

U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	SOUTH CAROLINA - Highway Safety Plan - FY 2019
State Office	South Carolina Office of Highway Safety and Justice Programs
Application Status	Revision

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	SOUTH CAROLINA - Highway Safety Plan - FY 2019
Application Version:	2.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	Yes

STATUS INFORMATION

Submitted By:	Joyce McCarty
Submission On:	7/3/2018 4:46 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

HIGHWAY SAFETY PLANNING PROCESS

Data Sources and Processes

OHSJP's Statistical Analysis and Research Section collects and analyzes information concerning traffic collisions on South Carolina's roadways. OHSJP statisticians perform analysis on traffic data to determine when and where collisions are occurring, the demographics involved in collisions, and the specific causes of collisions. This information is presented to OHSJP staff to be used for the planning and implementation of appropriate countermeasures (e.g., enforcement and education initiatives) and program development efforts to help reduce traffic collisions, injuries, and fatalities. The Statistical Analysis and Research Section also houses a staff person who performs data entry services. Specifically, several fields of information from completed traffic collision reports are input by operators into the Traffic Collision Master File. Responsibilities of this section are far-ranging and encompass programming, consultation, descriptive analysis, inferential statistical analysis, report preparation, etc. The current databases maintained and used for statistical analysis are detailed below:

Traffic Collision Master File

Traffic collisions that occur in South Carolina and are investigated by law enforcement agencies are reported to the SCDCPS on the Traffic Collision Report Form (TR-310), which is designed and printed by the OHSJP. Data from the TR-310 is either electronically reported or entered by data entry staff into the Traffic Records Master File. Data entered into the Traffic

Records Master File are retrieved by OHSJP statisticians and used for performing statistical studies for various users, including law enforcement agencies, governmental units, attorneys, engineers, media representatives, and private users. These studies, conducted upon written request, are primarily descriptive in nature and focus on a specific traffic collision topic ranging from collisions at a specific intersection or section of roadway, to collisions during specific months in selected counties, to rankings of specific intersections in a county or jurisdiction.

South Carolina Traffic Fatality Register

The OHSJP maintains the Traffic Fatality Register as an up-to-date preliminary process of counting traffic fatalities. Comparisons with previous years through the same date are required as an ongoing assessment of traffic safety programs. Data for this file are received through the Highway Patrol Communications Office and TR-310s received from all investigative agencies. The Traffic Fatality Register is used on a daily basis to record the latest available information concerning persons who die in traffic collisions in South Carolina, including passengers, pedestrians, bicyclists, etc. Through the Traffic Fatality Register, a report is generated on a daily basis and distributed to highway safety committees and program stakeholders, as well as community and constituent groups. The SCDOT, SLED, SCCJA, NHTSA Region 4 office, and local law enforcement agencies are among the recipients of this critical fatality and seat belt use data distributed through our Statistical Analysis Center.

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. OHSJP and the State Transport Police collaborate in maintaining this data. OHSJP uses the crash data from the Traffic Collision Master File to upload information regarding commercial vehicle activity. Data is uploaded weekly to the Motor Carrier Management Information Systems (MCMIS) carrier's profile nationwide.

South Carolina Collision and Ticket Tracking System (SCCATTS)

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

FFY 2019 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS

Phase 1

The FFY 2019 Problem Identification process began with a statewide Statistical Overview conducted by the Statistical Analysis and Research Section 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 Office of Highway Safety and Justice Programs (OHSJP) Management staff and Program Coordinators. The analysis utilized traffic data trends showing all counties in the State of South Carolina in six statistical categories regarding fatal and severe-injury crashes (number DUI-related, percentage DUI-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related). Additional data was provided relative to occupant protection statistics, such as statewide safety belt use, child passenger safety seat use, and unbelted occupant traffic fatalities. In addition, traffic statistics were provided for vulnerable roadway users (motorcyclists, moped riders, pedestrians, and bicyclists). Priority areas for highway safety initiatives for FFY 2019 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis).

Phase 2

OHSJP management staff met on several occasions to determine funding priorities (programmatic and geographic) and develop a plan for project development for FFY 2019. During these meetings, OHSJP staff identified areas of the state where highway safety problems exist that are void of grant-funded projects or other efforts to reduce crashes and fatalities. The project development plan included, based on an estimate of federal funds being available in FFY 2019, soliciting quality grant applications from entities in those geographic areas where the greatest highway safety problems exist and for the type of projects that are likely to have the most impact.

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

SOUTH CAROLINA PERFORMANCE MEASURES

Listed in the Table below are South Carolina's Highway Safety Performance Measures which are consistent with the performance measures developed by USDOT in collaboration with the Governor's Highway Safety Association (GHSA). The Table contains data points used to determine appropriate targets for success outlined in the Plan document. Data-driven targets for each performance measure have been established and placed in the appropriate corresponding program area within the HSP document. 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 2019 Highway Safety Plan are individually referenced by program area throughout this document. Grant projects identified for funding in this plan will be implemented through local and statewide traffic safety enforcement programs that are proven to be effective in preventing traffic violations, crashes, injuries, and fatalities in areas of South Carolina most at risk for such incidents.

PROCESS FOR SETTING TARGETS IN THE HSP

When setting targets in the HSP for the core performance measures, the statisticians of the SC Statistical Analysis and Research Section performed an extensive analysis of the data related to each measure. South Carolina utilized an eight -data-point graphical analysis with a five-year rolling average for all but one of the performance measures. The exception was the seatbelt use rate performance measure, which utilizes a year-to-year analysis. For all the measures, after the data points were plotted and the graphs were created, a trend line was added that could be used to predict future values. Trend lines were reviewed using linear and non-linear equations with R-squared (best fit measure) values, the feasibility of the predicted trend values, and the 2017 preliminary data. Also, an analysis was conducted on the feasibility of getting the five-year average down given the upward trend of some measures and the recent high fatality values the past few years.

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

Performance Targets (Annual Goals)

Annual Goals are individually listed and referenced by program area throughout the Highway Safety Plan.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

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 Center, 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):

SC Office of the Governor – executive, administration, advisory
 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 Corrections (SCDC) – criminal justice
 SC Dept. 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 (SCPC) – 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 Department of Education (SCDOE) – education
 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 Campus Law Enforcement Association (SCCLEA) – law enforcement
 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
 American College of Emergency Physicians (ACEP) – public health
 Primary Care Physician Association (PCPA) – public health
 American Automobile Association (AAA) – administration, data, advocacy
 Safety Council of South Carolina (SC Chapter of National Safety Council) – advocacy, data
 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

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

When setting targets in the HSP for the core performance measures, the statisticians of the SC Statistical Analysis and Research Section performed an extensive analysis of the data related to each measure. South Carolina utilized an eight -data-point graphical analysis with a five-year rolling average for all but one of the performance measures. The exception was the seatbelt use rate performance measure, which utilizes a year-to-year analysis. For all the measures, after the data points were plotted and the graphs were created, a trend line was added that could be used to predict future values. Trend lines were reviewed using linear and non-linear equations with R-squared (best fit measure) values, the feasibility of the predicted trend values, and the 2017 preliminary data. Also, an analysis was conducted on the feasibility of getting the five-year average down given the upward trend of some measures and the recent high fatality values the past few years.

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

Performance Targets (Annual Goals)

Annual Goals are individually listed and referenced by program area throughout the Highway Safety Plan.

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

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 2019 Highway Safety Funding Guidelines. This document set guidelines for the submission of grant applications for highway safety funding in accordance with the priorities established through the problem identification process and basic federal requirements of the Section 402 program. Under the new performance-based process, the guidelines stipulated that "Applicants who do not demonstrate a traffic safety problem/need will not be considered for funding." In order to place funding where the problems exist, the Guidelines further specified that "Priority consideration will be given to applicants proposing major alcohol countermeasures, occupant protection, speed enforcement, and education/outreach projects within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years." The guidelines (1) described the highway safety problems identified by OHSJP staff; (2) discussed the types of projects desired and for which priority would be given based on the problem identification process; (3) described allowable and unallowable activities/program costs; (4) discussed the areas eligible for funding; (5) provided the criteria by which applications would be reviewed and evaluated; (6) gave a checklist for completion of the grant application; (7) discussed the responsibilities of funded applicants; and (8) gave specific requirements for various types of applications submitted under the various program areas.

Solicitation Process

Once the guidelines were completed, a full page postcard was mailed on October 16, 2017 to approximately 700 recipients, including state and local law enforcement agencies, state agencies, school districts, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state informing them of the grant opportunity, inviting them to the Funding Guidelines Workshop, and referring them to the Office of Highway Safety and Justice Programs' website at www.scdps/ohsjp/ for more information. The website contained the complete Funding Guidelines document, as well as a link to the online Highway Safety Grant application through the Grants Management Information System (GMIS), and instructions for the preparation of the grant application document. An electronic version of the postcard was emailed on October 18, 2017 to all participants of the South Carolina Law Enforcement Network. The application deadline was Friday, February 2, 2018, at 5:00 p.m.

