorcyclist fatalities and the population-based fatality rate decreased in 2018 when compared to the 2014-2017 average by 2.01% and 3.67%, respectively. Additionally, the nation's motorcyclist percent of total fatalities decreased slightly (0.41%). During the same timeframe (2014-2018), the number of unhelmeted fatalities in the U.S. in 2018 increased (8.08%) compared to the figure in 2014. Also, the nation's 2018 proportion of unhelmeted motorcyclist fatalities decreased slightly, by 0.80%, compared to the average of the prior four years.

Table 26. Nationwide Motorcycle Rider Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	4,594	5,029	5,337	5,229	4,946	7.66%	-2.01%
VMT Rate**	0.15	0.16	0.17	0.16	0.15	0.00%	-6.25%
Pop Rate***	1.44	1.57	1.65	1.61	1.51	4.86%	-3.67%
Pct. Of Total	14.03%	14.18%	14.12%	13.95%	13.66%	-0.37%	-0.41%
Unhelmeted Fat.	1,684	1,929	2,064	1,919	1,820	8.08%	-4.16%
Pct. Unhelmeted Fat.	36.66%	38.36%	38.67%	36.70%	36.80%	0.14%	-0.80%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Traffic Collision Injuries

Unlike NHTSA's FARS data for motorcyclist fatalities, South Carolina does not include moped riders in its calculation of motorcyclist injuries. As seen in **Figure S-8**, figures for 2018 show that there were 1,755 persons injured in motorcycle collisions in South Carolina, as compared to 2,022 in 2014, a 13.20% decrease. Additionally, the total for 2018 (1,755) is slightly lower (16.67%) than the average number of motorcyclist crash injuries in the four years prior (2014-2017; [2106]). From 2014-2018, motorcycle collisions have represented 3.48%, or 10,179, of all traffic crash injuries (292,151) in South Carolina (see **Figure S-1** and **Figure S-8**).

In terms of severe motorcycle collision injuries, in 2018, South Carolina had a total of 317 severe injuries, a 25.06% decrease from the 423 in 2014 (see **Figure S- 8**). The 2018 figure represented a 26.28% decrease compared to the 2017 figure (430). These motorcycle severe injuries (1,967) constituted 13.27% of all serious traffic injuries in the state for 2014-2018 (14,823), while in 2018 they constituted 12.00% of all severe traffic injuries (2,642).

Figure S-8. Injuries in SC Motorcycle Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
2,022	2,065	2,224	2,113	1,755
423	396	401	430	317

■ Total Injuries ■ Severe Injuries
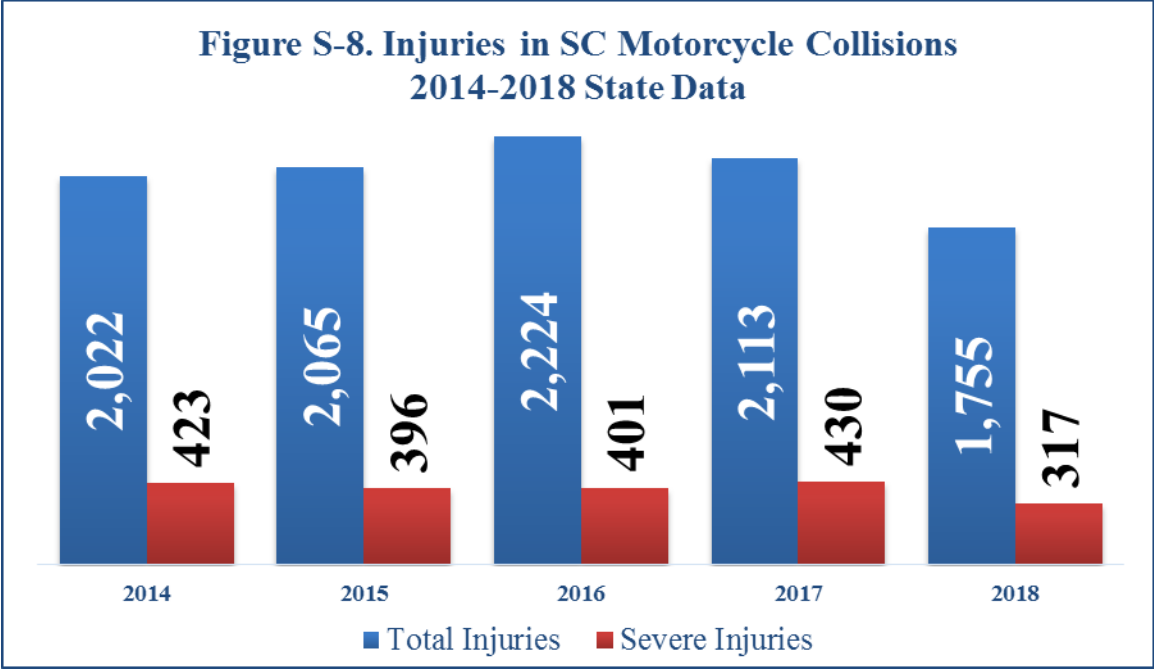
Traffic Collisions

Unlike NHTSA's FARS data, South Carolina does not include mopeds in its calculation of motorcycle fatal collisions, or in its state calculations of all collisions. As seen in **Figure S-9**, motorcycle collisions have decreased in South Carolina from 2,202 in 2014 to 1,938 in 2018, a decrease of 11.99%. The 2018 figure represents a 14.93% decrease over the 2017 figure (2,278) and a decrease of 14.47% over the average number of motorcycle collisions for the four-year period 2014-2017 (2,266). From 2014 to 2018, motorcycle collisions (11,002) have represented a small percentage (1.62%) of all traffic collisions (679,008) in South Carolina. Also, during the same time period, serious-injury motorcycle collisions represented 1,887 or 17.15%, of total motorcycle collisions (11,002). The number of serious-injury motorcycle collisions decreased in 2018 (304) when compared to the 2014 figure (405) by 24.94%. The 2018 figure represents a decrease over the 2017 figure (411) of 26.03%.

Figure S-9. Motorcycle Collisions in SC 2014-2018 State Data

Year	Total Collisions	Severe Injury Collisions
2014	2,202	405
2015	2,255	382
2016	2,329	385
2017	2,278	411
2018	1,938	304
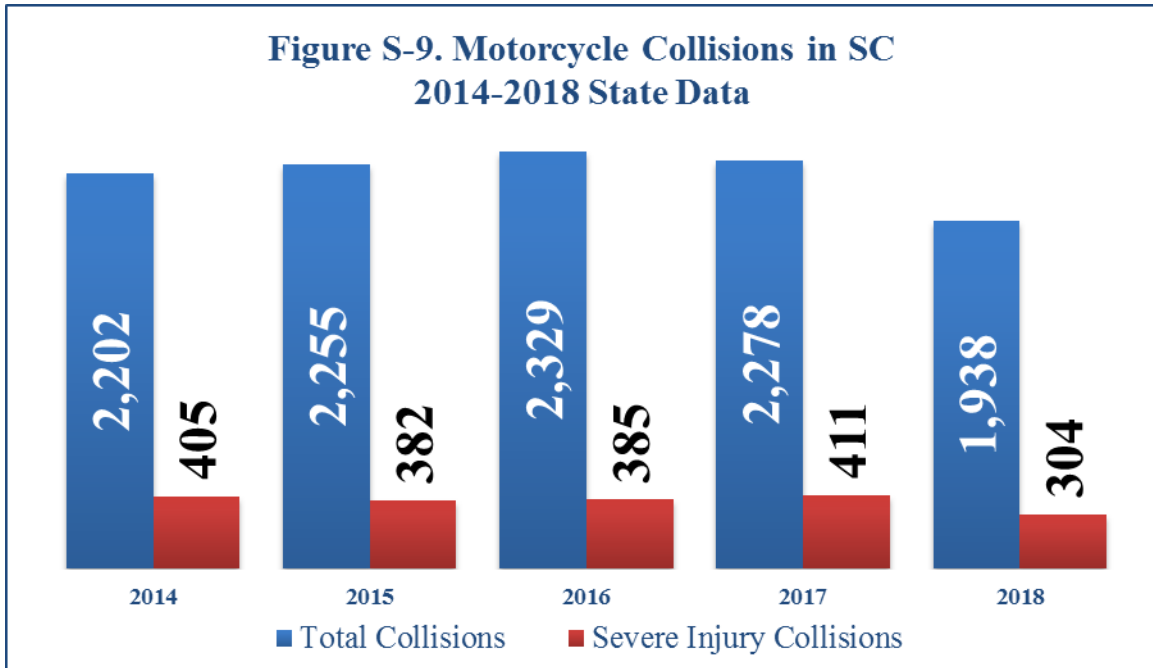
Table S-7 contains information on the top contributing factors for motorcycle collisions in South Carolina from 2014 to 2018. These factors are driving too fast for conditions, failed to yield right-of-way, driver under the influence, improper lane usage/change, animal in the road, distracted/inattention, 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 2014-2018						
Primary Contributing Factor	**Fatal Collision**	**Injury Collision**	**Property Damage Only Collision**	**Total Collisions**	**All Persons Killed**	**All Persons Injured**
Driving Too Fast for Conditions	127	2,436	681	3,244	132	2,761
Failed To Yield Right of Way	146	1,889	489	2,524	152	2,300
Driver Under Influence	109	636	64	809	116	774
Improper Lane Usage/Change	15	398	155	568	16	465
Animal In Road	16	369	43	428	16	414
Followed Too Closely	4	261	158	423	4	316
Distracted/Inattention	5	263	122	390	5	309
Other Improper Driver Action	5	219	142	366	5	247
Aggressive Operation of Vehicle	35	251	56	342	38	297
Ran Off Road	27	187	39	253	27	199

Figure S-1. Injuries in SC Motor Vehicle Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
53,029	58,604	61,899	60,566	58,053
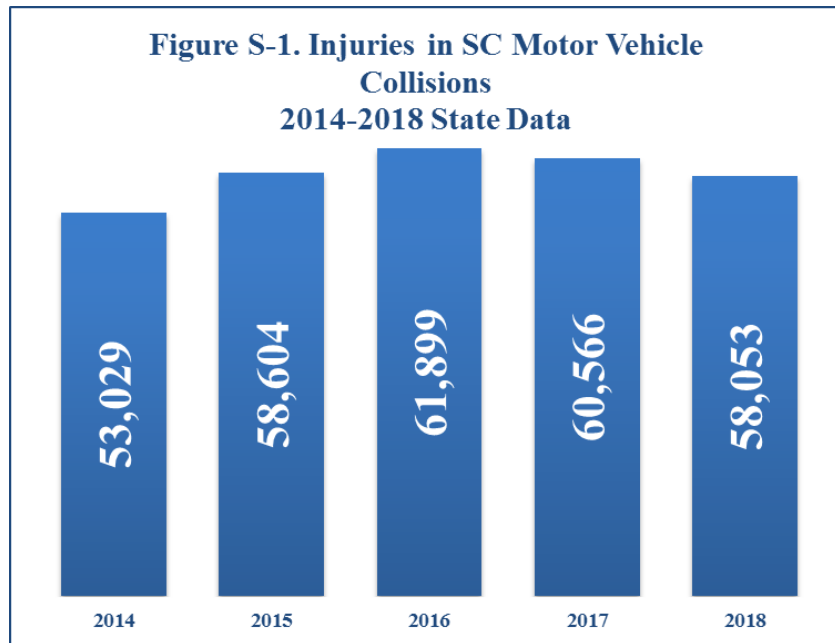
DESCRIPTION OF HIGHWAY SAFETY PROBLEMS – MOPED OPERATORS

Traffic Collision Fatalities

According to SC state data (the state's fatality data does not include mopeds as a subset of motorcycles) (see **Table S-24**), in 2018 there were 30 moped operator fatalities as a result of motor vehicle collisions in South Carolina. These 30 fatalities accounted for 2.90% of the total fatalities for the state that year. In 2018, moped-operator traffic fatalities decreased by 6.25% as compared to 2014 and was 17.2% lower when compared to the average number of moped operator traffic fatalities for the four-year period 2014-2017 (36.25).

Table S-24 South Carolina Fatalities and Moped Operator\Rider Fatalities, State Data 2014-2018						
	2014	**2015**	**2016**	**2017**	**2018**	**Total**
Total Fatalities	823	979	1,020	989	1,036	4,847
Moped Fatalities	32	45	39	29	30	175
Percent of Total	3.89%	4.60%	3.82%	2.93%	2.90%	3.61%

Traffic Collision Injuries

According to state data, moped operators/riders received 3,256 injuries or possible injuries in traffic collisions during the period 2014-2018 (does not include fatally injured moped operators/riders), representing about 1.1% of all traffic-related injuries during the time period (292,151). Traffic injuries have decreased for moped operators since 2014, with 688 such injuries occurring in 2014 and 515 such injuries occurring in 2018, a decrease of 25.1%.

Table S-25 shows total moped riders involved in traffic collisions by injury severity. Severe injuries among moped riders decreased from 2014 to 2018, with 159 such injuries occurring in 2014 as compared to 105 in 2018, a decrease of 34.0%. The 2018 figure also represents a decrease in 2018 of 21.1% as compared to the average number of moped-rider traffic severe injuries for the four-year period 2014-2017 (133).

Year	Not Injured	Possible Injury	Non-Incapacitating Injury	Severe Injury	Fatal Injury	Total Moped Operators\Riders
2014	136	236	293	159	32	856
2015	137	264	331	128	45	905
2016	137	276	284	124	39	860
2017	133	245	280	121	29	808
2018	109	200	210	105	30	654
Total	**652**	**1,221**	**1,398**	**637**	**175**	**4,083**

Table caption: **Table S-25 Moped Operators\Riders by Injury Severity, State Data 2014-2018**

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

County	2014	2015	2016	2017	2018	Total	Cumulative Percent of Total
Horry	45	28	25	28	25	151	19.11%
Greenville	17	14	21	18	20	90	30.51%
Charleston	18	16	16	16	5	71	39.49%
Spartanburg	12	10	15	10	13	60	47.09%
Anderson	10	7	10	6	9	42	52.41%
Richland	8	9	3	11	5	36	56.96%

Table caption: **Table S-26. Moped Involved Fatal and Severe Injury Collisions by Top County, State Data 2014-2018**

Traffic Collisions

According to state data, traffic collisions involving moped operators rose from 2014 to 2015 before beginning a downward trend in 2016 (**Table S-27**). The 3,729 total collisions represent only 0.55% of the state's 679,008 total traffic collisions during the 2014-2018 time period. In 2018, the state experienced 605 moped-involved collisions, such collisions, a 21.1% decrease as compared to the number of collisions in 2014 (767). In 2018, the number of moped-operator traffic collisions decreased by 17.9% when compared to 2017, and the 2018 figure was 22.5% lower than the average number of moped-operator collisions for the four-year period 2014-2017 (781).

Table S-27 Moped Involved Collisions by Year, State Data 2014-2018				
Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2014	31	643	93	767
2015	44	681	104	829
2016	40	649	102	791
2017	29	610	98	737
2018	30	488	87	605
Total	**174**	**3,071**	**484**	**3,729**

Table S-28 shows that in South Carolina during the period 2014-2018, the greatest concentration of moped-involved collisions occurred between 3:01 p.m. and 6:00 p.m. (865 or 23.2%). During that same time period, the greatest number of fatal moped-involved collisions occurred between the hours of 6:01 p.m. to 9:00 p.m. (47, or 27.0%).

Table S-28 Moped Involved Collisions by Time of Day, State Data 2014-2018		
Time of Day	Total Collisions	Fatal Collision
12:01am - 3:00am	209	10
3:01am - 6:00am	108	12
6:01am - 9:00am	253	13
9:01am - Noon	353	17
12:01pm - 3:00pm	605	18
3:01pm - 6:00pm	865	20
6:01pm - 9:00pm	810	47
9:01pm - Midnight	526	37
Total	**3,729**	**174**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-7) Number of motorcyclist fatalities (FARS)	2021	Annual	155
2021	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2021	Annual	111
2021	C-12) Number of moped fatalities	2021	Annual	34

Countermeasure Strategies in Program Area

Countermeasure Strategy
Motorcycle Rider Training
Motorcyclist Awareness Campaign
VRU Communication 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 was above that of the nation during the four-year period from 2014-2017. The percentage of motorcyclist fatalities in South Carolina were slightly lower than that of the nation in 2018. In 2018, 13.60% of South Carolina's traffic fatalities were motorcyclists. Given these dire statistics, it is clear that allocating funds for the motorcycle safety program area is needed as it will facilitate the state's achievement of the outlined motorcycle safety performance targets, which will ultimately serve to reduce motorcyclist collisions, severe-injury motorcyclist collisions, and motorcyclist fatalities, as well as traffic collisions, severe-injuries and fatalities overall.