Workshops for Potential Applicants

A Funding Guidelines workshop was held in Columbia on November 29, 2017, at the South Carolina Department of Public Safety 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 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. Participants came from across the state and represented all sectors of the highway safety community (education, enforcement, etc.). Participants were informed that two completed grant application samples would be available on the SCDPS website to assist in the preparation of their 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 2019 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 2019 funding was Friday, February 2, 2018, 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, the Planning and Evaluation Coordinator, the Occupant Protection/Police Traffic Services Program Coordinator, and the Senior Accountant for the Office of Highway Safety and Justice Programs 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. 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, 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 and 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 were all given consideration.

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

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

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

Enter list of information and data sources consulted.

Data Sources Consulted

Goodwin, A., Thomas, L., Kirley, B., Hall, W., O'Brien, N., & Hill, K. (2015, November). Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition. (Report No. DOT HS 812 202). Washington, DC: National Highway Traffic Safety Administration.
 South Carolina /SCDPS Crash Statistics
 OHSJP Statistical Analysis Center
 S.C. Strategic Highway Safety Plan (March 2015)
 SCDPS and SC Department of Transportation
http://www.scdps.gov/docs/Target%20Zero_Final_w_Signatures_15APR15.pdf
 Fatality Analysis Reporting System National Highway Traffic Safety Administration

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

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

The state views the coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety. This coordination is evidenced by the performance measures meetings with Metropolitan Planning Organizations (MPO) and SC Department of Transportation (DOT), which are conducted by both the OHSJP and the SC DOT. The coordination is also evidenced by joint enforcement efforts such as the establishment of the Safety Improvement Teams (SIT) for work zones, and the Target Zero teams (see page 56 for additional information), which are funded under SCDOT 164 funding.

South Carolina completed the update of its Strategic Highway Safety Plan (SHSP) in March. 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 Strategic Highway Safety Plan Manager was actively involved in many of the SHSP steering committee meetings. Data analyses performed by the Statistical Analysis Center 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 2019 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 Highway Safety Improvement Program (HSIP) are the number of Traffic Fatalities, number of Severe Traffic Injuries, and the Traffic Fatality VMT Rate. The Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) are responsible for the development of the HSIP. The SCDPS, SCDOT, FHWA, and other local, state and federal agencies and safety advocates collaborated on the creation of the Strategic Highway Safety Plan (SHSP). The state's Highway Safety Plan, though developed by the OHSJP, reflects multiple partnerships among a variety of federal, state, and local agencies. The number of Traffic Fatalities, number of Severe Traffic Injuries, and 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 Office of Highway Safety and Justice Programs (OHSJP) Director, Highway Safety Program Administrator, and Strategic Highway Safety Plan (SHSP) Manager, the SC Department of Transportation's (SCDOT) 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 Strategic Highway Safety Plan 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.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-1: To decrease the upward trend of traffic fatalities from the 2016 preliminary number of 1,018 to 1,006 by December 31, 2018 with a five year average of 970 from 2014-2018.

As of June 18, 2018, traffic fatalities for the state are down 8.0% when compared to the same time period in 2017 (485 in 2017, 446 in 2018). However, due to the highly preliminary nature of the 2018 figures, the state believes the decrease is much lower; perhaps 3.5% lower than the previous year. The state does anticipate meeting its goal of 1,006 traffic deaths in 2018 and the average 970 traffic deaths from 2014-2018.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-2: To decrease the number of serious traffic injuries by 5.4% from the 2011-2015 baseline average of 3,241 to 3,067 for 2014-2018 by December 31, 2018.

State data show that the number of serious traffic injuries in 2016 was 3,049. Preliminary 2017 figures indicate a decrease (6.8%) in serious injuries from 2016 to 2,843. Based on these recent figures, the state anticipates meeting its goal of 3,067 serious traffic injuries average from 2014-2018.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-3: To decrease the traffic fatalities/VMT by 9.5% from the 2016 baseline average of 1.89 to 1.71 by December 31, 2018 with a five year average of 1.81 from 2014-2018.

The fatality rate for 2016 in SC was 1.87 (state preliminary data). The estimated rate for 2017 is 1.76. The state anticipates a decrease in the number of fatalities for the year 2017 as compared to 2016. This estimation coupled with the recent increase in vehicle miles traveled in the state, will make the target of a 1.71 fatality rate/100M VMT in 2018 and an average of 1.81 from 2014-2018 possible to achieve.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-4: To decrease unrestrained passenger vehicle occupant fatalities by 0.4% from the 2011-2015 baseline average of 279 to 278 by December 31, 2018.

There were 315 unrestrained passenger vehicle occupant fatalities in 2016. Preliminary state data reveal an increase during 2017 to 316 unrestrained passenger vehicle occupant fatalities. This slight increase in overall trends may make it difficult for the state to reach its target of 278 unrestrained passenger vehicle occupant fatalities by the end of 2018.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-5: To decrease the alcohol-impaired driving fatalities by 2.8% from the 2011-2015 baseline average of 326 to 317 by December 31, 2018.

The number of alcohol-impaired driving fatalities for SC in 2016 (FARS ARF) was 331, a 7.8% increase from 2015. The state working with NHTSA-FARS began re-coding police suspected use variable as no instead of unknown based on various conversations. With this information coupled with the recent increase in alcohol-impaired fatalities in the state will make it difficult to achieve the goal of 317 alcohol-impaired driving deaths in 2018.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-6: To decrease speed-related fatalities by 0.3% from the 2011-2015 baseline average of 315 to 314 by December 31, 2018.

Speed-related fatalities totaled 381 in 2016 and preliminary state data show a total of 374 speed-related fatalities occurred during 2017, a 1.8% decrease. The preliminary 2017 figure points to a strong possibility of not meeting the goal of 314 speed-related fatalities by the end of 2018.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-7: To decrease the motorcyclist fatalities by 0.7% from the 2011-2015 baseline average of 146 to 145 by December 31, 2018.

Preliminary state data reveal that 146 motorcyclist fatalities (figure includes moped operators) during 2017, a 21.1% decrease from 2016, when there were 185 motorcyclist fatalities (figure includes moped operators). Preliminary figures for 2018 indicate that motorcyclist fatalities are slightly down and the moped operator fatalities are slightly up. The state goal of 145 motorcyclist fatalities by 2018 is possible.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-8: To decrease the un-helmeted motorcyclist fatalities by 0.9% from the 2011-2015 baseline average of 106 to 105 by December 31, 2018.

The number of un-helmeted motorcyclist fatalities in SC was 133 in 2016 and 117 in 2017 (preliminary state data, figure includes moped operators), representing a 12.0% decrease. The state may have difficulty meeting the 2018 goal of 105 un-helmeted motorcyclist fatalities.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-9: To decrease the number of drivers age 20 and under involved in fatal crashes by 0.9% from the 2011-2015 baseline average of 114 to 113 by December 31, 2018.

There were 108 drivers age 20 and under involved in fatal crashes in 2016. Preliminary state data present 119 drivers involved in fatal crashes who were age 20 or younger in 2017. It remains possible that the state could reach its goal of 113 drivers age 20 and under involved in fatal crashes in 2018.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.*C-10: To decrease pedestrian fatalities by 0.9% from the 2011-2015 baseline average of 113 to 112 by December 31, 2018.*

There were 144 pedestrian fatalities in 2016, and preliminary state data for 2017 indicate 158 pedestrian fatalities. As of June 18, 2018, state data shows a slight decrease from 2017 data. The state will experience difficulty in meeting the goal of 112 pedestrian fatalities in 2018.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.*C-11: To decrease bicyclist traffic fatalities 6.7% from the 2011-2015 baseline average of 15 to 14 by December 31, 2018.*

There were 25 bicyclist fatalities in 2016 and preliminary state data for 2017 indicate 18 bicyclist fatalities. Through June 18, 2018, the state had experienced a preliminary number of seven bicyclist fatalities compared eight during the previous year. It remains possible that the state could reach its goal of 14 bicyclist fatalities in 2018.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.*B-1: To increase the observed seat belt usage rate by 2.4 percentage points from the 2015 calendar year 91.6% to 94.0% by December 31, 2018.*

A statewide survey conducted by the University of South Carolina in June 2017 indicated a safety belt usage rate for South Carolina of 92.3% and 93.9% in June 2016. The 2017 figure represents a decrease over the previous year, but an increase in years prior. The state remains optimistic that it will meet its goal of 94.0% in 2018.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	960.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	6.7
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.680
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	306.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	306.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	370.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	156.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	112.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	107.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	143.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	15.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	0.1
C-3R South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2005-2016	5 Year	2015	2019	2.3

3 U South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2005-2016	5 Year	2015	2019	1.3
C-12 South Carolina Moped Fatalities, with Five Year Trend Analysis, 2005-2016	5 Year	2015	2019	34.0
Timeliness				
Accuracy				
Completeness				
Accessibility				
Uniformity				
Data Integration				

C-1) Number of traffic fatalities (FARS)

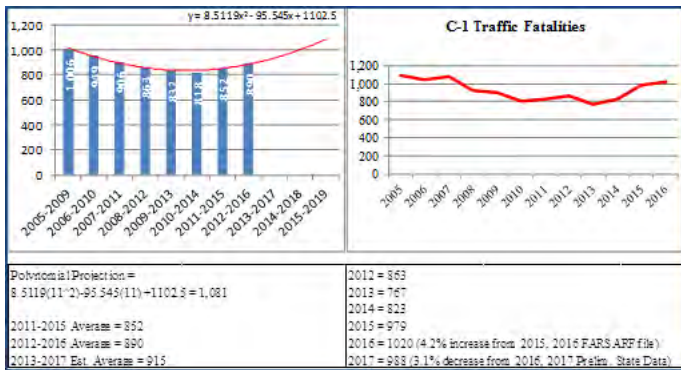
Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 960.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the upward trend of traffic fatalities from 1020 (State Preliminary) in 2016 to 960 by December 31, 2019 with a five year average of 988 from 2015-2019.