Rationale

Motorcycle safety was an area identified in the NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017*. The document stresses the importance of this emphasis area and outlines significant strategies and appropriate countermeasures for motorcycle safety (pp. 5-1 to 5-26). Efforts relative to motorcycle safety in SC have utilized countermeasures deemed by this document as having limited evidence in terms of improving motorcycle safety, such as strengthening motorcycle licensing requirements (Chapter 5, Section 3.1, pp. 5-17); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-18);

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

Countermeasure Strategy: Motorcyclist Awareness Campaign

Program Area: Motorcycle Safety

Project Safety Impacts

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

Linkage Between Program Area

As evidenced by the problem identification data, motorcyclist fatalities represented 13.60% of the state's total fatalities in 2018. Of the total number of motorcycle collisions that occurred during the year 2018, 1,135 of those collisions involved another vehicle. It is clear that there is an impetus for increasing other motorists' awareness of motorcyclists, given the severity of such collisions. Communication and outreach can be used to improve other motorists' awareness of motorcyclists and to promote the use of helmets and other protective gear among motorcyclists. As such, allocation of funds to motorcyclist awareness campaigns and the importance of protective gear is needed in order to help the state achieve its motorcycle safety performance targets.

Rationale

Efforts relative to motorcycle safety in SC have utilized countermeasures deemed by the *Countermeasures that Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices, Ninth Addition, 2017* document as having limited evidence in terms of improving motorcycle safety, such as strengthening motorcycle licensing requirements (Chapter 5, Section 3.1, pp. 5-17); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-18); helmet use promotion (Chapter 5, Section 1.2, p. 5-11); Communications and Outreach: Conspicuity and Protective Clothing (Chapter 5, Section 4.1, pp. 5-19); and Communications and Outreach: Motorist

Awareness of Motorcyclists (Chapter 5, Section 4.2, p. 5-20). Though the document indicates limited evidence in terms of effectiveness, SC lacks a universal helmet law and has a strong legislative lobby against such a law; therefore, these types of efforts are essential to the state if it is to address the problem of motorcycle safety.

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
M9MA	Motorcyclist Awareness Campaign

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 (55%) of the state's registered motorcycles: Aiken, Anderson, Beaufort, Charleston, 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 2018, 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 2021 in Horry County during the month of May 2021 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 2021 will again launch a statewide motorcycle safety awareness program modeled after campaign efforts developed for FFY 2020. 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 2021. The campaign, though statewide, will focus on counties that sustained the

highest number of motorcyclist fatalities during CY 2020 and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred.

The FFY 2021 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, Greenville, Charleston, Spartanburg, Richland, Lexington, Anderson, and York.

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 collisions, fatalities, and injuries.

Use of Variable Message Signs through SCDOT

In partnership with the SCDOT, the OHSJP will again secure the use of variable message signs around the state in designated time periods during the motorcycle safety campaign effort. These message signs will be utilized in May, July, and September 2021. 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

Countermeasure Strategies in this Planned Activity

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
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$32,011	$8,003	$0.00
2021	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$47,989	$11,997	$0.00

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

Traffic Collision Fatalities

According to NHTSA's FARS data, in 2018 there were 23 bicyclist fatalities in South Carolina motor vehicle collisions. These 23 fatalities accounted for only 2.22% of the total fatalities for the state for 2018.

In South Carolina, there were 95 bicyclist fatalities in the five-year period from 2014 to 2018, representing a 27.78% increase when compared to the average of the previous four-year period. The 2018 number of bicyclist fatalities (23) represents a 64.29% increase from the level in 2014. This percentage change is significantly larger than the percentage change in such fatalities seen nationwide (a 16.19% increase from 2014, and a 5.32% increase from the previous four-year period) during the same timeframe (**Table 32**).

Table 32. Nationwide Bicyclist Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	729	829	853	806	847	16.19%	5.32%
VMT Rate**	0.02	0.03	0.03	0.03	0.03	50.00%	9.09%
Pop Rate***	0.23	0.26	0.26	0.25	0.26	13.04%	4.00%
Pct. Of Total	2.23%	2.34%	2.26%	2.15%	2.34%	0.11%	0.10%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Throughout the last five years (2014-2018), South Carolina's average population-based bicyclist fatality rate (0.38 deaths per 100,000 population) was higher than the national average rate (0.25) during the same timeframe. South Carolina's rate in 2018 (0.45) was 23.29% higher than the prior four-year average, and was 55.17% higher than the 2014 rate (**Table 13**). Nationwide, the population-based bicyclist fatality rate increased by 4.00% in 2018 (0.26) compared to the 2014-2017 average and increased by 13.04% compared to the rate in 2014.

Table 13. South Carolina Bicyclist Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	14	16	25	17	23	64.29%	27.78%
VMT Rate**	0.03	0.03	0.05	0.03	0.04	33.33%	14.29%
Pop Rate***	0.29	0.33	0.50	0.34	0.45	55.17%	23.29%
Pct. Of Total	1.70%	1.63%	2.45%	1.72%	2.22%	0.52%	0.35%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Traffic Collision Injuries

Based on state data, non-severe bicyclist injuries decreased from 2014 to 2015, before increasing in 2016. Injuries then dropped consecutively in both 2017 and 2018. **Table S-20** shows that total

bicyclist traffic injuries in the state for the five-year period were 2,321, or 0.79% of the total traffic injuries in the state for the time period (292,151). Total bicyclist injuries decreased in 2018 (436) as compared to 2014 (467) by 6.64%, and decreased by 8.98% when compared to the number of bicyclist injuries in the year 2017 (479).

Table S-20 Bicyclists by Injury Type, State Data 2014-2018				
Year	Non-Severe Injuries	Severe Injuries	Fatal Injuries	Total Bicyclists Injured
2014	397	56	14	467
2015	377	43	16	436
2016	423	56	24	503
2017	416	46	17	479
2018	361	53	22	436
Total	1,974	254	93	2,321

As seen in **Table S-21** in 2014, bicyclists experienced 56 severe injuries. When comparing the number of severe injuries that occurred each year to the 56 experienced in 2014, the injuries decreased to 43 in 2015 before increasing to 56 again in 2016, and decreasing again to 46 in 2017. The 53 severe injuries that occurred in 2018 was 15.2% higher than in 2017, 5.4% lower than in 2014, and 5.5% higher than the average number of bicyclist serious traffic-related injuries for 2014-2017 (50.25).

Table S-21 Bicyclists by Severe Injury, State Data 2014-2018					
	2014	2015	2016	2017	2018
South Carolina	56	43	56	46	53

Traffic Collisions

According to state data, SC experienced 2,451 total traffic collisions involving bicyclists during the time period 2014-2018. **Table S-22** shows that, during the five- year period, the state has experienced variation in the number of bicyclist collisions. In 2018, the state's number of bicyclist collisions decreased 8.8% compared to the previous year (2017, 512 collisions) and was 5.5% lower than it was in 2014. In 2018, the state's number of bicyclist collisions was 5.8% lower than the average number of bicyclist collisions (496) for the four-year period 2014-2017.

Table S-22 Total Bicycle Collision by Year, State Data 2014-2018				
Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2014	14	449	31	494
2015	16	417	24	457
2016	24	472	25	521
2017	18	463	31	512
2018	22	416	29	467
Total	**94**	**2,217**	**140**	**2,451**

Table S-23 presents the number of fatal and severe-injury bicycle-related collisions from 2014-2018 by county. Charleston, Horry, Beaufort, and Richland counties had the highest occurrences of bicyclist fatal and severe-injury collisions during this time period with 62, 42, 27, and 23, respectively.

Table S-23. Bicycle Fatal and Severe Injury Collisions by County, State Data 2014-2018						
County	2014	2015	2016	2017	2018	2014-2018
Abbeville	0	0	0	1	0	1
Aiken	1	1	2	0	4	8
Allendale	1	0	0	0	0	1
Anderson	1	1	1	2	0	5
Bamberg	0	0	0	0	0	0
Barnwell	0	0	1	0	0	1
Beaufort	4	6	8	3	6	27
Berkeley	4	2	3	3	1	13
Calhoun	0	0	0	0	0	0
Charleston	12	10	16	6	18	62
Cherokee	1	1	1	0	0	3
Chester	0	0	0	1	0	1
Chesterfield	1	0	1	0	0	2
Clarendon	1	2	0	0	1	4
Colleton	0	1	0	2	3	6
Darlington	0	3	1	0	2	6
Dillon	1	0	0	0	1	2
Dorchester	1	1	3	1	0	6
Edgefield	0	0	0	0	0	0
Fairfield	0	0	0	0	0	0
Florence	2	4	1	3	4	14
Georgetown	1	0	1	4	1	7
Greenville	4	1	4	4	7	20
Greenwood	2	0	0	0	1	3
Hampton	0	0	0	2	0	2
Horry	8	11	7	6	10	42
Jasper	1	0	0	1	1	3
Kershaw	0	0	0	0	1	1
Lancaster	0	1	3	2	1	7
Laurens	2	0	1	1	0	4

Table S-23. Bicycle Fatal and Severe Injury Collisions by County, State Data 2014-2018						
County	2014	2015	2016	2017	2018	2014-2018
Lee	1	0	0	0	0	1
Lexington	2	2	5	1	2	12
McCormick	0	0	0	0	0	0
Marion	0	0	1	3	0	4
Marlboro	0	1	0	0	0	1
Newberry	0	1	1	1	0	3
Oconee	0	1	1	2	2	6
Orangeburg	1	1	2	2	0	6
Pickens	1	0	0	0	0	1
Richland	8	5	3	5	2	23
Saluda	0	0	0	0	0	0
Spartanburg	3	2	7	4	3	19
Sumter	3	0	3	1	2	9
Union	1	1	1	0	0	3
Williamsburg	1	0	0	1	0	2
York	1	1	1	0	2	5
Total	**70**	**60**	**79**	**62**	**75**	**346**

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS-PEDESTRIANS

Traffic Collision Fatalities

The state of South Carolina is now experiencing a pedestrian safety problem of greater magnitude than the challenges being faced with motorcycle safety. **Table 12** shows the number and rate of pedestrian fatalities in South Carolina, both of which increased considerably throughout the 2014-2018 period. Overall, the 2018 total (165 fatalities) is 24.76% higher than the prior four-year average (132.25 fatalities), and 54.21% higher than the 2014 total (107 fatalities).

Table 12. South Carolina Pedestrian Fatalities							
	2014	2015	2016	2017	2018	% Change: 2014 vs. 2018	% Change: 2018 vs. prior 4-yr Avg.
Total Fatalities	107	123	144	155	165	54.21%	24.76%
VMT Rate**	0.21	0.24	0.26	0.28	0.29	38.10%	17.17%
Pop Rate***	2.22	2.51	2.90	3.09	3.25	46.40%	21.27%
Pct. Of Total	13.00%	12.56%	14.12%	15.67%	15.91%	2.91%	2.07%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
2018 VMT provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Throughout the five years (2014-2018), pedestrian fatalities accounted for, on average, 14.32% of all traffic-related fatalities in South Carolina. The 2018 percentage of South Carolina pedestrian fatalities to total traffic fatalities (15.91%) represents a 2.07% increase in this index when compared to the 2014-2017 average, and a 2.91% increase compared to the 2014 proportion (13.00%).

The state's population-based pedestrian fatality rate increased in 2018 (3.25 deaths per 100,000 population) by 21.27% when compared to the prior four-year average (2.68). Over all five years, South Carolina's average population death rate for pedestrians (2.79) was higher than the rate seen for the US as a whole (1.78).

Table 33 indicates that nationwide, pedestrians accounted for an average of 5,750 deaths annually during the 2014-2018 period. Total pedestrian fatalities increased in 2018 (6,198 fatalities) by 9.92% when compared to the 2014-2017 average (5,639). Additionally, the 2018 nationwide population-based fatality rate for pedestrian fatalities (1.89) increased by 8.00% as compared to the previous four-year average (1.75). In the US, pedestrians accounted for an average of 16.00% of all 2014-2018 traffic-related fatalities. The 2018 proportion of pedestrian fatalities to total traffic fatalities (17.12%) represented a 1.43% increase when compared to the prior four-year average.

Table 33. Nationwide Pedestrian Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	4,910	5,489	6,080	6,075	6,198	26.23%	9.92%
VMT Rate**	0.16	0.18	0.19	0.19	0.19	18.75%	5.56%
Pop Rate***	1.54	1.71	1.88	1.87	1.89	22.73%	8.00%
Pct. Of Total	15.00%	15.47%	16.08%	16.21%	17.12%	2.12%	1.43%

NHTSA NCSA FARS: 2014-2017 Final File and 2018 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Traffic Collision Injuries

According to state data (**Table S-29**), the state of South Carolina experienced 4,732 traffic-related injuries (not including fatalities) in the years 2014-2018 involving pedestrians. Of these injuries, 919, or 19.4%, were severe injuries. The number of pedestrian injuries has fluctuated in recent years, with the state in 2018 experiencing 11.0% more pedestrian traffic injuries than occurred in 2014. The 2018 figure of 973 total non-fatal pedestrian traffic injuries represents a decrease (5.4%) from 2017's number of 1,029. The 2018 figure represents an increase of 3.5% as compared to the average number of pedestrian traffic injuries for the four-year period 2014- 2017 (939.75). Severe pedestrian traffic injuries have increased since 2014, with the 2018 figure representing the first decline of the five-year period. Although the number of severe injuries declined by 3.8% from 2017 to 2018, the 2018 figure is still significantly higher than the figures for 2014, 2015, and 2016. In fact, the 2018 figure for severe pedestrian traffic injuries (204) is 29.1% higher than the 2014 figure of 158 and 14.1% higher than the average number of pedestrian severe injuries for the four-year period 2014-2017 (178.75).

Table S-29. Pedestrians by Injury Severity, State Data 2014-2018					
Year	**Not Injured**	**Possible Injury**	**Non Incapacitating Injury**	**Severe Injury**	**Total Non-fatal Pedestrians**
2014	38	380	289	158	865
2015	48	392	277	162	879

Table S-29. Pedestrians by Injury Severity, State Data 2014-2018					
Year	Not Injured	Possible Injury	Non Incapacitating Injury	Severe Injury	Total Non-fatal Pedestrians
2016	45	434	324	183	986
2017	43	441	333	212	1,029
2018	55	397	317	204	973
Total	229	2,044	1,540	919	4,732

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

Table S-30. Pedestrian Involved Fatal and Severe Injury Collisions by Top County, State Data 2014-2018							
County	2014	2015	2016	2017	2018	Total	Cumulative Percent of Total
Charleston	37	38	35	44	56	210	13.19%
Greenville	28	28	40	41	36	173	24.06%
Horry	21	20	35	35	43	154	33.73%
Richland	20	29	34	25	25	133	42.09%
Spartanburg	6	18	11	24	16	75	46.80%
Berkeley	13	9	13	20	9	64	50.82%

Traffic Collisions

According to state data, South Carolina experienced 5,141 total traffic collisions involving pedestrians during the time period 2014-2018 (**Table S-31**). Total collisions involving pedestrians have fluctuated over the recent years, with 923 in 2014, 953 in 2015, 1,064 in 2016, 1,117 in 2017, and 1,084 in 2018. The number of collisions involving pedestrians decreased by 3.0% in 2018 compared to 2017 and increased by 17.4% when compared to 2014. The 2018 figure of 1,084 was also 6.9% greater than the average number of traffic collisions involving pedestrians for the four-year period 2014-2017 (1,014.25).