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 1,081 traffic fatalities by December 31, 2019. This equates to an estimated 1,239 annual traffic fatalities for 2019, which is a 21.5% increase from 2016. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research (SAR) section indicates there were 988 traffic fatalities in 2017, a decrease of 3.1% from 1,020 in 2016. Projections based on preliminary 2018 state data from January to May, indicates no change in the number of traffic fatalities when compared to the same time period in prior years. Given the preliminary information for 2017 and 2018 with the general upward trend since 2014, the best trend line calculated was unable to predict the decreases in 2017 and potentially 2018. In conjunction with SCDOT, South Carolina looked at another approach to find a reasonable figure to match the needs of SCDOT and SCDPS. Using the 2016 preliminary figure and the expected decreases in 2017 and 2018 traffic fatalities, OHSJP will set a goal of 988 average traffic fatalities from 2015-2016 with 960 traffic fatalities in 2019, a 2.83% reduction in the number of traffic fatalities by December 31, 2019 from the preliminary 2017 calendar year.

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

Is this a traffic records system performance measure?

No

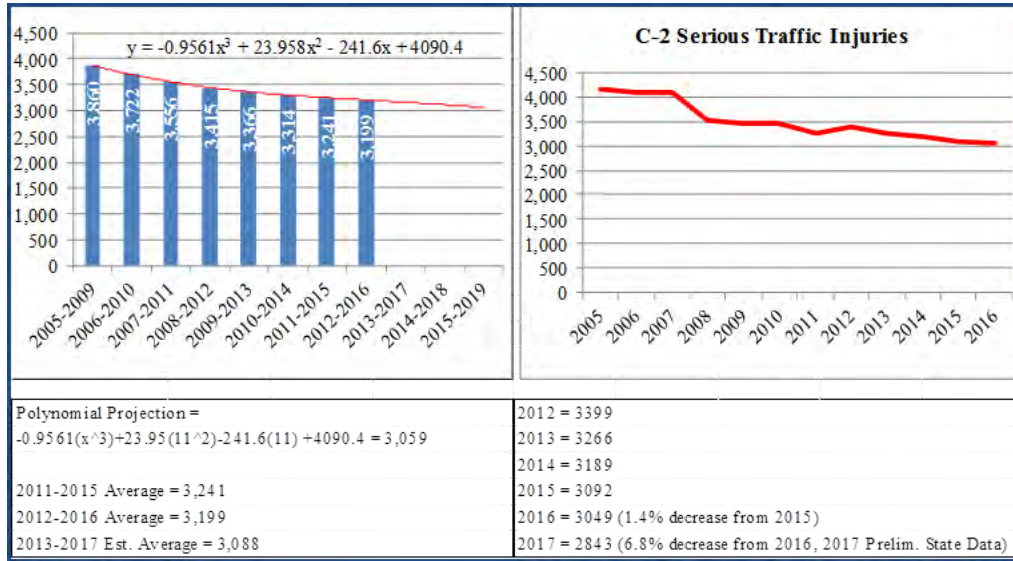
C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Percentage
Target Value: 6.7

Target Period: 5 Year
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Figure C-2. South Carolina Serious Traffic Injuries, 5 Year Moving Average with Trend Analysis, 2005-2016



As shown in Figure C-2 above, the five-year moving average with polynomial trend analysis projects South Carolina will experience a five-year average number of 3,059 serious traffic injuries by December 31, 2019. This equates to an estimated 2,914 annual serious traffic injuries for 2019, which is a 4.4% decrease from 2016. Preliminary state data compiled by the OHSJP's SAR section indicates there were 2,843 serious traffic injuries in 2017, a decrease of 6.8% from 3,049 in 2016. In conjunction with SCDOT, South Carolina looked at more aggressive five-year average given the continued decreases in serious traffic injuries the past several years. While a change to the serious traffic injuries definition to include more types of injuries will take effect in 2018 on the South Carolina traffic report form, South Carolina does not expect at this time the change will alter the overall downward trend in serious traffic injuries. OHSJP will set a goal of 2,986 average serious traffic injuries from 2015 to 2019 with 2,870 serious traffic injuries in 2019, a 5.9% decrease in serious traffic injuries by December 31, 2019 from the 2016 calendar year.

C-3) Fatalities/VMT (FARS, FHWA)

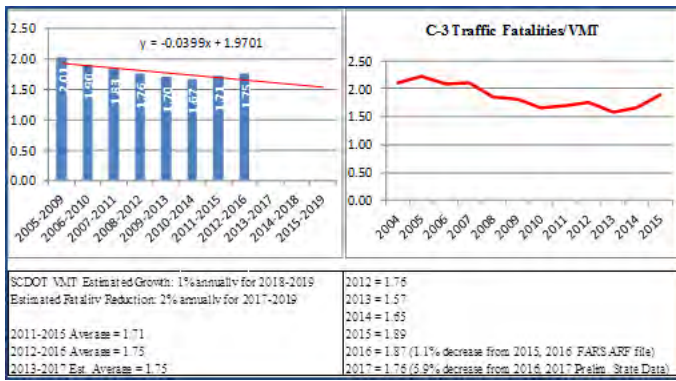
Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
 Target Metric Type: Percentage
 Target Value: 1.680
 Target Period: 5 Year
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

3. To decrease traffic fatalities/VMT by 10.2%, from the 2016 baseline of 1.87 to 1.68 by December 31, 2019 with a five year average of 1.79 from 2015-2019.



The five-year moving average with polynomial trend analysis did not yield any appropriate trends and no other trend analysis yielded any better results. The preliminary state data compiled by the OHSJP's SAR section indicates that there were 1.76 traffic fatalities/VMT in 2017, a decrease of 5.9% from 2016. After much discussion between SCDOT and SCDPS-OHSJP staff using fatalities projections and VMT projections, OHSJP will set a goal of 1.79 average traffic fatalities/VMT from 2015 to 2019 with 1.68 traffic fatalities/VMT in 2019, a 10.2% decrease in traffic fatalities/VMT by December 31, 2018 from the 2016 calendar year.

The vehicle miles traveled (VMT) in SC had a significant increase in 2016 (5.2%) and 2017 (3.0%) compared with previous years. The VMT is expected to continue to rise in the next few years, but at a slower rate per SCDOT projections. The US Energy Information Administration is projecting a higher average cost of regular gas in 2018 and then a slight decrease in 2019 (<https://www.eia.gov/analysis/>).

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

Is this a traffic records system performance measure?

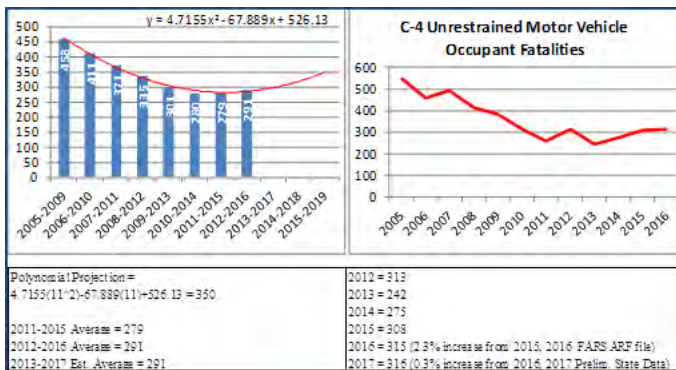
No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 306.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

1. To decrease unrestrained motor vehicle occupant fatalities by 2.9% from the 2016 baseline of 315 to 306 by December 31, 2019.

Figure C-4. SC Unrestrained Motor Vehicle Occupant Fatalities, 5 Year Moving Average with Trend Analysis, 2005-2016



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 350 unrestrained motor vehicle occupant fatalities by December 31, 2019. This equates to an estimated 431 annual unrestrained motor vehicle occupant fatalities for 2019, which is a 36.8% increase from 2016. Preliminary state data compiled by the OHSJP's SAR section indicates there were 316 unrestrained motor vehicle occupant fatalities in 2017, an increase of 0.3% from 315 in 2016. However, through our efforts to spread public awareness with campaigns the OHSJP predicts a 1% decrease each year from the baseline. Therefore, the OHSJP has set a goal of 306 unrestrained motor vehicle occupant fatalities in 2019, an overall decrease of 2.9% in unrestrained motor vehicle occupant fatalities by December 31, 2019 from the 2016 calendar year.

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

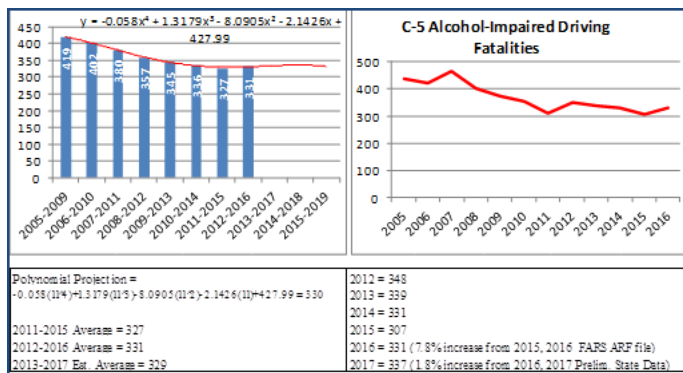
Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 306.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

7. To decrease the alcohol-impaired driving fatalities by 7.6% from the 2012-2016 baseline average of 331 to 306 by December 31, 2019.



As shown in Figure C-5 above, the five-year moving average with polynomial trend analysis projects South Carolina will experience a five-year average number of 330 alcohol-impaired driving fatalities by December 31, 2019. This equates to an estimated 306 annual alcohol-impaired driving fatalities for 2019, which is a 7.6% decrease from 2016. Preliminary state data compiled by the OHSJP's SAR section indicates there were 337 alcohol-impaired driving fatalities in 2017, an increase of 1.8% from 331 in 2016. Based on the state preliminary data and state projections, OHSJP will set a goal of 306 alcohol-impaired driving fatalities by December 31, 2019.

NHTSA uses an imputation method to account for drivers involved in fatal crashes who have missing blood-alcohol content (BAC) results. During an internal review by the state, it was found that the imputed data elements in a large number of cases were being coded as "unknown alcohol involvement by officer determination" should possibly have been coded as "no alcohol involvement by officer determination. The 2015 data was recoded per NHTSA coding change and the new change of how SC coded these cases in FARS is 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 much less frequently than those cases with "unknown" or missing test results.

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

C-6) Number of speeding-related fatalities (FARS)

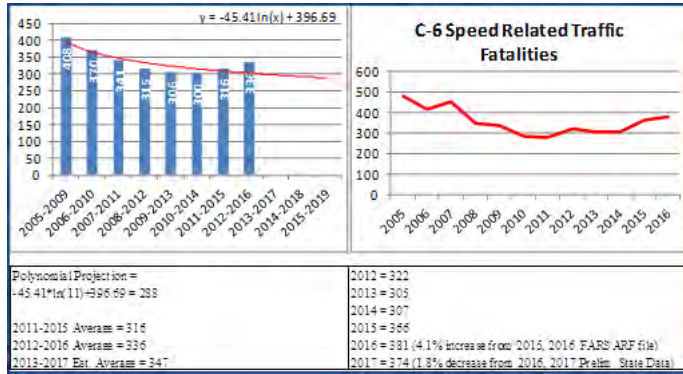
Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 370.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

8. To decrease speeding-related fatalities by 2.9% from the 2016 baseline of 381 to 370 by December 31, 2019.



As shown in Figure C-6 above, the five-year moving average with a logarithmic trend analysis projects South Carolina will experience a five-year average number of 288 speeding-related traffic fatalities by December 31, 2019. This equates to an estimated 285 annual speeding-related traffic fatalities for 2019, which is a 25.2% decrease from 2016. Preliminary state data compiled by the OHSJP's SAR section indicates there were 374 speeding-related traffic fatalities in 2017, a decrease of 1.8% from 2016. After much discussion among OHSJP staff, OHSJP has set a goal of 370 speeding-related traffic fatalities in 2019, a 1.1% decrease in speeding-related traffic fatalities by December 31, 2019 from the 2017 calendar year.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

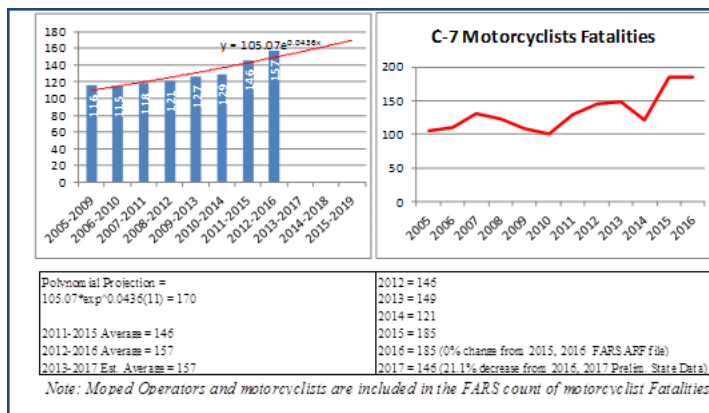
Target Value: 156.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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



As shown in Figure C-7 above, the five-year moving average with exponential trend analysis projects South Carolina will experience a five year average number of 170 motorcyclist fatalities by December 31, 2019. This equates to an estimated 157 annual motorcyclist fatalities for 2019, which is a 15.1% increase from 2016. Preliminary state data compiled by the OHSJP's SAR section indicates there were 146 motorcyclist fatalities (includes moped operators) in 2017, a 21.1% decrease in motorcyclist fatalities from 2016. After much discussion among OHSJP staff, OHSJP will set a goal of 156 motorcyclist fatalities in 2019, a 15.7 reduction in motorcyclist fatalities by December 31, 2019 from the 2016 baseline calendar year.

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 moped operators and passengers under the age of 21. In addition, the state endures tremendous legislative lobby efforts from advocacy groups, such as ABATE, which have been successful in derailing attempts to prevent a universal helmet law from being enacted. From the positive side, a recent

move by the SC Department of Motor Vehicles (SCDMV) has potentially improved motorcycle safety in the state. Supported by the South Carolina Motorcycle Safety Task Force, the SCDMV began on June 3, 2013, the implementation of an existing policy which had previously not been enforced.

The SCDMV is no longer issuing automatic renewals of motorcycle beginner’s permits, but is requiring that individuals seeking permit renewals must make an effort to pass the motorcycle operator skills test in order to receive a motorcycle endorsement on their driver’s license. SC decided to emphasize their existing policy to prevent motorcyclists from continuously renewing their beginner permits rather than applying for a motorcycle license. The SC Motorcycle Safety Task Force believes that this policy implementation exerts some pressure among the riding community to seek motorcycle safety training in order to acquire skills necessary for passing the SCDMV motorcycle rider skills test.

On May 19, 2018, the legislature passed several changes to the laws on moped classification as a motor vehicle and licensing and registration requirements. This change to the SC law will take effect in late November 2018. The changes basically add a moped as a motor vehicle, and subject 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 displayed on the vehicle. 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 as any other license. Also, moped operators are limited to public roadways with a speed limit no greater than 55 MPH.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

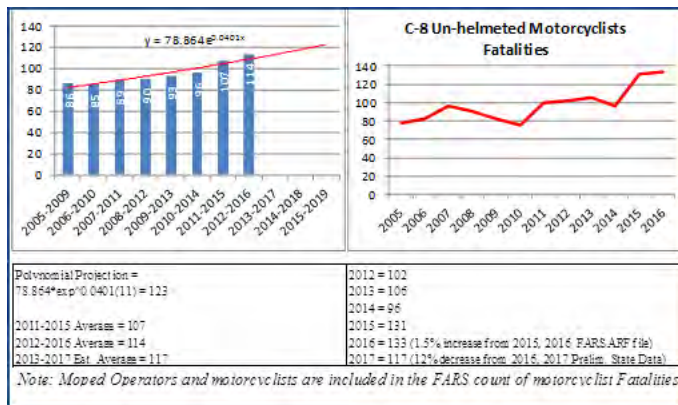
Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 112.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

9. To decrease the un-helmeted motorcyclist fatalities by 1.4% from the 2012-2016 baseline average of 114 to 112 by December 31, 2019.



As shown in Figure C-8 above, the five-year moving average with exponential trend analysis projects South Carolina will experience a five-year average number of 123 un-helmeted motorcyclist fatalities by December 31, 2019. This equates to an estimated 120 annual un-helmeted motorcyclist fatalities for 2019, which is a 9.8% decrease from 2016. Preliminary state data compiled by the OHSJP’s SAR section indicates there were 117 un-helmeted motorcyclist fatalities (includes moped operators) in 2017, a decrease of 12% from 2016. After much discussion among OHSJP staff, OHSJP will set a goal of 112 un-helmeted motorcyclist fatalities in 2019, a 4.3% reduction in un-helmeted motorcyclist fatalities by December 31, 2019 from the preliminary 2017 calendar year.