Table S-31. Pedestrian Involved Collisions by Year, State Data 2014-2018				
Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2014	107	795	21	923
2015	126	799	28	953
2016	145	892	27	1,064
2017	158	935	24	1,117

Table S-31. Pedestrian Involved Collisions by Year, State Data 2014-2018				
Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2018	167	879	38	1,084
Total	**703**	**4,300**	**138**	**5,141**

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-10) Number of pedestrian fatalities (FARS)	2021	Annual	138
2021	C-11) Number of bicyclists fatalities (FARS)	2021	Annual	18

Countermeasure Strategies in Program Area

Countermeasure Strategy
VRU Communication Campaign

Countermeasure Strategy: VRU Communication Campaign

Program Area: Non-motorized (Bicyclist/Pedestrian)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned 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

The OHSJP will launch a media campaign in 2021 to focus on safety issues related to vulnerable roadway users, with an increased focus on pedestrians and bicyclists. The campaign will target

focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups during the five-year period from 2014 to 2018. The campaign will support public outreach and enforcement efforts by the SC Highway Patrol to address the increase in fatalities occurring in South Carolina among these vulnerable groups. While the campaign will have advertising that focuses on each of the vulnerable roadway groups, the campaign will feature a unified and cohesive series of "share the road" messages. That way, roadway users will recognize the theme. The theme encourages motorists to simply pay attention and "look" for these vulnerable roadway users when they are negotiating the roadways. Prior to 2019, the VRU campaign was traditionally a billboard-only campaign, but the SCDPS Contractor has expanded the campaign to include advertising for paid social media, digital advertising, and programmatic OOH (billboards, digital advertising at bars, gas stations, and convenience stores, truck wraps.)

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure Strategies in this Planned Activity

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
2020/2021	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$40,000.00	$10,000.00	$0.00
2020	FAST Act NHTSA 405h	Non-motorized Safety Campaign	$317,294	$79,323.50	$0.00

Planned Activity: PIOT Communication Strategies

Planned activity number: PIOT-SA

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

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 OHSJP, through the 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 such as *Sober or Slammer!* and *Buckle Up, SC. It's the law and it's enforced.* Other public information initiatives include Child Passenger Safety, Distracted Driving, Motorcycle Safety, Speed Enforcement (*Operation Southern Shield*), and Vulnerable Roadway Users.

The OHSJP will utilize the Target Zero concept as an umbrella campaign under which all of its traffic safety campaigns will coalesce. Several states have initiated Target Zero campaigns that incorporate a variety of enforcement and educational strategies with a view toward eliminating traffic fatalities on their respective roadways. The concept was unveiled in South Carolina in October 2012 at a news event conducted by the Governor's Office, which recognized accomplishments of SCDPS in the arena of traffic safety.

A South Carolina Target Zero logo was developed in 2013 to help promote the concept to the public. The OHSJP wanted a logo unique to South Carolina and looked toward the state flag. With its iconic crescent moon and palmetto tree, the South Carolina flag is a popular marketing tool used by many businesses in their logos and featured on many consumer goods, such as clothing, jewelry, cookware, sporting supplies, and home décor. The Target Zero logo uses an update of a previously used logo that features a stylized image of the state's outline and the flag's emblems. Paid media efforts – social media, broadcast, and digital/outdoor – feature Target Zero, often with the accompanying tagline, "A Target Zero message from SCDPS."

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

YouTube channel, as well as continuing to expand on and explore paid social media advertising opportunities.

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

Intended Subrecipients

The South Carolina Department of Public Safety

Countermeasure strategies in this planned activity

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
2020/2021	FAST Act NHTSA 402	Safe Communities (FAST)	$645,364.00	$161,341	$0.00

PROGRAM AREA: TRAFFIC RECORDS
DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

A comprehensive overview of the state's highway safety problems have been detailed in previous sections of SC's FFY 2021 HSP. The following section will serve to provide an overview of the state's existing traffic records system and areas in which the state would like to improve.

Timely, accurate, and efficient collection and analysis of appropriate traffic records data have always been essential to highway safety and are critical in the development, implementation, and evaluation of appropriate countermeasures to reduce traffic collisions and injuries. There are many users of these data. Law enforcement utilizes the data for the deployment of enforcement units. Engineers use data to identify roadway hazards, while judges utilize data as an aid in sentencing.

Prosecutors use traffic records data to determine appropriate charges to levy against drivers in violation of traffic laws and ordinances. Licensing agencies utilize data to identify problem drivers, and emergency response teams use data to improve response times. Health-care organizations use data to understand the implications of patient care and costs, and legislators/public officials use data to pass laws and to set public policy.

Overview of the South Carolina Traffic Records System

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

The Collision Component (SCDPS, SCDMV)

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

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

In addition to those systems mentioned above, OHSJP is now participating in the National Highway Traffic Safety Administration's (NHTSA) Crash Report Sampling System (CRSS). This system reviews a sample geographical area of law enforcement reported crash investigations involving all types of motor vehicles, pedestrians, and cyclists. CRSS is used to develop an overall crash depiction that can be used to identify highway safety problem areas, performance measure trends, and as a basis for cost analysis with highway safety initiatives.

SCDMV currently houses driver and vehicle collision records obtained from the TR-310 and Financial Responsibility (FR-10) form. The FR-10 is a component of the TR-310 issued by law enforcement during crash investigations to verify liability insurance on the units involved. These records are used for insurance verification and driver/vehicle components of collision records described on the following pages.

The Driver Component (SCDMV)

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

The Vehicle Component (SCDMV)

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

The Citation/Adjudication Component (SCDMV, SCJD)

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

The Adjudication Component is managed by the South Carolina Judicial 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.

<u>The Injury Surveillance System Component (SCDHEC)</u>

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

These major statewide data systems rely on data collected by:

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

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

<u>The Roadway Component (SCDOT)</u>

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

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

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical

process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system. As such, a major priority for FFY 2021 is the upgrading of the SCCATTS (South Carolina Collision and Ticket Tracking System) e-Reporting application.

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

The ReportBeam application went through a security update during 2019 and is in the process of being deployed to all users throughout the state. SCDPS maintains a secure network infrastructure and wants to ensure that all avenues of security are meeting state standards. The SCUTTIES and SCCATTS programs are dependent upon the traffic records data created by this application to continue to meet both Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA) requirements. These requirements have a direct impact on funding for Traffic and Roadway Safety programs within our state. A project in the 2020-2022 TRSP, listed under the SCCATTS program, will be focused on beginning the research for a possible replacement or upgrade of the e-reporting software application.

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 Areas

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

Rationale

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

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR

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

Planned Activity Description

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

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

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

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR M3DA

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

Planned Activity Description

Projects falling under this planned activity represent the projects identified in the state's 2020-2022 TRSP. These projects fall into the program areas listed below:

- **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.
- **SCDMV's Phoenix System** for driver and vehicle records services.
- **SCDMV's SCUTTIES** for citation records processing.
- **SCDOT's Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
- **SCDPS's SCCATTS** application for collection and e-Reporting of crash, citation and public contact/warnings.
- **SCDPS's SMARTCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
- **SCJB's Case Management System (CMS)** citation and adjudication processing.

The projects included in the table below represent the 12 projects to be implemented under the planned activity, TR M3DR. Full descriptions of each project have been included in the state's 2020-2022 TRSP.

Ranking	Agency	Project	Requested Amount
1	SCDOT	Program Enhancements	$150,000
2	SCDPS	Collision Form Revision	$10,000
3	SCDPS	Software Application Upgrade	$15,000
4	SCDMV	Phoenix e-Citation Enhancements	$90,000
5	SCDMV	Phoenix e-Citation Data Quality Improvements	$20,000
6	SCDMV	SCUTTIES e-Citation Data Quality Improvements	$45,000
7	SCDMV	Automated Failure To Pay	$20,000
8	SCDOT	Pedestrian/Bicycle Facilities	$173,000
9	SCDPS	Field Deployment	$15,000
10	SCDMV	Citation Reports	$15,000
11	SCJD	CMS-SCUTTIES Enhancements	$150,000
12	SCDOT	Local Agency Data Collection*	$50,000

Project Title	TRS Program Priority Rank 1	Lead Agency	405 c Request
Roadway & Crash Management Program Enhancement/Update	Roadway and Crash Management	SCDOT	$150,000

Description of Problem: While a current system exists for the management of South Carolina's roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT's key strategic goals is to improve safety along the state's roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT's roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state's roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The current transmission of collision data is through an outdated text file transfer over FTP. This is not up to current IT standards and needs to be updated to a more secure and efficient web service method.
 Solution: Develop a software solution, adjacent to SCDOT's current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. Also to develop web services between SCDPS's electronic collision reporting software (including SmartCop and any future applications) and SCDOT

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

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

Lead Agency: SCDOT **Project Lead:** Emily Thomas **Goal Completion Date:** March 2023	**Partner Agencies:**

Total Budget: $2,150,000	**Funding Sources:**	
	405c (Traffic Records):	$150,000
	State funds:	$0
	Other Federal Funds:	$2,000,000

Performance Measure(s):
☐Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☐Accessibility ☒Data Integration
Project Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions. Also to develop a web service for the transmission of collision data from SCDPS's systems to SCDOT.

Project Status: Design documents were completed in October 2019. Next phase of system development is expected to be completed early 2023

Project Title	TRS Program Priority Rank 2	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	$10,000

Description of Problem: The current TR-310 report form has a number of fields used for statistical analysis. However, the form has not been through a major revision since 2001. The form is approximately 55% Model Minimum Uniform Crash Criteria (MMUCC) compliant and has potential to be enhanced with fields for data elements collected by other stakeholders using the form.

Solution: This project is to update the collision report form to increase MMUCC compliance and collect new data elements not made available on the current TR-310 Collision report. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCDMV **Project Lead:** Rosalind Jenkins
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $10,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2021. Improve the overall collection of crash related injury coding for collision reporting.

Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to other projects needing immediate attention. Scheduled to be reinstated for 2020-2022 development.

Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
SCCATTS Software Replacement	SCCATTS	SCDPS	$15,000

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

Solution: Begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS OHS and interfaced with SCDMV, SCJB and SCDOT.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:**

Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $15,000 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 ReportBeam® developer Aptean (CentralSquare), has delivered an updated version of ReportBeam®. Then new version is being distributed to all ReportBeam® agencies to be installed on computers using ReportBeam®. An RFI for a new product has been distributed and the responses are currently being evaluated.

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	$90,000

Description of Problem:
As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.

Solution: Use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCJD

Total Budget: $90,000	**Funding Sources:** 405c (Traffic Records): $90,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: Enhance Phoenix to further automate the processing of e-Citations.

Project Status: The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	$20,000

Description of Problem:
After SCUTTIES was fully deployed, SCDMV had identified several issues related to the collected data and the data quality. Currently, this is requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the issue(s). SCDMV will need to provide a developer and/or business analyst to determine the cause of the inconsistent data and present a solution.

Solution:
Utilize SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development to correct the data collection and quality issues. This contractor would be at 10% for this project.

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** 2021	**Partner Agencies:**

Total Budget: $20,000	**Funding Sources:** 405c (Traffic Records): $20,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: Project under development.

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES	SCDMV	$45,000

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

Solution:
Hire a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: 2021	Partner Agencies:

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

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

Project Goal:
Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status:
An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix	SCDMV	$20,000

Description of Problem:
Currently all Non-Resident violator Compact (NRVC) violations are received by SCDMV from SCJB through a manual process. Due to the rate of noncompliance by violators, the system need to be automated to increase the efficiency of notifying the offender and home licensing State.

Solution:
This project will automate the Failure to Pay Traffic Ticket Process via web service interface allowing the data regarding unpaid traffic tickets to be exchanged between SCJD and SCDMV. Use SCUTTIES Business Application Manager as the business analyst and hire a .Net contractor for part-time work as required supporting this development. The contactor would be at 50% for the project initially and could ramp up to 100% for the duration of the development cycle. The project addresses TRS Goal #2: Improve Traffic Records Data Integration, Access, and Analysis.

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

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

Lead Agency: SCDMV
Project Lead: Frank Rodgers
Goal Completion Date: Sept. 2022

Partner Agencies: SCJB

Total Budget: $35,000

Funding Sources:
405c (Traffic Records): $20,000
State funds: $15,000
Other Federal Funds: $0

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

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

Project Status: The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2022.

Project Title	TRS Program Priority Rank 8	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	$173,000

Description of Problem: Currently, when SCDOT prepares to resurface roads in South Carolina, there is not an integrated system in place to alert the decision makers that a road may be in a local transportation organization's Pedestrian/Bicycle Plan. These plans may include identifying corridors for bike lanes, for example, which is an important factor that should be considered when planning and budgeting for a resurfacing package. SCDOT's Safety office also has no straightforward method to determine which roads have pedestrian or bicycle facilities (e.g., Bicycle Lanes) when performing crash analysis.

Solution: The proposed solution is a multi-step process. Initially, SCDOT would like to develop an online tool that would allow local transportation planning organizations to spatially highlight routes that are identified in their approved plan. A tool is preferred because it will allow local agencies to upload information on their schedule, is easily updated, and will provide uniform data. SCDOT GIS staff can then use the information from the tool to consolidate multiple plans and locations into a statewide database. With this information SCDOT could then update its current resurfacing report to include an identifier for locations that have a corresponding approved local Pedestrian/Bicycle Plan. A software addition will also be added to RIMS to track existing and planned ped/bike facilities.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:**	**Partner Agencies:** Metropolitan Planning Organizations (MPO)/Local transportation organizations

Total Budget:	**Funding Sources:**	
	405c (Traffic Records):	$173,000
	State funds:	$0
	Other Federal Funds:	$0

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

Project Goal: Create a tool that will be used by MPOs to identify approved pedestrian/bicycle corridors, data from which can then be integrated into SCDOT's pavement resurfacing report.

Project Status: New proposed project in February 2020.

Project Title	TRS Program Priority Rank 9	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	$15,000

Description of Problem: Many local law enforcement agencies do not have a robust method for collecting data related to the traffic records forms. While using paper-based mediums, there are inaccuracies with the data collected along with issues of being able to report the information in a timely manner.

Solution: The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data. Tasks of the project include:
- outreach session
- software implementation
- training
- hardware deployment (optional)

This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** On Going	**Partner Agencies:**

Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Deploy hardware to agencies currently not able to submit electronically.

Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 96% of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title	TRS Program Priority Rank 10	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	$15,000

Description of Problem:
Currently, SCUTTIES offers a simplified solution for reporting. As we fully implement SCUTTIES, more statistical reporting will be required from the Legislature and other interested third parties.

If we are required to provide additional reporting prior to the data warehouse implementation, this will require development time from either a .Net Developer or a Database Administrator.

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

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** 2021	**Partner Agencies:** State & Local Law Enforcement Agencies, SCDPS, SCJD.

Total Budget: $15,000	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: Project under development

Project Title	TRS Program Priority Rank 11	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	$150,000

Description of Problem: SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.

Solution: The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:

- Phase 1: Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.

- Phase 2: SCJD will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.

This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCJB **Project Lead:** Mark Crenshaw **Goal Completion Date:** Sept. 2020	**Partner Agencies:** SCDMV **Project Lead:** Frank Rodgers

Total Budget: $150,000

Funding Sources:
405c (Traffic Records): $150,000
State funds: $0
Other Federal Funds: $0

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

Project Goal: To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.

Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title	TRS Program Priority Rank 12	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	$50,000

Description of Problem: SCDOT has completed local agency data collection in all 46 counties. As a result, the majority of crashes that occur on local roads can now be accurately identified on the state's roadway network. However, a process to keep the local road network up to date now needs to be identified and implemented as an ongoing project

Solution: SCDOT is currently reviewing several methods to determine the best approach to keep the local road network up to date. SCDOT expects this review to be completed late in 2020, and will then begin work in early 2021. This project will continue to improve the state's roadway inventory field through a unified location-coding scheme for the state's local roadways. Many county governments and Metropolitan Planning Organizations (MPOs) have already provided GIS data for their areas to SCDOT. SCDOT will continue to extract GIS data from these sources and import it into the Roadway Information System to enable better crash location reporting. This data is used in the mapping software currently furnished to SCDPS for use by law enforcement when locating collision scenes.
This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDOT Project Lead: Todd Anderson Goal Completion Date: Sept. 2022	**Partner Agencies:**

Total Budget: $100,000 ($50,000 per year)	**Funding Sources:** 405c (Traffic Records): $50,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: To date, SCDOT has completed local agency data collection in all 46 counties. We anticipate that we will begin a process to keep this data updated in 2020

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 405c	Traffic Records	$1,182,616	$295,654	$0.00

Countermeasure Strategy: Improves accuracy of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

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

Linkage Between Program Areas

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

Rationale

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

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
TR	OHSJP Traffic Records Management

Planned Activity: OHSJP Traffic Records Management

Planned activity number: TR

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

Planned Activity Description

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

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

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

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR M3DA

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

Planned Activity Description

Projects falling under this planned activity represent the projects identified in the state's 2020-2022 TRSP. These projects fall into the program areas listed below:

- **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.

- **SCDMV's Phoenix System** for driver and vehicle records services.
- **SCDMV's SCUTTIES** for citation records processing.
- **SCDOT's Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
- **SCDPS's SCCATTS** application for collection and e-Reporting of crash, citation and public contact/warnings.
- **SCDPS's SMARTCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
- **SCJB's Case Management System (CMS)** citation and adjudication processing.