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 un-helmeted motorcyclist fatalities. With no legislation in place to require the use of helmets for moped operators and passengers 21 and over, it is expected that this problem will continue to present a challenge for the state to drive down the number of un-helmeted motorcycle motorcyclist fatalities.

On May 19, 2018, the legislature passed several changes to the laws on moped classification as a motor vehicle and licensing and registration requirements. This change to the SC law will take effect in late November 2018. The changes basically add a moped as a motor vehicle, and subject 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 displayed on the vehicle. 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 as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH.

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

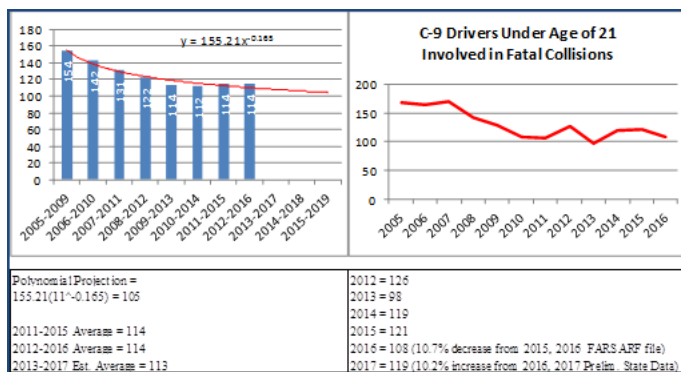
Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 107.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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



As shown in Figure C-9 above, the five-year moving average with power trend analysis projects South Carolina will experience a five year average number of 105 drivers age 20 and under involved in fatal collisions by December 31, 2019, which is a 7.9% decrease from 2012-2016 five-year moving average. Preliminary state data compiled by the OHSJP's SAR section indicates there were 119 drivers age 20 and under involved in fatal collisions in 2017, an increase of 10.2% from 2016. Based on the model and preliminary state data showing a potential increase in 2017, OHSJP will set a goal of 107 drivers age 20 and under involved in fatal collisions in 2019, which is one less than the base annual number of 108 for 2016.

C-10) Number of pedestrian fatalities (FARS)

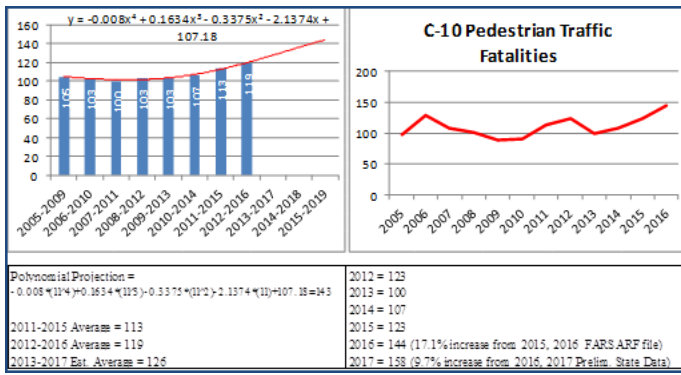
Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 143.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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



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 143 pedestrian fatalities by December 31, 2019. This equates to an estimated 146 annual pedestrian fatalities for 2019, which is a 1.4% increase from 2016. Preliminary state data compiled by the OHSJP's SAR section indicates there were 158 pedestrian fatalities in 2017, an increase of 9.7% from 2016. Based on the polynomial trend analysis, the 2016 calendar year, and the ongoing efforts of the OHSJP in public awareness, OHSJP has set a goal of 143 pedestrian fatalities in 2019, a 9.5% decrease in pedestrian fatalities by December 31, 2019 from the preliminary 2017 calendar year.

C-11) Number of bicyclists fatalities (FARS)

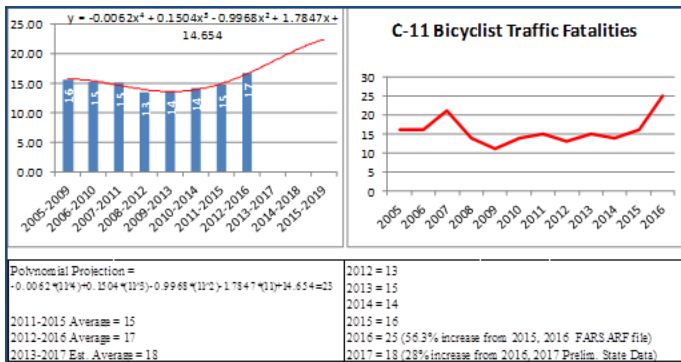
Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 15.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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



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 23 bicyclist traffic fatalities by December 31, 2019. This equates to an estimated 23 annual bicyclist traffic fatalities for 2019, which is an 8% decrease from 2016. Preliminary state data compiled by the OHSJP's SAR section indicates there were 18 bicyclist traffic fatalities in 2017, a decrease of 28% from 2016. Based on the small number of fatalities and stabilization of the number of fatalities in the past few years despite the spike in 2016, OHSJP has set a goal of 15 bicyclist traffic fatalities in 2019, a 16.7% reduction in bicyclist traffic fatalities by December 31, 2019 from the preliminary 2017 calendar year.

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

Is this a traffic records system performance measure?

No

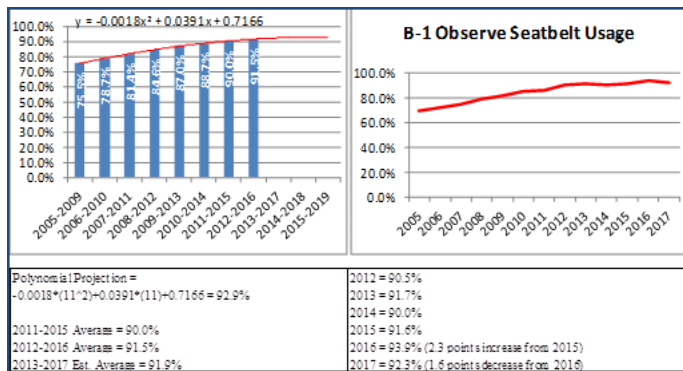
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage

Target Value: 0.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Figure B-1. South Carolina Observed Seatbelt Usage Rate, 5 Year Moving Average with Trend Analysis, 2005-2016



As shown in Figure B-1 above, the five-year moving average with polynomial trend analysis projects South Carolina will experience a five-year average of 92.9% observed seatbelt usage rate by December 31, 2019. This equates to an estimated 90.7% observed seatbelt usage rate in 2019. The annual seatbelt observational study indicated a 92.3% observed seatbelt usage rate in 2017, a decrease of 1.6 percentage points from 2016. Based on fluctuation of the percentage in the past few years in the low 90s and the difficulty in obtaining the remaining percentage points, OHSJP will set a goal of 94% observed seatbelt usage rate in 2019, a 1.7 percentage point increase in the observed seatbelt usage rate by December 31, 2019 from the 2017 calendar year.

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

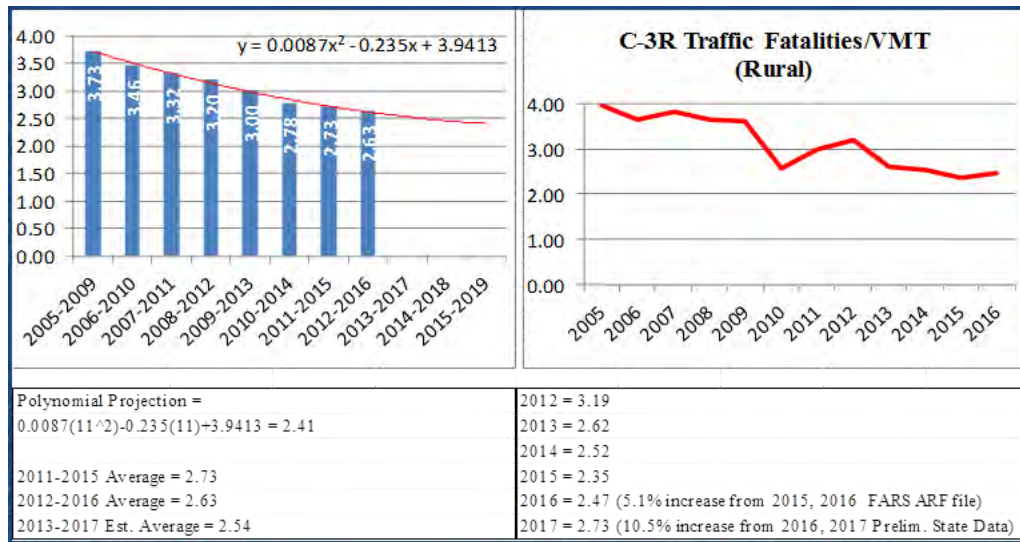
Is this a traffic records system performance measure?