The projects included in the table below represent the 12 projects to be implemented under the planned activity, TR M3DR. Full descriptions of each project have been included in the state's 2020-2022 TRSP.

Ranking	Agency	Project	Requested Amount
1	SCDOT	Program Enhancements	$150,000
2	SCDPS	Collision Form Revision	$10,000
3	SCDPS	Software Application Upgrade	$15,000
4	SCDMV	Phoenix e-Citation Enhancements	$90,000
5	SCDMV	Phoenix e-Citation Data Quality Improvements	$20,000
6	SCDMV	SCUTTIES e-Citation Data Quality Improvements	$45,000
7	SCDMV	Automated Failure To Pay	$20,000
8	SCDOT	Pedestrian/Bicycle Facilities	$173,000
9	SCDPS	Field Deployment	$15,000
10	SCDMV	Citation Reports	$15,000
11	SCJD	CMS-SCUTTIES Enhancements	$150,000
12	SCDOT	Local Agency Data Collection*	$50,000

Project Title	TRS Program Priority Rank 1	Lead Agency	405 c Request
Roadway & Crash Management Program Enhancement/Update	Roadway and Crash Management	SCDOT	$150,000

Description of Problem: While a current system exists for the management of South Carolina's roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT's key strategic goals is to improve safety along the state's roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT's roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state's roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The current transmission of collision data is through an outdated text file transfer over FTP. This is not up to current IT standards and needs to be updated to a more secure and efficient web service method.
 Solution: Develop a software solution, adjacent to SCDOT's current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. Also to develop web services between SCDPS's electronic collision reporting software (including SmartCop and any future applications) and SCDOT

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

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

Lead Agency: SCDOT **Project Lead:** Emily Thomas **Goal Completion Date:** March 2023	**Partner Agencies:**

Total Budget: $2,150,000	**Funding Sources:**	
	405c (Traffic Records):	$150,000
	State funds:	$0
	Other Federal Funds:	$2,000,000

Performance Measure(s):
☐Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☐Accessibility ☒Data Integration
Project Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions. Also to develop a web service for the transmission of collision data from SCDPS's systems to SCDOT.

Project Status: Design documents were completed in October 2019. Next phase of system development is expected to be completed early 2023

Project Title	TRS Program Priority Rank 2	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	$10,000

Description of Problem: The current TR-310 report form has a number of fields used for statistical analysis. However, the form has not been through a major revision since 2001. The form is approximately 55% Model Minimum Uniform Crash Criteria (MMUCC) compliant and has potential to be enhanced with fields for data elements collected by other stakeholders using the form.

Solution: This project is to update the collision report form to increase MMUCC compliance and collect new data elements not made available on the current TR-310 Collision report. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCDMV **Project Lead:** Rosalind Jenkins

Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $10,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2021. Improve the overall collection of crash related injury coding for collision reporting.

Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to other projects needing immediate attention. Scheduled to be reinstated for 2020-2022 development.

Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
SCCATTS Software Replacement	SCCATTS	SCDPS	$15,000

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

Solution: Begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS OHS and interfaced with SCDMV, SCJB and SCDOT.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:**

Total Budget: TBD

Funding Sources:
405c (Traffic Records):	$15,000
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 ReportBeam® developer Aptean (CentralSquare), has delivered an updated version of ReportBeam®. Then new version is being distributed to all ReportBeam® agencies to be installed on computers using ReportBeam®. An RFI for a new product has been distributed and the responses are currently being evaluated.

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	$90,000

Description of Problem:
As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.

Solution: Use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCJD

Total Budget: $90,000	**Funding Sources:** 405c (Traffic Records): $90,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: Enhance Phoenix to further automate the processing of e-Citations.

Project Status: The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	$20,000

Description of Problem:
After SCUTTIES was fully deployed, SCDMV had identified several issues related to the collected data and the data quality. Currently, this is requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the issue(s). SCDMV will need to provide a developer and/or business analyst to determine the cause of the inconsistent data and present a solution.

Solution:
Utilize SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development to correct the data collection and quality issues. This contractor would be at 10% for this project.

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** 2021	**Partner Agencies:**

Total Budget: $20,000	**Funding Sources:**	
	405c (Traffic Records):	$20,000
	State funds:	$0
	Other Federal Funds:	$0

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

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

Project Status: Project under development.

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES	SCDMV	$45,000

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

Solution:
Hire a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: 2021	Partner Agencies:

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

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

Project Goal:
Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status:
An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix	SCDMV	$20,000

Description of Problem:
Currently all Non-Resident violator Compact (NRVC) violations are received by SCDMV from SCJB through a manual process. Due to the rate of noncompliance by violators, the system need to be automated to increase the efficiency of notifying the offender and home licensing State.

Solution:
This project will automate the Failure to Pay Traffic Ticket Process via web service interface allowing the data regarding unpaid traffic tickets to be exchanged between SCJD and SCDMV. Use SCUTTIES Business Application Manager as the business analyst and hire a .Net contractor for part-time work as required supporting this development. The contactor would be at 50% for the project initially and could ramp up to 100% for the duration of the development cycle. The project addresses TRS Goal #2: Improve Traffic Records Data Integration, Access, and Analysis.

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

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

Lead Agency: SCDMV **Project Lead:** Frank Rodgers **Goal Completion Date:** Sept. 2022	**Partner Agencies:** SCJB

Total Budget: $35,000	**Funding Sources:**	
	405c (Traffic Records):	$20,000
	State funds:	$15,000
	Other Federal Funds:	$0

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

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

Project Status: The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2022.

Project Title	TRS Program Priority Rank 8	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	$173,000

Description of Problem: Currently, when SCDOT prepares to resurface roads in South Carolina, there is not an integrated system in place to alert the decision makers that a road may be in a local transportation organization's Pedestrian/Bicycle Plan. These plans may include identifying corridors for bike lanes, for example, which is an important factor that should be considered when planning and budgeting for a resurfacing package. SCDOT's Safety office also has no straightforward method to determine which roads have pedestrian or bicycle facilities (e.g., Bicycle Lanes) when performing crash analysis.

Solution: The proposed solution is a multi-step process. Initially, SCDOT would like to develop an online tool that would allow local transportation planning organizations to spatially highlight routes that are identified in their approved plan. A tool is preferred because it will allow local agencies to upload information on their schedule, is easily updated, and will provide uniform data. SCDOT GIS staff can then use the information from the tool to consolidate multiple plans and locations into a statewide database. With this information SCDOT could then update its current resurfacing report to include an identifier for locations that have a corresponding approved local Pedestrian/Bicycle Plan. A software addition will also be added to RIMS to track existing and planned ped/bike facilities.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:**	**Partner Agencies:** Metropolitan Planning Organizations (MPO)/Local transportation organizations

Total Budget:	**Funding Sources:** 405c (Traffic Records): $173,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: Create a tool that will be used by MPOs to identify approved pedestrian/bicycle corridors, data from which can then be integrated into SCDOT's pavement resurfacing report.

Project Status: New proposed project in February 2020.

Project Title	TRS Program Priority Rank 9	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	$15,000

Description of Problem: Many local law enforcement agencies do not have a robust method for collecting data related to the traffic records forms. While using paper-based mediums, there are inaccuracies with the data collected along with issues of being able to report the information in a timely manner.

Solution: The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data. Tasks of the project include:
- outreach session
- software implementation
- training
- hardware deployment (optional)

This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS Project Lead: Brian Borough Goal Completion Date: On Going	**Partner Agencies:**

Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Deploy hardware to agencies currently not able to submit electronically.

Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 96% of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title	TRS Program Priority Rank 10	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	$15,000

Description of Problem:
Currently, SCUTTIES offers a simplified solution for reporting. As we fully implement SCUTTIES, more statistical reporting will be required from the Legislature and other interested third parties.

If we are required to provide additional reporting prior to the data warehouse implementation, this will require development time from either a .Net Developer or a Database Administrator.

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

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** 2021	**Partner Agencies:** State & Local Law Enforcement Agencies, SCDPS, SCJD.

Total Budget: $15,000	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: Project under development

Project Title	TRS Program Priority Rank 11	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	$150,000

Description of Problem: SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.

Solution: The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:

- Phase 1: Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.

- Phase 2: SCJD will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.

This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCJB **Project Lead:** Mark Crenshaw **Goal Completion Date:** Sept. 2020	**Partner Agencies:** SCDMV **Project Lead:** Frank Rodgers

Total Budget: $150,000	**Funding Sources:** 405c (Traffic Records): $150,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.

Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title	TRS Program Priority Rank 12	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	$50,000

Description of Problem: SCDOT has completed local agency data collection in all 46 counties. As a result, the majority of crashes that occur on local roads can now be accurately identified on the state's roadway network. However, a process to keep the local road network up to date now needs to be identified and implemented as an ongoing project

Solution: SCDOT is currently reviewing several methods to determine the best approach to keep the local road network up to date. SCDOT expects this review to be completed late in 2020, and will then begin work in early 2021. This project will continue to improve the state's roadway inventory field through a unified location-coding scheme for the state's local roadways. Many county governments and Metropolitan Planning Organizations (MPOs) have already provided GIS data for their areas to SCDOT. SCDOT will continue to extract GIS data from these sources and import it into the Roadway Information System to enable better crash location reporting. This data is used in the mapping software currently furnished to SCDPS for use by law enforcement when locating collision scenes.
This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:** Sept. 2022	**Partner Agencies:**
Total Budget: $100,000 ($50,000 per year)	**Funding Sources:** 405c (Traffic Records): $50,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: To date, SCDOT has completed local agency data collection in all 46 counties. We anticipate that we will begin a process to keep this data updated in 2020

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 405c	Traffic Records	$1,182,616	$295,654	$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 collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements.

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR	OHSJP Traffic Records Management

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR

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

Planned Activity Description

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

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

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

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR M3DA

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

Planned Activity Description

Projects falling under this planned activity represent the projects identified in the state's 2020-2022 TRSP. These projects fall into the program areas listed below:

- **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.

- **SCDMV's Phoenix System** for driver and vehicle records services.
- **SCDMV's SCUTTIES** for citation records processing.
- **SCDOT's Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
- **SCDPS's SCCATTS** application for collection and e-Reporting of crash, citation and public contact/warnings.
- **SCDPS's SMARTCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
- **SCJB's Case Management System (CMS)** citation and adjudication processing.

The projects included in the table below represent the 12 projects to be implemented under the planned activity, TR M3DR. Full descriptions of each project have been included in the state's 2020-2022 TRSP.

Ranking	Agency	Project	Requested Amount
1	SCDOT	Program Enhancements	$150,000
2	SCDPS	Collision Form Revision	$10,000
3	SCDPS	Software Application Upgrade	$15,000
4	SCDMV	Phoenix e-Citation Enhancements	$90,000
5	SCDMV	Phoenix e-Citation Data Quality Improvements	$20,000
6	SCDMV	SCUTTIES e-Citation Data Quality Improvements	$45,000
7	SCDMV	Automated Failure To Pay	$20,000
8	SCDOT	Pedestrian/Bicycle Facilities	$173,000
9	SCDPS	Field Deployment	$15,000
10	SCDMV	Citation Reports	$15,000
11	SCJD	CMS-SCUTTIES Enhancements	$150,000
12	SCDOT	Local Agency Data Collection*	$50,000

Project Title	TRS Program Priority Rank 1	Lead Agency	405 c Request
Roadway & Crash Management Program Enhancement/Update	Roadway and Crash Management	SCDOT	$150,000

Description of Problem: While a current system exists for the management of South Carolina's roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT's key strategic goals is to improve safety along the state's roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT's roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state's roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The current transmission of collision data is through an outdated text file transfer over FTP. This is not up to current IT standards and needs to be updated to a more secure and efficient web service method.
 Solution: Develop a software solution, adjacent to SCDOT's current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. Also to develop web services between SCDPS's electronic collision reporting software (including SmartCop and any future applications) and SCDOT

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

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

Lead Agency: SCDOT Project Lead: Emily Thomas Goal Completion Date: March 2023	Partner Agencies:

Total Budget: $2,150,000	Funding Sources:	
	405c (Traffic Records):	$150,000
	State funds:	$0
	Other Federal Funds:	$2,000,000

Performance Measure(s):
☐Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☐Accessibility ☒Data Integration
Project Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions. Also to develop a web service for the transmission of collision data from SCDPS's systems to SCDOT.

Project Status: Design documents were completed in October 2019. Next phase of system development is expected to be completed early 2023

Project Title	TRS Program Priority Rank 2	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	$10,000

Description of Problem: The current TR-310 report form has a number of fields used for statistical analysis. However, the form has not been through a major revision since 2001. The form is approximately 55% Model Minimum Uniform Crash Criteria (MMUCC) compliant and has potential to be enhanced with fields for data elements collected by other stakeholders using the form.

Solution: This project is to update the collision report form to increase MMUCC compliance and collect new data elements not made available on the current TR-310 Collision report. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCDMV **Project Lead:** Rosalind Jenkins
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $10,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2021. Improve the overall collection of crash related injury coding for collision reporting.

Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to other projects needing immediate attention. Scheduled to be reinstated for 2020-2022 development.

Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
SCCATTS Software Replacement	SCCATTS	SCDPS	$15,000

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

Solution: Begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS OHS and interfaced with SCDMV, SCJB and SCDOT.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:**

Total Budget: TBD

Funding Sources:
405c (Traffic Records):	$15,000
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 ReportBeam® developer Aptean (CentralSquare), has delivered an updated version of ReportBeam®. Then new version is being distributed to all ReportBeam® agencies to be installed on computers using ReportBeam®. An RFI for a new product has been distributed and the responses are currently being evaluated.

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	$90,000

Description of Problem:
As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.

Solution: Use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: Sept. 2021	Partner Agencies: SCJD

Total Budget: $90,000	**Funding Sources:** 405c (Traffic Records): $90,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: Enhance Phoenix to further automate the processing of e-Citations.

Project Status: The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	$20,000

Description of Problem:
After SCUTTIES was fully deployed, SCDMV had identified several issues related to the collected data and the data quality. Currently, this is requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the issue(s). SCDMV will need to provide a developer and/or business analyst to determine the cause of the inconsistent data and present a solution.

Solution:
Utilize SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development to correct the data collection and quality issues. This contractor would be at 10% for this project.

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

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

Lead Agency: SCDMV
Project Lead:
Goal Completion Date: 2021

Partner Agencies:

Total Budget: $20,000

Funding Sources:	
405c (Traffic Records):	$20,000
State funds:	$0
Other Federal Funds:	$0

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

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

Project Status: Project under development.

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES	SCDMV	$45,000

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

Solution:
Hire a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: 2021	Partner Agencies:

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

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

Project Goal:
Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status:
An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix	SCDMV	$20,000

Description of Problem:
 Currently all Non-Resident violator Compact (NRVC) violations are received by SCDMV from SCJB through a manual process. Due to the rate of noncompliance by violators, the system need to be automated to increase the efficiency of notifying the offender and home licensing State.

Solution:
This project will automate the Failure to Pay Traffic Ticket Process via web service interface allowing the data regarding unpaid traffic tickets to be exchanged between SCJD and SCDMV. Use SCUTTIES Business Application Manager as the business analyst and hire a .Net contractor for part-time work as required supporting this development. The contactor would be at 50% for the project initially and could ramp up to 100% for the duration of the development cycle. The project addresses TRS Goal #2: Improve Traffic Records Data Integration, Access, and Analysis.

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

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

Lead Agency: SCDMV
Project Lead: Frank Rodgers
Goal Completion Date: Sept. 2022

Partner Agencies: SCJB

Total Budget: $35,000

Funding Sources:
405c (Traffic Records): $20,000
State funds: $15,000
Other Federal Funds: $0

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

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

Project Status: The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2022.

Project Title	TRS Program Priority Rank 8	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	$173,000

Description of Problem: Currently, when SCDOT prepares to resurface roads in South Carolina, there is not an integrated system in place to alert the decision makers that a road may be in a local transportation organization's Pedestrian/Bicycle Plan. These plans may include identifying corridors for bike lanes, for example, which is an important factor that should be considered when planning and budgeting for a resurfacing package. SCDOT's Safety office also has no straightforward method to determine which roads have pedestrian or bicycle facilities (e.g., Bicycle Lanes) when performing crash analysis.