No

South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2005-2016-2019
Target Metric Type: Percentage
Target Value: 2.3
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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



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 2.41 traffic fatalities/VMT (Rural) by December 31, 2019. This equates to an estimated 2.26 annual traffic fatalities/VMT (Rural) for 2019. Preliminary state data compiled by the OHSJP's SAR section indicates there were 988 traffic fatalities in 2017, a decrease of 3.1% from 1,020 in 2016. Projections based on preliminary 2018 state data from January to April, indicates a slight decrease in the number of traffic fatalities when compared to the same time period in 2017. Based on the information available, OHSJP will set its target to a 2.26 annual traffic fatalities/VMT (Rural) by December 31, 2019.

The vehicle miles traveled (VMT) in SC had a significant increase in 2016 (5.2%) and 2017 (3.0%) compared with previous years. The VMT is expected to continue to rise in the next few years, but at a slower rate per SCDOT projections. The US Energy Information Administration is projecting a higher average cost of regular gas in 2018 and then a slight decrease in 2019 (<https://www.eia.gov/analysis/>).

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

Is this a traffic records system performance measure?

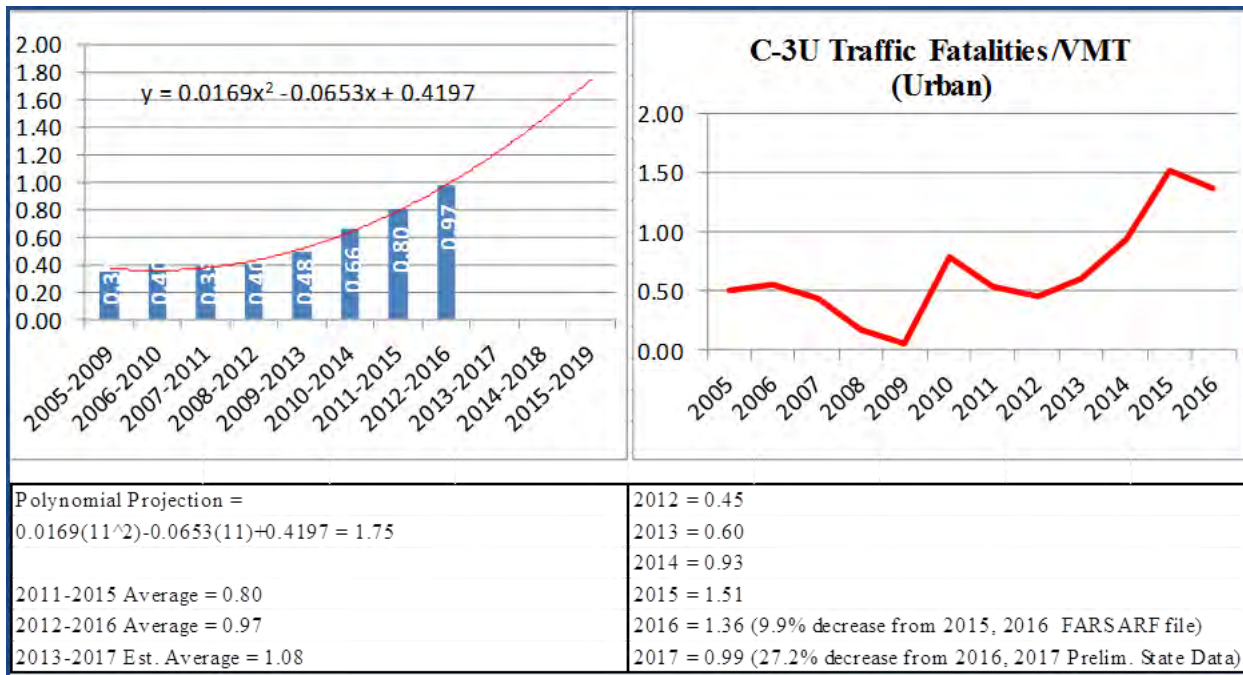
No

3 U South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2005-2016-2019
Target Metric Type: Percentage
Target Value: 1.3
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

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



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 1.75 traffic fatalities/VMT (Urban) by December 31, 2019. This equates to an estimated 2.38 annual traffic fatalities/VMT (Urban) in 2019. Preliminary state data compiled by the OHSJP's SAR section indicates there were 988 traffic fatalities in 2017, a decrease of 3.1% from 1,020 in 2016. Projections based on preliminary 2018 state data from January to April, indicates a slight decrease in the number of traffic fatalities when compared to the same time period in 2017. Based on available information, OHJSP will set its target to a 1.25 annual traffic fatalities/VMT (Urban) by December 31, 2019.

The vehicle miles traveled (VMT) in SC had a significant increase in 2016 (5.2%) and 2017 (3.0%) compared with previous years. The VMT is expected to continue to rise in the next few years, but at a slower rate per SCDOT projections. The US Energy Information Administration is projecting a higher average cost of regular gas in 2018 and then a slight decrease in 2019 (<https://www.eia.gov/analysis/>).

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

Is this a traffic records system performance measure?

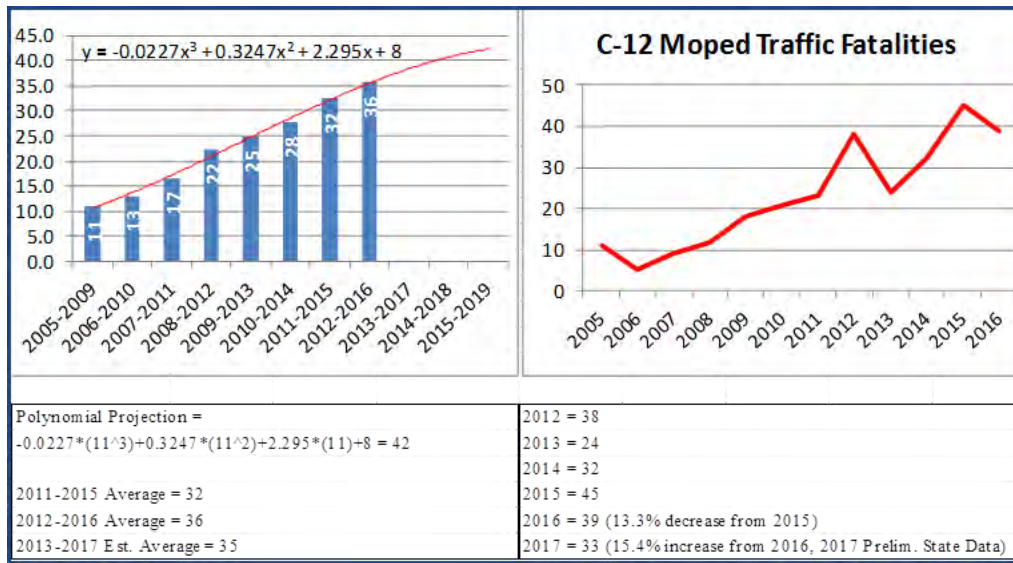
No

C-12 South Carolina Moped Fatalities, with Five Year Trend Analysis, 2005-2016-2019
Target Metric Type: Numeric
Target Value: 34.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Figure C-12. South Carolina Moped Traffic Fatalities, with Five Year Trend Analysis, 2005-2016



As shown in Figure C-12 above, the five-year moving average with polynomial projection trend analysis projects South Carolina will experience a five-year average number of 42 moped traffic fatalities by December 31, 2019. This equates to an estimated 40 annual moped traffic fatalities for 2019, which is a 2.6% increase from 2016. Preliminary state data compiled by the OHSJP's SAR section indicates there were 33 moped traffic fatalities in 2017, a decrease of 15.4% from 2016.

A bill passed during the most recent legislative term would require licenses for moped operators and registration for mopeds. This law may lead to more effective enforcement of motor vehicle laws on moped operators and reduce confusion in the state definition of a moped versus a motorcycle. It could also help reduce the number of moped fatalities. The state continues its very compelling Vulnerable Roadway Users billboard campaign which it hopes will have a positive impact on the rising negative traffic statistics associated with moped operators. Taking in all of these factors into consideration, OHSJP has set a goal of 34 moped traffic fatalities in 2019, a 12.8% decrease in moped traffic fatalities by December 31, 2019 from the 2016 calendar year.

Timeliness

Is this a traffic records system performance measure?

Yes

Primary performance attribute:
 Core traffic records data system to be impacted:

Timeliness-2019
 Target Metric Type:
 Target Value:
 Target Period:
 Target Start Year:

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Accuracy

Is this a traffic records system performance measure?

Yes

Primary performance attribute:
 Core traffic records data system to be impacted:

Accuracy-2019
 Target Metric Type:

Target Value:
Target Period:
Target Start Year:

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Completeness

Is this a traffic records system performance measure?

Yes

Primary performance attribute:
Core traffic records data system to be impacted:

Completeness-2019
Target Metric Type:
Target Value:
Target Period:
Target Start Year:

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Accessibility

Is this a traffic records system performance measure?

Yes

Primary performance attribute:
Core traffic records data system to be impacted:

Accessibility-2019
Target Metric Type:
Target Value:
Target Period:
Target Start Year:

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Uniformity

Is this a traffic records system performance measure?