Solution: The proposed solution is a multi-step process. Initially, SCDOT would like to develop an online tool that would allow local transportation planning organizations to spatially highlight routes that are identified in their approved plan. A tool is preferred because it will allow local agencies to upload information on their schedule, is easily updated, and will provide uniform data. SCDOT GIS staff can then use the information from the tool to consolidate multiple plans and locations into a statewide database. With this information SCDOT could then update its current resurfacing report to include an identifier for locations that have a corresponding approved local Pedestrian/Bicycle Plan. A software addition will also be added to RIMS to track existing and planned ped/bike facilities.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:**	**Partner Agencies:** Metropolitan Planning Organizations (MPO)/Local transportation organizations

Total Budget:	**Funding Sources:**	
	405c (Traffic Records):	$173,000
	State funds:	$0
	Other Federal Funds:	$0

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

Project Goal: Create a tool that will be used by MPOs to identify approved pedestrian/bicycle corridors, data from which can then be integrated into SCDOT's pavement resurfacing report.

Project Status: New proposed project in February 2020.

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Project Title	TRS Program Priority Rank 9	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	$15,000

Description of Problem: Many local law enforcement agencies do not have a robust method for collecting data related to the traffic records forms. While using paper-based mediums, there are inaccuracies with the data collected along with issues of being able to report the information in a timely manner.

Solution: The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data. Tasks of the project include:
- outreach session
- software implementation
- training
- hardware deployment (optional)

This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** On Going	**Partner Agencies:**

Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0	

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Deploy hardware to agencies currently not able to submit electronically.

Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 96% of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title	TRS Program Priority Rank 10	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	$15,000

Description of Problem:
Currently, SCUTTIES offers a simplified solution for reporting. As we fully implement SCUTTIES, more statistical reporting will be required from the Legislature and other interested third parties.

If we are required to provide additional reporting prior to the data warehouse implementation, this will require development time from either a .Net Developer or a Database Administrator.

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

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: 2021	Partner Agencies: State & Local Law Enforcement Agencies, SCDPS, SCJD.

Total Budget: $15,000	**Funding Sources:**	
	405c (Traffic Records):	$15,000
	State funds:	$0
	Other Federal Funds:	$0

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

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

Project Status: Project under development

Project Title	TRS Program Priority Rank 11	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	$150,000

Description of Problem: SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.

Solution: The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:

- Phase 1: Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.

- Phase 2: SCJD will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.

This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCJB **Project Lead:** Mark Crenshaw **Goal Completion Date:** Sept. 2020	**Partner Agencies:** SCDMV **Project Lead:** Frank Rodgers

Total Budget: $150,000	**Funding Sources:** 405c (Traffic Records): $150,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.

Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title	TRS Program Priority Rank 12	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	$50,000

Description of Problem: SCDOT has completed local agency data collection in all 46 counties. As a result, the majority of crashes that occur on local roads can now be accurately identified on the state's roadway network. However, a process to keep the local road network up to date now needs to be identified and implemented as an ongoing project

Solution: SCDOT is currently reviewing several methods to determine the best approach to keep the local road network up to date. SCDOT expects this review to be completed late in 2020, and will then begin work in early 2021. This project will continue to improve the state's roadway inventory field through a unified location-coding scheme for the state's local roadways. Many county governments and Metropolitan Planning Organizations (MPOs) have already provided GIS data for their areas to SCDOT. SCDOT will continue to extract GIS data from these sources and import it into the Roadway Information System to enable better crash location reporting. This data is used in the mapping software currently furnished to SCDPS for use by law enforcement when locating collision scenes.
This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:** Sept. 2022	**Partner Agencies:**

Total Budget: $100,000 ($50,000 per year)	**Funding Sources:** 405c (Traffic Records): $50,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: To date, SCDOT has completed local agency data collection in all 46 counties. We anticipate that we will begin a process to keep this data updated in 2020

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 405c	Traffic Records	$1,182,616	$295,654	$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 an intended goal of reducing the number and severity of traffic collisions. This data-driven process ensures that all opportunities to improve highway safety are identified and considered for implementation. A well-developed Traffic Records System (TRS) facilitates this data driven process because it serves as the information base for the state's management of the highway and traffic safety activities. A well-developed TRS allows for the compilation of the data from each of the systems comprising the TRS into a unified, accessible resource without bringing all the data into a single database. Improving integration between each of the core highway safety databases is the goal of the TRS, and achieving this goal would have considerable traffic safety impacts because it would allow for greater opportunities to track and address traffic safety events among each of the data files.

Linkage Between Program Area

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

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system and the collision records system must be integrated between the agencies with custodial responsibility over each of the major components of the TRS: South Carolina Department of Public Safety (SCDPS), the South Carolina Department of Health and Environmental Control (SCDHEC), the South Carolina Department of

Transportation (SCDOT), the SC Department of Motor Vehicles (SCDMV), and the South Carolina Judicial 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 integration between one or more core highway safety databases

Planned Activity Description

The project will maintain the positions necessary to facilitate the requirements of the SC Traffic Records System (TRS) and assist the Traffic Records Coordinating Committee (TRCC) Coordinator with program management of the TRCC, South Carolina Collision and Ticket

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

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

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

Intended Subrecipients

SC Department of Public Safety

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR M3DA

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

Planned Activity Description

Projects falling under this planned activity represent the projects identified in the state's 2020-2022 TRSP. These projects fall into the program areas listed below:

- **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.
- **SCDMV's Phoenix System** for driver and vehicle records services.
- **SCDMV's SCUTTIES** for citation records processing.
- **SCDOT's Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
- **SCDPS's SCCATTS** application for collection and e-Reporting of crash, citation and public contact/warnings.
- **SCDPS's SMARTCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
- **SCJB's Case Management System (CMS)** citation and adjudication processing.

The projects included in the table below represent the 12 projects to be implemented under the planned activity, TR M3DR. Full descriptions of each project have been included in the state's 2020-2022 TRSP.

Ranking	Agency	Project	Requested Amount
1	SCDOT	Program Enhancements	$150,000
2	SCDPS	Collision Form Revision	$10,000
3	SCDPS	Software Application Upgrade	$15,000
4	SCDMV	Phoenix e-Citation Enhancements	$90,000
5	SCDMV	Phoenix e-Citation Data Quality Improvements	$20,000
6	SCDMV	SCUTTIES e-Citation Data Quality Improvements	$45,000
7	SCDMV	Automated Failure To Pay	$20,000
8	SCDOT	Pedestrian/Bicycle Facilities	$173,000
9	SCDPS	Field Deployment	$15,000
10	SCDMV	Citation Reports	$15,000
11	SCJD	CMS-SCUTTIES Enhancements	$150,000
12	SCDOT	Local Agency Data Collection*	$50,000

Project Title	TRS Program Priority Rank 1	Lead Agency	405 c Request
Roadway & Crash Management Program Enhancement/Update	Roadway and Crash Management	SCDOT	$150,000

Description of Problem: While a current system exists for the management of South Carolina's roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT's key strategic goals is to improve safety along the state's roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT's roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state's roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The current transmission of collision data is through an outdated text file transfer over FTP. This is not up to current IT standards and needs to be updated to a more secure and efficient web service method.
 Solution: Develop a software solution, adjacent to SCDOT's current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. Also to develop web services between SCDPS's electronic collision reporting software (including SmartCop and any future applications) and SCDOT

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

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

Lead Agency: SCDOT Project Lead: Emily Thomas Goal Completion Date: March 2023	Partner Agencies:	
Total Budget: $2,150,000	**Funding Sources:** 405c (Traffic Records): State funds: Other Federal Funds:	$150,000 $0 $2,000,000

Performance Measure(s):
☐Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☐Accessibility ☒Data Integration
Project Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions. Also to develop a web service for the transmission of collision data from SCDPS's systems to SCDOT.

Project Status: Design documents were completed in October 2019. Next phase of system development is expected to be completed early 2023

Project Title	TRS Program Priority Rank 2	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	$10,000

Description of Problem: The current TR-310 report form has a number of fields used for statistical analysis. However, the form has not been through a major revision since 2001. The form is approximately 55% Model Minimum Uniform Crash Criteria (MMUCC) compliant and has potential to be enhanced with fields for data elements collected by other stakeholders using the form.

Solution: This project is to update the collision report form to increase MMUCC compliance and collect new data elements not made available on the current TR-310 Collision report. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCDMV **Project Lead:** Rosalind Jenkins
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $10,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2021. Improve the overall collection of crash related injury coding for collision reporting.

Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to other projects needing immediate attention. Scheduled to be reinstated for 2020-2022 development.

Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
SCCATTS Software Replacement	SCCATTS	SCDPS	$15,000

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

Solution: Begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS OHS and interfaced with SCDMV, SCJB and SCDOT.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:**

Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $15,000 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 ReportBeam® developer Aptean (CentralSquare), has delivered an updated version of ReportBeam®. Then new version is being distributed to all ReportBeam® agencies to be installed on computers using ReportBeam®. An RFI for a new product has been distributed and the responses are currently being evaluated.

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	$90,000

Description of Problem:
As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.

Solution: Use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCJD	
Total Budget: $90,000	**Funding Sources:** 405c (Traffic Records): State funds: Other Federal Funds:	$90,000 $0 $0

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

Project Goal: Enhance Phoenix to further automate the processing of e-Citations.

Project Status: The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	$20,000

Description of Problem:
After SCUTTIES was fully deployed, SCDMV had identified several issues related to the collected data and the data quality. Currently, this is requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the issue(s). SCDMV will need to provide a developer and/or business analyst to determine the cause of the inconsistent data and present a solution.

Solution:
Utilize SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development to correct the data collection and quality issues. This contractor would be at 10% for this project.

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: 2021	Partner Agencies:

Total Budget: $20,000	Funding Sources: 405c (Traffic Records): $20,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: Project under development.

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES	SCDMV	$45,000

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

Solution:
Hire a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: 2021	Partner Agencies:

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

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

Project Goal:
Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status:
An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix|	SCDMV	$20,000

Description of Problem:
Currently all Non-Resident violator Compact (NRVC) violations are received by SCDMV from SCJB through a manual process. Due to the rate of noncompliance by violators, the system need to be automated to increase the efficiency of notifying the offender and home licensing State.

Solution:
This project will automate the Failure to Pay Traffic Ticket Process via web service interface allowing the data regarding unpaid traffic tickets to be exchanged between SCJD and SCDMV. Use SCUTTIES Business Application Manager as the business analyst and hire a .Net contractor for part-time work as required supporting this development. The contactor would be at 50% for the project initially and could ramp up to 100% for the duration of the development cycle. The project addresses TRS Goal #2: Improve Traffic Records Data Integration, Access, and Analysis.

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

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

Lead Agency: SCDMV **Project Lead:** Frank Rodgers **Goal Completion Date:** Sept. 2022	**Partner Agencies:** SCJB

Total Budget: $35,000	**Funding Sources:** 405c (Traffic Records): $20,000 State funds: $15,000 Other Federal Funds: $0

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

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

Project Status: The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2022.

Project Title	TRS Program Priority Rank 8	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	$173,000

Description of Problem: Currently, when SCDOT prepares to resurface roads in South Carolina, there is not an integrated system in place to alert the decision makers that a road may be in a local transportation organization's Pedestrian/Bicycle Plan. These plans may include identifying corridors for bike lanes, for example, which is an important factor that should be considered when planning and budgeting for a resurfacing package. SCDOT's Safety office also has no straightforward method to determine which roads have pedestrian or bicycle facilities (e.g., Bicycle Lanes) when performing crash analysis.

Solution: The proposed solution is a multi-step process. Initially, SCDOT would like to develop an online tool that would allow local transportation planning organizations to spatially highlight routes that are identified in their approved plan. A tool is preferred because it will allow local agencies to upload information on their schedule, is easily updated, and will provide uniform data. SCDOT GIS staff can then use the information from the tool to consolidate multiple plans and locations into a statewide database. With this information SCDOT could then update its current resurfacing report to include an identifier for locations that have a corresponding approved local Pedestrian/Bicycle Plan. A software addition will also be added to RIMS to track existing and planned ped/bike facilities.

<div align="right">Section 405c Funds are requested for this project – ☒ Yes ☐ No</div>

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

Lead Agency: SCDOT Project Lead: Todd Anderson Goal Completion Date:	Partner Agencies: Metropolitan Planning Organizations (MPO)/Local transportation organizations
Total Budget:	**Funding Sources:** 405c (Traffic Records): $173,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: Create a tool that will be used by MPOs to identify approved pedestrian/bicycle corridors, data from which can then be integrated into SCDOT's pavement resurfacing report.

Project Status: New proposed project in February 2020.

Project Title	TRS Program Priority Rank 9	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	$15,000

Description of Problem: Many local law enforcement agencies do not have a robust method for collecting data related to the traffic records forms. While using paper-based mediums, there are inaccuracies with the data collected along with issues of being able to report the information in a timely manner.

Solution: The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data. Tasks of the project include:
- outreach session
- software implementation
- training
- hardware deployment (optional)

This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS Project Lead: Brian Borough Goal Completion Date: On Going	**Partner Agencies:**

Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Deploy hardware to agencies currently not able to submit electronically.

Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 96% of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title	TRS Program Priority Rank 10	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	$15,000

Description of Problem:
Currently, SCUTTIES offers a simplified solution for reporting. As we fully implement SCUTTIES, more statistical reporting will be required from the Legislature and other interested third parties.

If we are required to provide additional reporting prior to the data warehouse implementation, this will require development time from either a .Net Developer or a Database Administrator.

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

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** 2021	**Partner Agencies:** State & Local Law Enforcement Agencies, SCDPS, SCJD.

Total Budget: $15,000	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: Project under development

Project Title	TRS Program Priority Rank 11	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	$150,000

Description of Problem: SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.

Solution: The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:

- Phase 1: Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.

- Phase 2: SCJD will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.

This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCJB **Project Lead:** Mark Crenshaw **Goal Completion Date:** Sept. 2020	**Partner Agencies:** SCDMV **Project Lead:** Frank Rodgers

Total Budget: $150,000	**Funding Sources:** 405c (Traffic Records): $150,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.

Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title	TRS Program Priority Rank 12	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	$50,000

Description of Problem: SCDOT has completed local agency data collection in all 46 counties. As a result, the majority of crashes that occur on local roads can now be accurately identified on the state's roadway network. However, a process to keep the local road network up to date now needs to be identified and implemented as an ongoing project

Solution: SCDOT is currently reviewing several methods to determine the best approach to keep the local road network up to date. SCDOT expects this review to be completed late in 2020, and will then begin work in early 2021. This project will continue to improve the state's roadway inventory field through a unified location-coding scheme for the state's local roadways. Many county governments and Metropolitan Planning Organizations (MPOs) have already provided GIS data for their areas to SCDOT. SCDOT will continue to extract GIS data from these sources and import it into the Roadway Information System to enable better crash location reporting. This data is used in the mapping software currently furnished to SCDPS for use by law enforcement when locating collision scenes.
This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:** Sept. 2022	**Partner Agencies:**
Total Budget: $100,000 ($50,000 per year)	**Funding Sources:** 405c (Traffic Records): $50,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: To date, SCDOT has completed local agency data collection in all 46 counties. We anticipate that we will begin a process to keep this data updated in 2020

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 405c	Traffic Records	$1,182,616	$295,654	$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 collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the timeliness of the data contained within the state's TRS will ensure that the relevance of the problems identified during the problem identification is known. It will also enable the setting of realistic performance targets. Improving the timeliness of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

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

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
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

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

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

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

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR M3DA

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

Planned Activity Description

Projects falling under this planned activity represent the projects identified in the state's 2020-2022 TRSP. These projects fall into the program areas listed below:

- **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.
- **SCDMV's Phoenix System** for driver and vehicle records services.

- **SCDMV's SCUTTIES** for citation records processing.
- **SCDOT's Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
- **SCDPS's SCCATTS** application for collection and e-Reporting of crash, citation and public contact/warnings.
- **SCDPS's SMARTCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
- **SCJB's Case Management System (CMS)** citation and adjudication processing.

The projects included in the table below represent the 12 projects to be implemented under the planned activity, TR M3DR. Full descriptions of each project have been included in the state's 2020-2022 TRSP.