Yes

Primary performance attribute:
Core traffic records data system to be impacted:

Uniformity-2019
Target Metric Type:
Target Value:

Target Period:
 Target Start Year:

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Data Integration

Is this a traffic records system performance measure?

Yes

Primary performance attribute:
 Core traffic records data system to be impacted:

Data Integration-2019
 Target Metric Type:
 Target Value:
 Target Period:
 Target Start Year:

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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.	
Check the box if the statement is correct.	Yes
Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.	
A-1) Number of seat belt citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Seat belt citations	126,546
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2017
Impaired driving arrests	18,678
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	352,045

5 Program areas

Program Area Hierarchy

- 1. Impaired Driving (Drug and Alcohol)
 - Prosecution
 - Prosecution
 - FAST Act 405d Impaired Driving High
 - Law Enforcement Training
 - Impaired Driving Countermeasures Training for Law Enforcement
 - FAST Act 405d Impaired Driving High

- High Visibility DUI Enforcement
 - DUI Enforcement Teams
 - FAST Act 405d Impaired Driving High
 - Court Monitoring
 - Court Monitoring
 - FAST Act 405d Impaired Driving High
 - Communication and Outreach
 - Communication and Outreach
 - FAST Act 405b OP High
 - FAST Act 405d Impaired Driving High
 - PIOT Communication Strategies
2. Occupant Protection (Adult and Child Passenger Safety)
- Short-term, High Visibility Seat Belt Law Enforcement
 - High visibility enforcement of seat belt law
 - FAST Act NHTSA 402
 - Communication Campaign
 - Child Restraint System Inspection Station(s)
 - Increasing the number of Inspection Stations
 - FAST Act NHTSA 402
 - Child passenger safety technicians
 - Recruiting, Training, and Maintaining Child Passenger Safety Technicians
 - FAST Act NHTSA 402
3. Traffic Records
- Improves uniformity of a core highway safety database
 - Improves timeliness of a core highway safety database
 - Improves integration between one or more core highway safety databases
 - Improves completeness of a core highway safety database
 - Improves accuracy of a core highway safety database
 - TRCC-OHSJP Staffing
 - FAST Act 405c Data Program
 - Traffic Records Dashboard
 - FAST Act 405c Data Program
 - EMS Patient Tracking System
 - Automatic Failure to Pay UTT Process
 - FAST Act 405c Data Program
 - Phoenix e-Citation Enhancements
 - FAST Act 405c Data Program
 - Data Quality Improvements: Citations & Collisions
 - FAST Act 405c Data Program
 - SCUTTIES Business Application Manager
 - Citation Reports
 - FAST Act 405c Data Program
 - SCUTTIES e Citation Enhancements
 - FAST Act 405c Data Program
 - Court Ishamael Orders: Electronic Process
 - Local Agency Data Collection/Road Location Coding
 - FAST Act 405c Data Program
 - Horizontal Curve Roadway Identification
 - FAST Act 405c Data Program
 - Intersections with Traffic Signals Database
 - Rural/Urban Designation & Roadway Surface Type
 - Roadway & Crash Management Program Enhancement/Update
 - SCCATTS Software Application Enhancement/Upgrade
 - Online Collision Sales
 - FAST Act 405c Data Program
 - Field Deployment to L/E Agencies
 - SCCATTS Enhancements/Reporting Equipment
 - FAST Act 405c Data Program
 - Collision Report Revision
 - CMS-SCUTTIES Enhancements
 - FAST Act 405c Data Program
 - PDF Citation
 - Improves accessibility of a core highway safety database
4. Motorcycle Safety
- Motorcyclist Awareness Campaign
 - Motorcycle Safety Taskforce
 - Variable Message Signs
 - Motorcyclist Awareness Campaign
 - FAST Act 405f Motorcycle Programs
 - FAST Act 405f Motorcycle Programs
 - Motorcycle Rider Training
5. Community Traffic Safety Program
- Highway Safety Office Program Management

- Communication Campaign
- Communication and Outreach
 - Communication and Outreach
 - FAST Act 405b OP High
 - FAST Act 405d Impaired Driving High
 - PIOT Communication Strategies
- 6. Police Traffic Services
 - Traffic Safety Officer Training
 - Traffic Safety Officer Training
 - FAST Act NHTSA 402
 - Short-term, High Visibility Law Enforcement
 - PTS Enforcement Units
 - FAST Act NHTSA 402
 - Law Enforcement Coordination
 - Communication Campaign
- 7. Non-motorized (Bicyclist)
 - VRU Communication Campaign
 - Look! Communication Campaign
- 8. Planning & Administration
 - (none)
 - Highway Safety Program Administration
 - FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The State of South Carolina has been committed to reducing the occurrence of alcohol-impaired driving and the resulting traffic crashes, injuries, and fatalities. The state 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 331 people died on South Carolina roadways in 2016 as a result of alcohol-impaired driving collisions (see **Table 1** below). This raw number translates into a VMT alcohol-impaired driving fatality rate (traffic fatalities per 100 million vehicle miles traveled) for the state of 0.61, higher than the national rate of 0.33.

Table 1 below, compiled by the SC Department of Public Safety's Office of Highway Safety and Justice Programs (OHSJP) from the available NHTSA-FARS datasets using final 2012 to 2015 data and preliminary 2016 data, shows that in 2012, there were 348 alcohol-impaired driving fatalities in South Carolina. This number fluctuated each year until reaching 331 in 2016. The 331 alcohol-impaired driving fatalities in 2016 represent a 0.08% decrease from the 2012-2015 average, and a 4.89% decrease from the 2012 total (348). The VMT-based projected alcohol-impaired traffic fatality rate for 2016 (0.61) represented a 7.92% decrease from the prior four-year average and a 14.08% decrease when compared to the 2012 rate (0.71). South Carolina's alcohol-impaired population-based fatality rate followed a similar pattern as the VMT rate, with the 2016 rate (6.67 deaths per 100,000 population) representing a 3.33% decrease when compared to the 2012-2015 average (6.9) and a 9.50% decrease when compared to the rate in 2012 (7.37). Although alcohol-impaired driving fatalities for the year 2016 have declined when compared to 2012, the State experienced its lowest number of alcohol-impaired driving fatalities in 2015 (307), so the number of alcohol-impaired driving fatalities increased significantly (by 7.82%) in 2016 when compared to 2015. Overall traffic fatalities also increased significantly from 2015 to 2016 (see **Table 2**).

Table 1. South Carolina Alcohol-Impaired Driving Fatalities							
	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	348	339	331	307	331	-4.89%	-0.08%
VMT Rate*	0.71	0.69	0.66	0.59	0.61	-14.08%	-7.92%
Pop Rate**	7.37	7.1	6.86	6.27	6.67	-9.50%	-3.33%
Pct. Of Total	40.32%	44.15%	40.27%	31.36%	32.60%	-7.72%	-6.42%

*Rate per 100 million miles of travel**Fatality rate per 100,000 population
 Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets.

Statistical data (**Table 2**) for calendar year (CY) 2016 shows that 1,015 people were killed in South Carolina traffic crashes. In the period from 2012 through 2016, the Fatality Analysis Reporting System (FARS) indicates that there were approximately 4,447 motor vehicle-related deaths in South Carolina. This resulted in an average of about 889 traffic fatalities per year over the five-year period. Over this period, annual traffic fatalities fluctuated around the five-year average, starting with 863 in 2012 and ending with 1,015 in 2016. The 2016 count represents an 18.30% increase, when compared to the average of the prior four years (858 fatalities), and a 17.61% increase when compared to the count in 2012. Total deaths decreased from 863 in 2012 to 767 in 2013, before rising to 823 in 2014 and to 1,015 at the end of the five-year cycle in 2016.

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr. Avg.
Total Fatalities	863	767	823	979	1015	17.61%	18.30%
VMT*	48,902	48,987	49,950	51,723	54,404	11.25%	9.05%
VMT Rate**	1.76	1.57	1.65	1.89	1.87	6.25%	8.88%
Population	4,720,760	4,767,894	4,828,430	4,894,834	4,961,119	5.09%	3.29%
Pop Rate***	18.28	16.09	17.04	20	20.46	11.93%	14.61%

* Vehicle Miles of Travel (billions) **Rate per 100 million miles of travel ***Fatality rate per 100,000 population
 Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets.

Table 3 below indicates that nationwide, alcohol-impaired traffic deaths increased by 3.21% in 2016 compared to an average of the four prior years, while VMT-based and population-based fatality rates fell and rose by 2.22% and 1.48%, respectively. Nationally, the VMT-based fatality rate and percent of total death rates declined but rose within the state.

Over the entire five-year period, 2012-2016, the average alcohol-impaired driving VMT rate in South Carolina (0.65 traffic deaths per 100 million VMT, see **Table 1**) was much higher than the rate for the nation (0.34). Over the entire five-year period, the alcohol-impaired driving population-based fatality rate in South Carolina (6.85 deaths per 100,000 residents) was much higher than the rates for the nation (3.21) (See **Table 3** below).