Ranking	Agency	Project	Requested Amount
1	SCDOT	Program Enhancements	$150,000
2	SCDPS	Collision Form Revision	$10,000
3	SCDPS	Software Application Upgrade	$15,000
4	SCDMV	Phoenix e-Citation Enhancements	$90,000
5	SCDMV	Phoenix e-Citation Data Quality Improvements	$20,000
6	SCDMV	SCUTTIES e-Citation Data Quality Improvements	$45,000
7	SCDMV	Automated Failure To Pay	$20,000
8	SCDOT	Pedestrian/Bicycle Facilities	$173,000
9	SCDPS	Field Deployment	$15,000
10	SCDMV	Citation Reports	$15,000
11	SCJD	CMS-SCUTTIES Enhancements	$150,000
12	SCDOT	Local Agency Data Collection*	$50,000

Project Title	TRS Program Priority Rank 1	Lead Agency	405 c Request
Roadway & Crash Management Program Enhancement/Update	Roadway and Crash Management	SCDOT	$150,000

Description of Problem: While a current system exists for the management of South Carolina's roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT's key strategic goals is to improve safety along the state's roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT's roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state's roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The current transmission of collision data is through an outdated text file transfer over FTP. This is not up to current IT standards and needs to be updated to a more secure and efficient web service method.

Solution: Develop a software solution, adjacent to SCDOT's current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. Also to develop web services between SCDPS's electronic collision reporting software (including SmartCop and any future applications) and SCDOT

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

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

Lead Agency: SCDOT Project Lead: Emily Thomas Goal Completion Date: March 2023	Partner Agencies:
Total Budget: $2,150,000	**Funding Sources:** 405c (Traffic Records): $150,000 State funds: $0 Other Federal Funds: $2,000,000

Performance Measure(s):
☐Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☐Accessibility ☒Data Integration
Project Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions. Also to develop a web service for the transmission of collision data from SCDPS's systems to SCDOT.

Project Status: Design documents were completed in October 2019. Next phase of system development is expected to be completed early 2023

Project Title	TRS Program Priority Rank 2	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	$10,000

Description of Problem: The current TR-310 report form has a number of fields used for statistical analysis. However, the form has not been through a major revision since 2001. The form is approximately 55% Model Minimum Uniform Crash Criteria (MMUCC) compliant and has potential to be enhanced with fields for data elements collected by other stakeholders using the form.

Solution: This project is to update the collision report form to increase MMUCC compliance and collect new data elements not made available on the current TR-310 Collision report. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCDMV **Project Lead:** Rosalind Jenkins
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $10,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2021. Improve the overall collection of crash related injury coding for collision reporting.

Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to other projects needing immediate attention. Scheduled to be reinstated for 2020-2022 development.

Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
SCCATTS Software Replacement	SCCATTS	SCDPS	$15,000

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

Solution: Begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS OHS and interfaced with SCDMV, SCJB and SCDOT.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:**

Total Budget: TBD

Funding Sources:
405c (Traffic Records): $15,000
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 ReportBeam® developer Aptean (CentralSquare), has delivered an updated version of ReportBeam®. Then new version is being distributed to all ReportBeam® agencies to be installed on computers using ReportBeam®. An RFI for a new product has been distributed and the responses are currently being evaluated.

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	$90,000

Description of Problem:
As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.

Solution: Use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCJD

Total Budget: $90,000	**Funding Sources:** 405c (Traffic Records): $90,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: Enhance Phoenix to further automate the processing of e-Citations.

Project Status: The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	$20,000

Description of Problem:
After SCUTTIES was fully deployed, SCDMV had identified several issues related to the collected data and the data quality. Currently, this is requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the issue(s). SCDMV will need to provide a developer and/or business analyst to determine the cause of the inconsistent data and present a solution.

Solution:
Utilize SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development to correct the data collection and quality issues. This contractor would be at 10% for this project.

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** 2021	**Partner Agencies:**

Total Budget: $20,000	**Funding Sources:**	
	405c (Traffic Records):	$20,000
	State funds:	$0
	Other Federal Funds:	$0

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

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

Project Status: Project under development.

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES	SCDMV	$45,000

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

Solution:
Hire a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** 2021	**Partner Agencies:**

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

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

Project Goal:
Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status:
An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix	SCDMV	$20,000

Description of Problem:
Currently all Non-Resident violator Compact (NRVC) violations are received by SCDMV from SCJB through a manual process. Due to the rate of noncompliance by violators, the system need to be automated to increase the efficiency of notifying the offender and home licensing State.

Solution:
This project will automate the Failure to Pay Traffic Ticket Process via web service interface allowing the data regarding unpaid traffic tickets to be exchanged between SCJD and SCDMV. Use SCUTTIES Business Application Manager as the business analyst and hire a .Net contractor for part-time work as required supporting this development. The contactor would be at 50% for the project initially and could ramp up to 100% for the duration of the development cycle. The project addresses TRS Goal #2: Improve Traffic Records Data Integration, Access, and Analysis.

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

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

Lead Agency: SCDMV
Project Lead: Frank Rodgers
Goal Completion Date: Sept. 2022

Partner Agencies: SCJB

Total Budget: $35,000

Funding Sources:
405c (Traffic Records): $20,000
State funds: $15,000
Other Federal Funds: $0

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

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

Project Status: The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2022.

Project Title	TRS Program Priority Rank 8	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	$173,000

Description of Problem: Currently, when SCDOT prepares to resurface roads in South Carolina, there is not an integrated system in place to alert the decision makers that a road may be in a local transportation organization's Pedestrian/Bicycle Plan. These plans may include identifying corridors for bike lanes, for example, which is an important factor that should be considered when planning and budgeting for a resurfacing package. SCDOT's Safety office also has no straightforward method to determine which roads have pedestrian or bicycle facilities (e.g., Bicycle Lanes) when performing crash analysis.

Solution: The proposed solution is a multi-step process. Initially, SCDOT would like to develop an online tool that would allow local transportation planning organizations to spatially highlight routes that are identified in their approved plan. A tool is preferred because it will allow local agencies to upload information on their schedule, is easily updated, and will provide uniform data. SCDOT GIS staff can then use the information from the tool to consolidate multiple plans and locations into a statewide database. With this information SCDOT could then update its current resurfacing report to include an identifier for locations that have a corresponding approved local Pedestrian/Bicycle Plan. A software addition will also be added to RIMS to track existing and planned ped/bike facilities.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:**	**Partner Agencies:** Metropolitan Planning Organizations (MPO)/Local transportation organizations

Total Budget:	**Funding Sources:**	
	405c (Traffic Records):	$173,000
	State funds:	$0
	Other Federal Funds:	$0

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

Project Goal: Create a tool that will be used by MPOs to identify approved pedestrian/bicycle corridors, data from which can then be integrated into SCDOT's pavement resurfacing report.

Project Status: New proposed project in February 2020.

Project Title	TRS Program Priority Rank 9	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	$15,000

Description of Problem: Many local law enforcement agencies do not have a robust method for collecting data related to the traffic records forms. While using paper-based mediums, there are inaccuracies with the data collected along with issues of being able to report the information in a timely manner.

Solution: The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data. Tasks of the project include:
- outreach session
- software implementation
- training
- hardware deployment (optional)

This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** On Going	**Partner Agencies:**

Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Deploy hardware to agencies currently not able to submit electronically.

Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 96% of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title	TRS Program Priority Rank 10	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	$15,000

Description of Problem:
Currently, SCUTTIES offers a simplified solution for reporting. As we fully implement SCUTTIES, more statistical reporting will be required from the Legislature and other interested third parties.

If we are required to provide additional reporting prior to the data warehouse implementation, this will require development time from either a .Net Developer or a Database Administrator.

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

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: 2021	Partner Agencies: State & Local Law Enforcement Agencies, SCDPS, SCJD.

Total Budget: $15,000	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: Project under development

Project Title	TRS Program Priority Rank 11	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	$150,000

Description of Problem: SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.

Solution: The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:

- Phase 1: Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.

- Phase 2: SCJD will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.

This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCJB **Project Lead:** Mark Crenshaw **Goal Completion Date:** Sept. 2020	**Partner Agencies:** SCDMV **Project Lead:** Frank Rodgers

Total Budget: $150,000	**Funding Sources:** 405c (Traffic Records): $150,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.

Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title	TRS Program Priority Rank 12	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	$50,000

Description of Problem: SCDOT has completed local agency data collection in all 46 counties. As a result, the majority of crashes that occur on local roads can now be accurately identified on the state's roadway network. However, a process to keep the local road network up to date now needs to be identified and implemented as an ongoing project

Solution: SCDOT is currently reviewing several methods to determine the best approach to keep the local road network up to date. SCDOT expects this review to be completed late in 2020, and will then begin work in early 2021. This project will continue to improve the state's roadway inventory field through a unified location-coding scheme for the state's local roadways. Many county governments and Metropolitan Planning Organizations (MPOs) have already provided GIS data for their areas to SCDOT. SCDOT will continue to extract GIS data from these sources and import it into the Roadway Information System to enable better crash location reporting. This data is used in the mapping software currently furnished to SCDPS for use by law enforcement when locating collision scenes.
This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:** Sept. 2022	**Partner Agencies:**

Total Budget: $100,000 ($50,000 per year)	**Funding Sources:** 405c (Traffic Records): $50,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: To date, SCDOT has completed local agency data collection in all 46 counties. We anticipate that we will begin a process to keep this data updated in 2020

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	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. Uniformity may be measured against some independent standard, preferably a national standard. Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures. Without uniformity, the goal of data integration cannot be achieved, and both are vital attributes of a well-developed TRS. Improving uniformity of the data will assist in achieving integration among the core databases, and achieving this goal would have considerable traffic safety impacts because it would allow for greater opportunities to track and address traffic safety events among each of the data files.

Linkage Between Program Area

Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures in order for an accurate depiction of the state's traffic safety concerns. Uniformity of the data collection and reporting procedures is needed because it will enable the setting of realistic performance targets. Improving the uniformity of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

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

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
TR	OHSJP Traffic Records Management

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR

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

Planned Activity Description

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

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

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

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$71,750.00	$17,937.50	$0.00

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR M3DA

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

Planned Activity Description

Projects falling under this planned activity represent the projects identified in the state's 2020-2022 TRSP. These projects fall into the program areas listed below:

- **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.
- **SCDMV's Phoenix System** for driver and vehicle records services.
- **SCDMV's SCUTTIES** for citation records processing.
- **SCDOT's Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
- **SCDPS's SCCATTS** application for collection and e-Reporting of crash, citation and public contact/warnings.
- **SCDPS's SMARTCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
- **SCJB's Case Management System (CMS)** citation and adjudication processing.

The projects included in the table below represent the 12 projects to be implemented under the planned activity, TR M3DR. Full descriptions of each project have been included in the state's 2020-2022 TRSP.

Ranking	Agency	Project	Requested Amount
1	SCDOT	Program Enhancements	$150,000
2	SCDPS	Collision Form Revision	$10,000
3	SCDPS	Software Application Upgrade	$15,000
4	SCDMV	Phoenix e-Citation Enhancements	$90,000
5	SCDMV	Phoenix e-Citation Data Quality Improvements	$20,000
6	SCDMV	SCUTTIES e-Citation Data Quality Improvements	$45,000
7	SCDMV	Automated Failure To Pay	$20,000
8	SCDOT	Pedestrian/Bicycle Facilities	$173,000
9	SCDPS	Field Deployment	$15,000
10	SCDMV	Citation Reports	$15,000
11	SCJD	CMS-SCUTTIES Enhancements	$150,000
12	SCDOT	Local Agency Data Collection*	$50,000

Project Title	TRS Program Priority Rank 1	Lead Agency	405 c Request
Roadway & Crash Management Program Enhancement/Update	Roadway and Crash Management	SCDOT	$150,000

Description of Problem: While a current system exists for the management of South Carolina's roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT's key strategic goals is to improve safety along the state's roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT's roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state's roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The current transmission of collision data is through an outdated text file transfer over FTP. This is not up to current IT standards and needs to be updated to a more secure and efficient web service method.

Solution: Develop a software solution, adjacent to SCDOT's current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. Also to develop web services between SCDPS's electronic collision reporting software (including SmartCop and any future applications) and SCDOT

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

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

Lead Agency: SCDOT Project Lead: Emily Thomas Goal Completion Date: March 2023	Partner Agencies:
Total Budget: $2,150,000	**Funding Sources:** 405c (Traffic Records): $150,000 State funds: $0 Other Federal Funds: $2,000,000

Performance Measure(s):
☐Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☐Accessibility ☒Data Integration
Project Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions. Also to develop a web service for the transmission of collision data from SCDPS's systems to SCDOT.

Project Status: Design documents were completed in October 2019. Next phase of system development is expected to be completed early 2023

Project Title	TRS Program Priority Rank 2	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	$10,000

Description of Problem: The current TR-310 report form has a number of fields used for statistical analysis. However, the form has not been through a major revision since 2001. The form is approximately 55% Model Minimum Uniform Crash Criteria (MMUCC) compliant and has potential to be enhanced with fields for data elements collected by other stakeholders using the form.

Solution: This project is to update the collision report form to increase MMUCC compliance and collect new data elements not made available on the current TR-310 Collision report. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCDMV **Project Lead:** Rosalind Jenkins
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $10,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2021. Improve the overall collection of crash related injury coding for collision reporting.

Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to other projects needing immediate attention. Scheduled to be reinstated for 2020-2022 development.

Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
SCCATTS Software Replacement	SCCATTS	SCDPS	$15,000

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

Solution: Begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS OHS and interfaced with SCDMV, SCJB and SCDOT.

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

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

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** Sept. 2021	**Partner Agencies:**

Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): $15,000 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 ReportBeam® developer Aptean (CentralSquare), has delivered an updated version of ReportBeam®. Then new version is being distributed to all ReportBeam® agencies to be installed on computers using ReportBeam®. An RFI for a new product has been distributed and the responses are currently being evaluated.

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	$90,000

Description of Problem:
As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.

Solution: Use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCDMV **Project Lead:** **Goal Completion Date:** Sept. 2021	**Partner Agencies:** SCJD
Total Budget: $90,000	**Funding Sources:** 405c (Traffic Records): $90,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: Enhance Phoenix to further automate the processing of e-Citations.

Project Status: The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	$20,000

Description of Problem:
After SCUTTIES was fully deployed, SCDMV had identified several issues related to the collected data and the data quality. Currently, this is requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the issue(s). SCDMV will need to provide a developer and/or business analyst to determine the cause of the inconsistent data and present a solution.

Solution:
Utilize SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development to correct the data collection and quality issues. This contractor would be at 10% for this project.

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

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

Lead Agency: SCDMV
Project Lead:
Goal Completion Date: 2021

Partner Agencies:

Total Budget: $20,000

Funding Sources:	
405c (Traffic Records):	$20,000
State funds:	$0
Other Federal Funds:	$0

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

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

Project Status: Project under development.

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES	SCDMV	$45,000

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

Solution:
Hire a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: 2021	Partner Agencies:

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

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

Project Goal:
Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status:
An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2021.

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix	SCDMV	$20,000

Description of Problem:
Currently all Non-Resident violator Compact (NRVC) violations are received by SCDMV from SCJB through a manual process. Due to the rate of noncompliance by violators, the system need to be automated to increase the efficiency of notifying the offender and home licensing State.

Solution:
This project will automate the Failure to Pay Traffic Ticket Process via web service interface allowing the data regarding unpaid traffic tickets to be exchanged between SCJD and SCDMV. Use SCUTTIES Business Application Manager as the business analyst and hire a .Net contractor for part-time work as required supporting this development. The contactor would be at 50% for the project initially and could ramp up to 100% for the duration of the development cycle. The project addresses TRS Goal #2: Improve Traffic Records Data Integration, Access, and Analysis.

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

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

Lead Agency: SCDMV **Project Lead:** Frank Rodgers **Goal Completion Date:** Sept. 2022	**Partner Agencies:** SCJB

Total Budget: $35,000	**Funding Sources:**	
	405c (Traffic Records):	$20,000
	State funds:	$15,000
	Other Federal Funds:	$0

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

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

Project Status: The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2022.

Project Title	TRS Program Priority Rank 8	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	$173,000

Description of Problem: Currently, when SCDOT prepares to resurface roads in South Carolina, there is not an integrated system in place to alert the decision makers that a road may be in a local transportation organization's Pedestrian/Bicycle Plan. These plans may include identifying corridors for bike lanes, for example, which is an important factor that should be considered when planning and budgeting for a resurfacing package. SCDOT's Safety office also has no straightforward method to determine which roads have pedestrian or bicycle facilities (e.g., Bicycle Lanes) when performing crash analysis.

Solution: The proposed solution is a multi-step process. Initially, SCDOT would like to develop an online tool that would allow local transportation planning organizations to spatially highlight routes that are identified in their approved plan. A tool is preferred because it will allow local agencies to upload information on their schedule, is easily updated, and will provide uniform data. SCDOT GIS staff can then use the information from the tool to consolidate multiple plans and locations into a statewide database. With this information SCDOT could then update its current resurfacing report to include an identifier for locations that have a corresponding approved local Pedestrian/Bicycle Plan. A software addition will also be added to RIMS to track existing and planned ped/bike facilities.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:**	**Partner Agencies:** Metropolitan Planning Organizations (MPO)/Local transportation organizations
Total Budget:	**Funding Sources:** 405c (Traffic Records): $173,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: Create a tool that will be used by MPOs to identify approved pedestrian/bicycle corridors, data from which can then be integrated into SCDOT's pavement resurfacing report.

Project Status: New proposed project in February 2020.

Project Title	TRS Program Priority Rank 9	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	$15,000

Description of Problem: Many local law enforcement agencies do not have a robust method for collecting data related to the traffic records forms. While using paper-based mediums, there are inaccuracies with the data collected along with issues of being able to report the information in a timely manner.

Solution: The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data. Tasks of the project include:
- outreach session
- software implementation
- training
- hardware deployment (optional)

This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDPS Project Lead: Brian Borough Goal Completion Date: On Going	Partner Agencies:

Total Budget: TBD	Funding Sources: 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Deploy hardware to agencies currently not able to submit electronically.

Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 96% of all collision reports electronically through SCCATTS. On average 70% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title	TRS Program Priority Rank 10	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	$15,000

Description of Problem:
Currently, SCUTTIES offers a simplified solution for reporting. As we fully implement SCUTTIES, more statistical reporting will be required from the Legislature and other interested third parties.

If we are required to provide additional reporting prior to the data warehouse implementation, this will require development time from either a .Net Developer or a Database Administrator.

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

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

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

Lead Agency: SCDMV Project Lead: Goal Completion Date: 2021	Partner Agencies: State & Local Law Enforcement Agencies, SCDPS, SCJD.

Total Budget: $15,000	**Funding Sources:** 405c (Traffic Records): $15,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: Project under development

Project Title	TRS Program Priority Rank 11	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	$150,000

Description of Problem: SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.

Solution: The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:

- Phase 1: Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.

- Phase 2: SCJD will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.

This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

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

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

Lead Agency: SCJB **Project Lead:** Mark Crenshaw **Goal Completion Date:** Sept. 2020	**Partner Agencies:** SCDMV **Project Lead:** Frank Rodgers

Total Budget: $150,000	**Funding Sources:** 405c (Traffic Records): $150,000 State funds: $0 Other Federal Funds: $0

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

Project Goal: To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.

Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title	TRS Program Priority Rank 12	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	$50,000

Description of Problem: SCDOT has completed local agency data collection in all 46 counties. As a result, the majority of crashes that occur on local roads can now be accurately identified on the state's roadway network. However, a process to keep the local road network up to date now needs to be identified and implemented as an ongoing project

Solution: SCDOT is currently reviewing several methods to determine the best approach to keep the local road network up to date. SCDOT expects this review to be completed late in 2020, and will then begin work in early 2021. This project will continue to improve the state's roadway inventory field through a unified location-coding scheme for the state's local roadways. Many county governments and Metropolitan Planning Organizations (MPOs) have already provided GIS data for their areas to SCDOT. SCDOT will continue to extract GIS data from these sources and import it into the Roadway Information System to enable better crash location reporting. This data is used in the mapping software currently furnished to SCDPS for use by law enforcement when locating collision scenes.
This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

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

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

Lead Agency: SCDOT **Project Lead:** Todd Anderson **Goal Completion Date:** Sept. 2022	**Partner Agencies:**

Total Budget: $100,000 ($50,000 per year)	**Funding Sources:** 405c (Traffic Records): $50,000 State funds: $0 Other Federal Funds: $0

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

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

Project Status: To date, SCDOT has completed local agency data collection in all 46 counties. We anticipate that we will begin a process to keep this data updated in 2020

Intended Subrecipients

SC Department of Public Safety

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Highway Safety Office Program Management
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
2020	FAST Act NHTSA 405c	Traffic Records	$1,182,616	$295,654	$0.00

EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Planned activities that collectively constitute an evidence-based traffic safety enforcement program

Unique Identifier	Planned Activity Name
AL PEM	Communication and Outreach
M4HVE	DUI Enforcement Teams
164AL	Alcohol-impaired driving enforcement
PTS-OP	High visibility enforcement of seat belt law
M4TR	Impaired Driving Countermeasures Training for Law Enforcement
PTS-LEC	Law Enforcement Coordination
PTS-EU	PTS Enforcement Units
PTS-TSO	Traffic Safety Officer Training

Collision Analysis

The state of South Carolina has seen significant fatality reductions in the impaired driving category over the time period 2014-2018. According to NHTSA's FARS data, the state has experienced a significant decrease in alcohol-impaired driving fatalities (-40 from 2014 to 2018; -25 in 2015; +37 in 2016; -38 in 2017; and -14 in 2018). South Carolina has experienced a 12.08% decline in impaired driving fatalities from 2014 to 2018 compared to an increase nationally. (**Table 3**; **Table 5**; **Figure 2** and **Figure 3).**

Table 3. Fatalities by Type							
	2014	2015	2016	2017	2018	% Change: 2014 vs. 2018	% Change: 2018 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	823	979	1,020	989	1,037	26.00%	8.84%
U.S.	32,744	35,477	37,803	37,471	36,210	10.59%	0.94%
Driver Fatalities							
South Carolina	531	669	679	664	694	30.70%	9.16%
U.S.	20,788	22,349	23,713	23,756	22,742	9.40%	0.40%
Passenger Fatalities							
South Carolina	169	169	166	150	152	-10.06%	-7.03%
U.S.	6,040	6,503	6,820	6,521	6,158	1.95%	-4.84%
Motorcyclist Fatalities							
South Carolina	121	185	186	145	141	16.53%	-11.46%
U.S.	4,594	5,029	5,337	5,229	4,946	7.66%	-2.01%
Pedestrian Fatalities							
South Carolina	107	123	144	155	165	54.21%	24.76%
U.S.	4,910	5,489	6,080	6,075	6,198	26.23%	9.92%

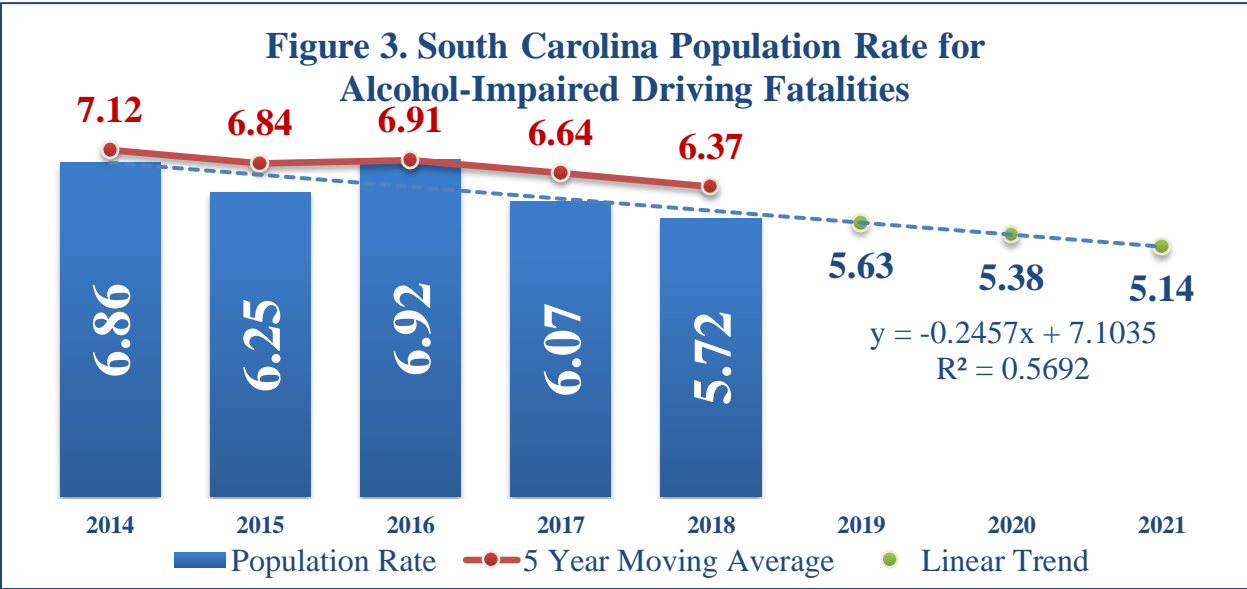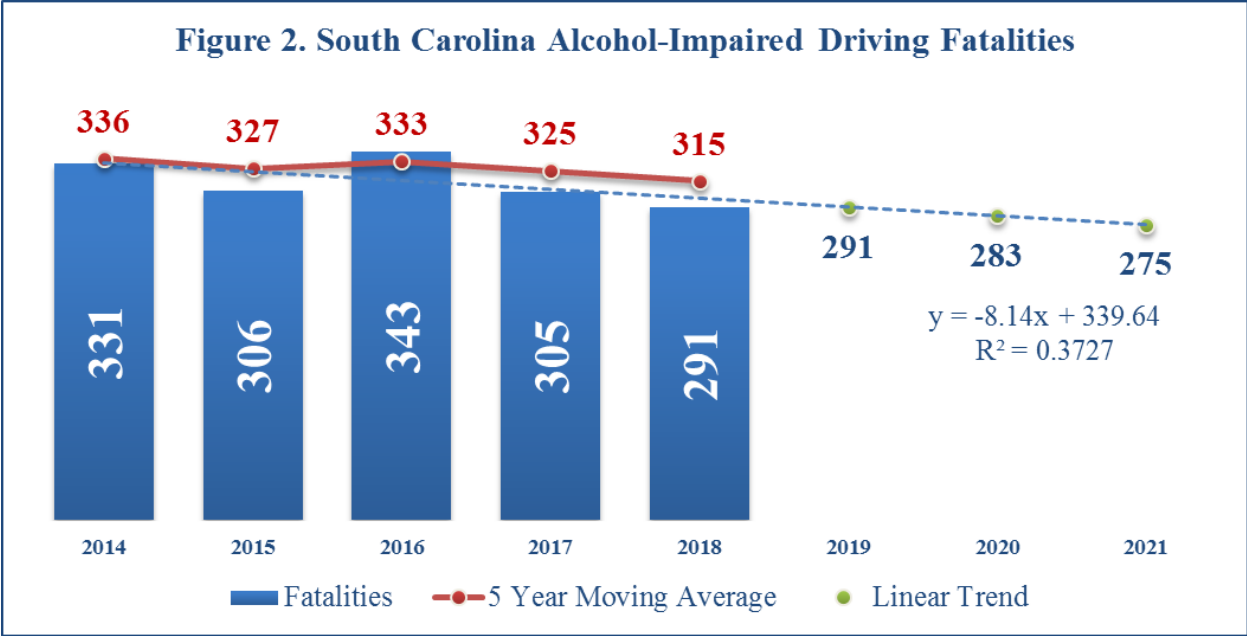| Table 3. Fatalities by Type							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Bicyclist Fatalities							
South Carolina	14	16	25	17	23	64.29%	27.78%
U.S.	729	829	853	806	847	16.19%	5.32%
Impaired Driving Fatalities							
South Carolina	331	306	343	305	291	-12.19%	-9.42%
U.S.	9,943	10,280	10,967	10,908	10,511	5.71%	-0.13%
Speeding Fatalities							
South Carolina	307	366	393	417	447	45.60%	20.57%
U.S.	9,283	9,723	10,291	9,947	9,378	1.02%	-4.41%
Unrestrained Occupant Fatalities							
South Carolina	275	308	315	308	330	20.00%	9.45%
U.S.	9,413	9,978	10,464	10,116	9,701	3.06%	-2.92%
Young Driver(20 & under) -Involved Fatalities							
South Carolina	119	121	108	121	136	14.29%	15.99%
U.S.	3,952	4,413	4,631	4,472	4,187	5.95%	-4.12%
Older Driver(65+) - Involved Fatalities							
South Carolina	136	157	161	190	208	52.94%	29.19%
U.S.	5,966	6,556	7,169	7,299	7,316	22.63%	8.43%

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

Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2014	**2015**	**2016**	**2017**	**2018**	**% Change: 2014 vs. 2018**	**% Change: 2018 vs. prior 4-yr Avg.**
Total Fatalities	331	306	343	305	291	-12.08%	-9.42%
VMT Rate**	0.66	0.59	0.63	0.55	0.51	-22.73%	-16.05%
Pop Rate***	6.86	6.25	6.92	6.07	5.72	-16.62%	-12.34%
Pct. Of Total	40.22%	31.26%	33.63%	30.84%	28.06%	-12.16%	-5.93%

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

**Rate per 100 million vehicle miles

***Rate per 100,000 population

Figure 2. South Carolina Alcohol-Impaired Driving Fatalities

336   327   333   325   315

291   283   275

y = -8.14x + 339.64
R² = 0.3727

Year	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	331	306	343	305	291			

Fatalities ■   5 Year Moving Average ●   Linear Trend ●

Figure 3. South Carolina Population Rate for Alcohol-Impaired Driving Fatalities

7.12   6.84   6.91   6.64   6.37

5.63   5.38   5.14

y = -0.2457x + 7.1035
R² = 0.5692

Year	2014	2015	2016	2017	2018	2019	2020	2021
Population Rate	6.86	6.25	6.92	6.07	5.72			

Population Rate ■   5 Year Moving Average ●   Linear Trend ●

This area has clearly been impacted by the state's sophisticated and well-coordinated Law Enforcement Network system, which enlists approximately 200 state and local law enforcement agencies statewide in singular and multi-jurisdictional enforcement efforts and campaigns focusing on speed, occupant protection, and DUI violators and integrated enforcement efforts year-round. Though the state has experienced the positive gains outlined above, there is still much work to be done to improve highway safety in the state and to continue to drive down traffic collisions, injuries, and fatalities on the state's roadways. The state has implemented a variety of enforcement, education, EMS, and engineering efforts to address the highway safety problems that remain. The

SC Strategic Highway Safety Plan (SHSP), *Target Zero*, updated in 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 collisions (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 2021 Highway Safety Plan.

Traffic Collision Fatalities

Total traffic fatalities in South Carolina numbered 768 in 2013 (the third lowest number of fatalities in the prior 50-year state history) before increasing to 823 in 2014. Since 2014, the

total number of traffic fatalities in South Carolina has increased considerably. The year 2015 saw 979 traffic fatalities and 1,020 traffic fatalities occurred in 2016. The number of traffic fatalities decreased slightly in 2017 to 989 before reaching the record high for the five-year period of 1,037 in 2018. Overall, there was an increase of 214 fatalities in comparing 2014 with 2018. It is not certain what effect changes in the economy or other related factors had on the more unfavorable results of 2018.

The only observed statistical declines from 2014 through 2018 were in alcohol-impaired driving fatalities (-12.08%) and passenger fatalities (-10.06%). The remaining categories all saw increases. The top five increasing categories in traffic fatalities were: Bicyclist (64.29%); Pedestrians (54.21%); Older (65+) Driver-Involved Fatalities (52.94%); Speeding-Related (45.60%); and Driver Fatalities (30.70%).

Traffic Collision Injuries

Figure S-1 contains South Carolina state data which indicates there were 292,151 persons injured in motor vehicle collisions during the five year period (2014-2018). The traffic collision data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during traffic collisions increased from 53,029 in 2014 to 58,053 in 2018. The 2018 data represents a 9.5% increase when compared to the number of people injured in traffic collisions in 2014. When compared to the average of the four-year period 2014-2017 (58,524 injuries), the 2018 figure represents a 0.8% decrease. Of the 292,151 people injured during a motor vehicle collision from 2014 to 2018, 14,823 people (**Figure S-2**), sustained severe injuries as a result of a motor vehicle collision.
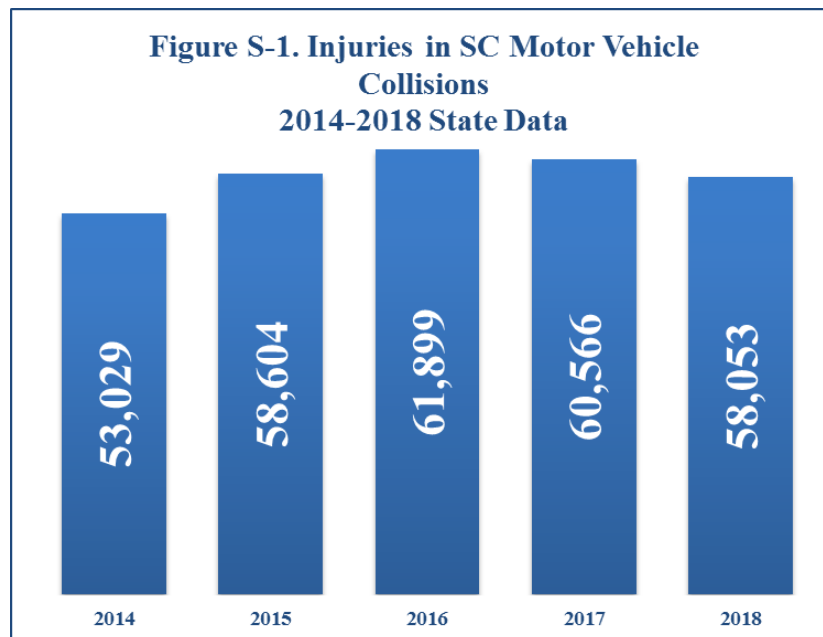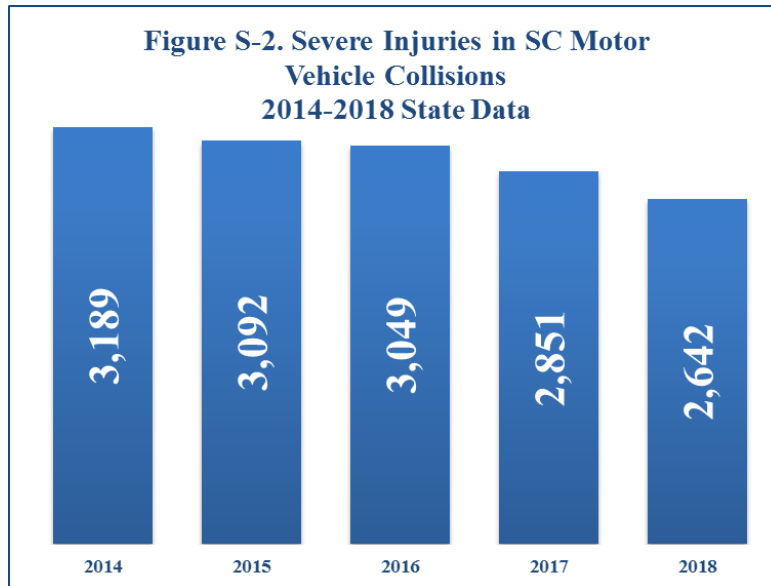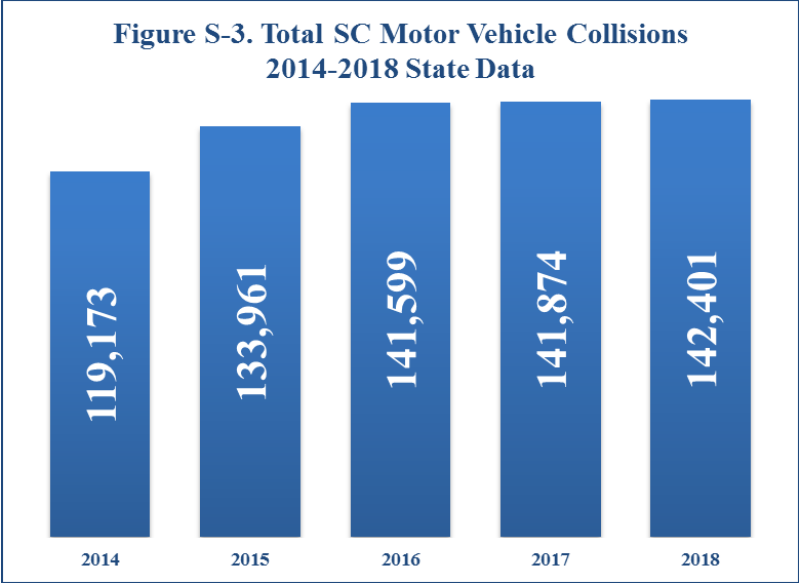

Figure S-1. Injuries in SC Motor Vehicle Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
53,029	58,604	61,899	60,566	58,053

Figure S-2 contains data regarding severe traffic collision injuries occurring in the state during the years 2014-2018. Of the 292,151 traffic collision injuries occurring during this time period, 14,823 were severe injuries. There were 2,642 traffic-related severe injuries in 2018, a 17.2% reduction when compared to 2014. The 2018 figure of 2,642 severe traffic collision injuries represents a 13.2% reduction as compared to the average of the four-year period 2014-2017 (3,045 severe injuries).

Figure S-2. Severe Injuries in SC Motor Vehicle Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
3,189	3,092	3,049	2,851	2,642

Traffic Collisions

From 2014 to 2018, state data listed in **Figure S-3** shows that there were a total of 679,008 vehicle collisions in South Carolina during this five year time period. Of the 679,008 vehicle collisions reported during this time period, 16,598 **(Figure S-4)**, were fatal or severe-injury collisions. From 2014 to 2018, the state experienced a 19.5% increase in the number of reported vehicle collisions. When compared to the four-year average of traffic collisions occurring from 2014 to 2017 (134,152 collisions) the 2018 figure represents a 6.2% increase. The leading counties for fatal and severe-injury collisions from 2014 to 2018 were, in decreasing order, Horry, Charleston, Greenville, Spartanburg, Richland, Anderson, Lexington, York, Berkeley, Beaufort, Aiken, Florence, Orangeburg, Dorchester, Lancaster, Pickens, Laurens, Sumter, Georgetown, and Oconee.

Figure S-3. Total SC Motor Vehicle Collisions 2014-2018 State Data

2014	2015	2016	2017	2018
119,173	133,961	141,599	141,874	142,401

Deployment of Resources

For FFY 2021, 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 2021, the SC Public Safety Coordinating Council has approved twenty-four (24) 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 24 enforcement projects, eighteen (18) are police traffic services projects. The state will contract with 20 host agencies to provide a total of 34,320-54,912 hours of general traffic and speed enforcement activity in municipalities located in the priority counties of Greenville, Charleston, Spartanburg, Lexington, Anderson, York, Berkeley, Aiken, Orangeburg, Beaufort, Dorchester, Lancaster, Georgetown, and Oconee, as well as Chesterfield County. The fifteen previously identified counties accounted for 43.1% of all speed-related fatalities in the state in 2018. 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 24 awarded enforcement projects, six (6) are DUI enforcement projects. The state will contract with the 19 host agencies to provide 9,360-14,976 hours of activity during FFY 2021 in the counties of Darlington, Charleston, Berkeley, Lancaster, and Dorchester. The projects will focus exclusively on alcohol-impaired driving enforcement, DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The 9,360-14,976 hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which NHTSA'S FARS data demonstrates to be those during which the most DUI-related fatal collisions occur in the state (approximately 1,087, or 74.65%, of the 1,456 DUI-related fatal collisions during the years of 2013-2018). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI-related collisions within their respective jurisdictions.

Law Enforcement Training Projects

The OHSJP will also fund two projects that provide training to law enforcement officers statewide through the SC Criminal Justice Academy. One of the two training projects implemented through the SC Criminal Justice Academy will be funded with Section 402 federal dollars and will focus on comprehensive, advanced training for traffic enforcement officers leading to a Traffic Safety Officer certification and/or a Traffic Safety Instructor Program certification. Training will not only assist officers in enhancing their knowledge and enforcement of traffic laws, but will also provide them with the skills needed to increase conviction rates of traffic law violators. The project will fund four Traffic Safety Instructors. Instructors will train officers from all over South Carolina in a variety of traffic enforcement and investigation areas, including At-Scene Collision Investigation, Technical Collision Investigation, Traffic Collision Reconstruction, Data Master DMT Operator Certification, Data Master DMT Operator Recertification, Advanced DUI and Standardized Field Sobriety Testing (SFST), SFST Recertification, Speed and Measurement Device Operator Program, Speed Measurement Device Instructor Program, Safe and Legal Traffic Stops (SALTS), Motorcycle Collision Reconstruction, Pedestrian/Bicycle Collision Reconstruction, and Commercial Vehicle Collision Reconstruction. SCCJA will track and schedule at least 81 training classes during the FFY 2021 grant year.

The other training project which will be continued with the SC Criminal Justice Academy focuses on Impaired Driving Countermeasures Training for Law Enforcement and will be funded with Section 405d federal dollars. This project funds one State Impaired Driving Coordinator, who will expend efforts in providing training to state traffic enforcement officers in the areas of Standardized Field Sobriety Testing Instructor; DataMaster DMT Operator; Advanced Roadside Impaired Driving Enforcement (ARIDE); and Drug Recognition Expert (DRE) (3 classes, 12

students each class). Since this project began several years ago, it has been largely responsible for increasing the number of active DRE-certified officers in the state to 114 and the number of DRE-certified instructors to 34. 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 2021 awarding 16 grants of $10,000 each ($160,000 total) to an agency within each individual law enforcement network. Each of the 16 individual agencies serves as the Host Agency within its respective network. The purpose of the network, as mentioned above, is to disseminate information among participating law enforcement agencies (state, local, federal) regarding important traffic safety campaigns and other issues that may impact traffic enforcement within each network and to garner law enforcement support of and participation in statewide enforcement mobilization campaigns, including the two DUI annual mobilization crackdowns, known as *Sober or Slammer!,* and the state's high-visibility DUI Challenge enforcement campaign.

The statewide Target Zero Challenge, formerly referred to as the Law Enforcement DUI Challenge, has been successful over the last decade with DUI-related traffic fatalities reduced by 37%, from 464 in 2007 to 291 in 2018, and the state is hopeful that the positive reductions will continue in FFY 2021 and future years. The SCDPS will continue to implement a statewide Target Zero Challenge in FFY 2021 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 2021, will conduct special DUI enforcement emphases once a month on weekends from December 2020 to September 2021. The weekend enforcement efforts will be supported by radio, social media, and possibly television advertising announcing the enforcement beginning on Wednesday of each week preceding the scheduled enforcement weekends. In addition, during the two DUI mobilization crackdowns, the SCHP will conduct an additional four nights of specialized DUI enforcement, including saturation patrols and public safety checkpoints.

The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts. Agencies with the highest DUI arrests made during the campaigns will be awarded a recognition plaque for their efforts. Law Enforcement Liaisons will encourage agencies within the Law Enforcement Network system in the state to participate in these enforcement events. Participating agencies will receive a certificate from the OHSJP in recognition of their participation.

Educational efforts will again utilize media (television, radio, social media, and alternative advertising) to support campaign efforts. The focus of the educational efforts will be on the twenty priority counties, (Greenville, Horry, Lexington, Spartanburg, Richland, Anderson, Charleston, Berkeley, York, Aiken, Florence, Laurens, Beaufort, Orangeburg, Lancaster, Dorchester, Pickens, Darlington, Cherokee, and Oconee) which represent approximately 78.1% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2014 to 2018 and are designated within the state's Highway Safety Plan.

Target Zero Teams

The SC Department of Public Safety (SCDPS), with funds from the SC Department of Transportation (SCDOT), will continue to implement a targeted enforcement program. 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 of fatal and injury collisions 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.

<u>Effectiveness Monitoring</u>

The South County Department of Public Safety, Office of Highway Safety and Justice Programs (OHSJP) utilizes several methods to monitor the effectiveness of enforcement activities using data as the basis for adjustments to countermeasure strategies and updates to the HSP. To ensure that the activities required by the grant award are being performed, the Program Coordinators (for Impaired Driving Countermeasures and Police Traffic Services and Occupant Protection) complete monthly, at minimum, desk-monitoring for all projects. The Program Coordinators, along with the Business Administration Accountant and/or Grants Administration Accountant conduct monitoring visits for 100% of all projects funded in order to provide adequate technical assistance and to ensure compliance with grant guidelines. During the visits, staff assigned to the grant are asked programmatic and financial monitoring questions to determine whether the subgrantee is in compliance with the terms and conditions of the grant award and if the subgrantee has made sufficient progress towards achieving the grant's outlined goals and objectives. The results, as well as any findings or recommendations for improvement, are discussed with the subgrantee and documented in a letter, mailed to the subgrantee, and a copy is placed in the grant file.

Enforcement subgrantees must also submit monthly reports and all subgrantees provide quarterly reports to the OHSJP documenting grant progress. The monthly and quarterly reports are reviewed by the appropriate OHSJP staff including the Program Coordinator, 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. Internal meetings and conversations are held regularly to review the subgrantees' progress. Participants in these meetings and conversations include the Program Coordinators, a member of the Accounting staff, the Grants Administration

Manager, the Grant Programs Manager, and OHSJP staff members with law enforcement experience. The perspective of law enforcement staff is immensely beneficial to the team in evaluating whether the level of enforcement activity is appropriate for the number of officers assigned to the project. If the team determines that enforcement activity is insufficient, the subgrantee is notified by a phone call (which is followed up by an email) regarding the need to make adjustments. The email is placed in the subgrantee's grant file. Additionally, the Program Coordinators maintain effective working relationships with the subgrantees encouraging them to notify the OHSJP if there are changes that may impact the level of grant activity, e.g., an officer is on leave. These relationships and ongoing communication, along with desk and onsite monitoring, help to keep the subgrantees on track with meeting the grant requirements.

Any recommended changes made to the OHSJP's Countermeasure Strategies as warranted by data, are discussed by the senior management team in consultation with our regional NHTSA representative.

HIGH-VISIBILITY ENFORCEMENT (HVE) STRATEGIES
Planned HVE strategies to support national mobilizations:

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
164AL	Alcohol-impaired driving enforcement
PTS-EU	PTS Enforcement Units
PTS-LEC	Law Enforcement Coordination
PTS-OP	High visibility enforcement of seat belt law

INCENTIVE GRANT ASSURANCES

405b Occupant Protection Grant Assurance

Maintenance of effort. The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405c State Traffic safety Information Improvement Grant Assurance

Maintenance of effort. 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.

405d Impaired Driving Countermeasures Grant Assurances

(1) 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 paragraph (j) of 1300.23 and included below:

   (i) High-visibility enforcement efforts;

   (ii) Hiring a full-time or part-time impaired driving coordinator of the State's activities to address the enforcement and adjudication of laws regarding driving while impaired by alcohol, drugs or the combination of alcohol and drugs;

(iii) Court support of high-visibility enforcement efforts, training and education of criminal justice professionals (including law enforcement, prosecutors, judges, and probation officers) to assist such professionals in handling impaired driving cases, hiring traffic safety resource prosecutors, hiring judicial outreach liaisons, and establishing driving while intoxicated courts;

(iv) Alcohol ignition interlock programs;

(v) Improving blood-alcohol concentration testing and reporting;

(vi) Paid and earned media in support of high-visibility enforcement of impaired driving laws, and conducting standardized field sobriety training, advanced roadside impaired driving evaluation training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement;

(vii) Training on the use of alcohol and drug screening and brief intervention;

(viii) Training for and implementation of impaired driving assessment programs or other tools designed to increase the probability of identifying the recidivism risk of a person convicted of driving under the influence of alcohol, drugs, or a combination of alcohol and drugs and to determine the most effective mental health or substance abuse treatment or sanction that will reduce such risk;

(ix) Developing impaired driving information systems; or

(x) Costs associated with a 24-7 sobriety program.

(2) 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.

405f Motorcyclist Safety Grant Assurance

The State will use grant funds awarded under 23 U.S.C. 405(f) only for motorcyclist safety training and motorcyclist awareness programs, including—

(i) Improvements to motorcyclist safety training curricula;

(ii) Improvements in program delivery of motorcycle training to both urban and rural areas, including—

(A) Procurement or repair of practice motorcycles;

(B) Instructional materials;

(C) Mobile training units; and

(D) Leasing or purchasing facilities for closed-course motorcycle skill training;

(iii) Measures designed to increase the recruitment or retention of motorcyclist safety training instructors; or

(iv) Public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, including "share-the-road" safety messages developed using Share-the-Road model language available on NHTSA's website at *http://www.trafficsafetymarketing.gov.*

405h 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 paragraph (d) of section 1300.27 (included below), in accordance with part 9 of appendix B.

(d) *Use of grant funds.* A State may use grant funds awarded under 23 U.S.C. 405(h) only for—

(1) Training of law enforcement officials on State laws applicable to pedestrian and bicycle safety;

(2) Enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; or

(3) Public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of State traffic laws applicable to pedestrian and bicycle safety.

1906 Racial Profiling Data Collection Grant Assurance

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 law enforcement in accordance with SC Code of Laws 56-5-6560.