The impaired-driving fatality percentage of total deaths is a key index of the problem of alcohol-impaired driving fatalities. **Table 1** indicates that South Carolina's proportion of impaired-driving deaths declined significantly in 2016 when compared to both the prior four-year average and the 2012 proportion. In South Carolina, this proportion decreased by 6.42% in 2016 (32.60%) when compared to the average of the previous four years (39.03%) and by 7.72% in 2016 when compared to the 2012 proportion (40.32%).

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr. Avg.
Total Fatalities	10,336	10,084	9,943	10,320	10,497	1.56%	3.21%
VMT Rate*	0.35	0.34	0.33	0.33	0.33	-5.71%	-2.22%
Pop Rate**	3.29	3.19	3.12	3.21	3.25	-1.22%	1.48%
Pct. Of Total	30.60%	30.66%	30.37%	29.08%	28.02%	-2.58%	-2.16%

* Rate per 100 million miles of travel ** Rate per 100,000 population
 Note: Data based on Final FARS and ARF Fars from the available NHTSA-FARS datasets and reports.

As shown in **Figure 1**, the percentage of fatalities in South Carolina that involved alcohol-impaired driving was consistently above that of the nation from 2012 to 2016. However, in 2016, 32.60% of all fatalities in South Carolina were alcohol-impaired driving fatalities, which is not too far from the nationwide percentage of 28.02%.

Figure 1: Alcohol-Impaired Driving Fatalities as Percent of Total Fatalities

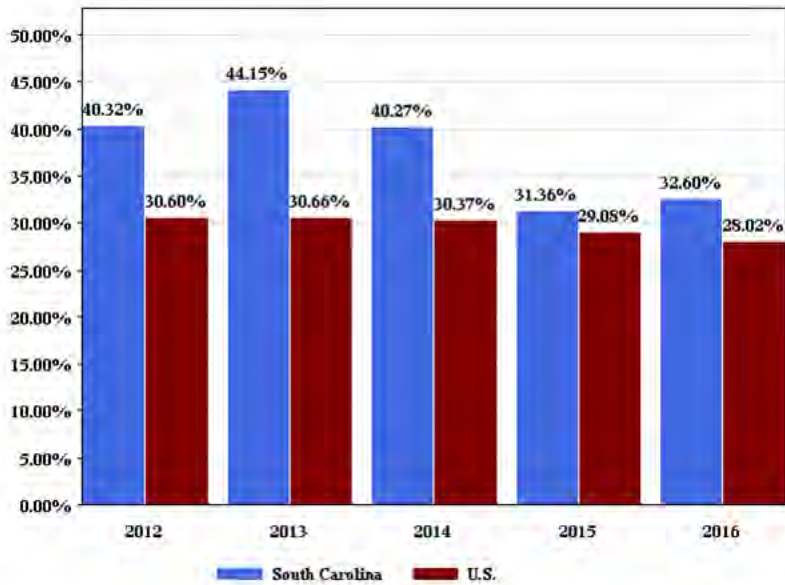
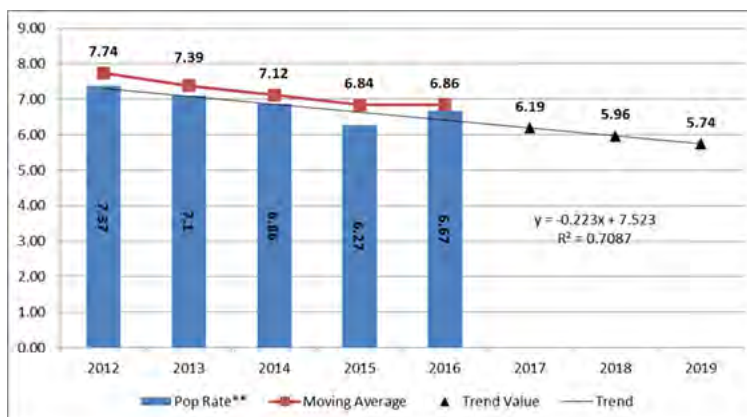


Figure 2 and Figure 3 are based on NHTSA FARS data and display graphically the downward trends in South Carolina in terms of four key indices of alcohol-impaired data – alcohol-impaired driving fatalities, VMT-based fatality rate, population-based alcohol-impaired driving fatality rate, and percent of total fatalities. Though the state has much work to do to improve the problem of alcohol-impaired driving, the trends displayed in these figures are encouraging.

Figure 2. South Carolina Alcohol-Impaired Driving Fatalities



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



Alcohol-Impaired Driving Fatalities: Counties

Table 4 shows the alcohol-impaired driving fatalities by county for South Carolina. According to data compiled from the OHSJP Statistical Analysis and Research Section and FARS, in South Carolina, from 2012 to 2016, the five counties with the most alcohol-impaired driving fatalities were Greenville (130); Richland (114); Horry (113); Lexington (106); and Charleston (100). Of these five counties, the following four showed decreases in the number of 2016 deaths when compared to the respective prior four-year average: Horry (-18.21%), Greenville (-12.98%), Charleston (-8.00%), and Lexington (-6.54%), while Richland experienced a slight increase (1.55%). Throughout the five-year period 2012-2016, the counties with the highest percentages of alcohol-impaired driving fatalities as compared to the total traffic fatalities were McCormick (57.14%); Fairfield (52.38%); Lexington (50.24%); Chesterfield (46.94%); and Kershaw (46.84%).

Alcohol-Impaired Driving (A-I) Fatalities*									
County	2012	2013	2014	2015	2016	Total A-I Fatalities	Total Fatalities	% A-I	% Change: 2016 vs. prior 4-yr Avg.
Abbeville	3	3	2	2	1	12	27	44.44%	-62.26%
Aiken	8	14	9	10	14	55	131	41.98%	33.98%
Allendale	1	2	1	0	0	4	16	25.00%	-88.57%
Anderson	13	13	19	9	14	68	215	31.63%	0.00%
Bamberg	1	1	2	1	1	6	19	31.58%	36.59%
Barnwell	1	0	1	4	3	10	24	41.67%	87.88%
Beaufort	8	7	10	3	9	37	106	34.91%	29.03%
Berkeley	14	13	14	10	12	63	169	37.28%	-4.13%
Calhoun	1	2	4	1	3	12	51	23.53%	16.85%
Charleston	24	19	24	15	19	100	254	39.37%	-8.00%
Cherokee	2	3	6	4	1	16	55	29.09%	-69.86%
Chester	1	6	3	2	7	20	60	33.33%	142.6%
Chesterfield	5	4	2	8	3	23	49	46.94%	-31.61%
Clarendon	3	5	3	6	5	21	71	29.58%	27.50%
Colleton	8	3	7	10	9	36	92	39.13%	28.47%
Darlington	7	10	3	10	8	37	96	38.54%	2.36%
Dillon	4	2	6	2	5	20	52	38.46%	42.47%
Dorchester	4	8	5	10	7	38	115	33.04%	-14.65%
Edgefield	2	0	2	0	1	5	13	38.46%	2.56%
Fairfield	4	5	7	1	5	22	42	52.38%	17.92%
Florence	8	9	11	9	9	45	152	29.61%	-1.11%
Georgetown	7	5	4	3	1	20	57	35.09%	-87.69%
Greenville	25	35	22	25	23	130	358	36.31%	-12.98%
Greenwood	5	2	4	6	3	19	45	42.22%	-29.70%
Hampton	4	2	2	2	0	10	22	45.45%	-91.40%
Horry	21	23	27	24	19	113	316	35.76%	-18.21%
Jasper	5	3	2	4	6	19	78	24.36%	96.77%
Kershaw	7	12	5	5	9	37	79	46.84%	22.54%
Lancaster	5	2	5	4	5	21	59	35.59%	16.51%
Laurens	7	6	6	5	9	33	101	32.67%	52.07%
Lee	1	3	1	6	2	13	27	48.15%	-14.02%
Lexington	28	21	16	21	20	106	211	50.24%	-6.54%
McCormick	2	0	4	0	2	8	14	57.14%	31.03%
Marion	4	3	3	3	3	16	46	34.78%	-18.18%
Marlboro	1	1	4	2	1	9	37	24.32%	-55.56%
Newberry	6	3	2	1	3	16	37	43.24%	-6.80%
Oconee	8	1	4	3	4	20	62	32.26%	-6.17%
Orangeburg	7	18	10	10	10	53	148	35.81%	-11.93%
Pickens	5	5	8	6	2	26	76	34.21%	-73.77%
Richland	28	28	18	16	23	114	269	42.38%	1.55%
Saluda	5	1	3	0	1	9	20	45.00%	-65.00%
Spartanburg	23	11	19	25	17	95	251	37.85%	-11.74%
Sumter	5	10	12	4	9	40	100	40.00%	19.61%
Union	1	0	1	4	2	7	22	31.82%	14.29%
Williamsburg	5	7	3	2	11	29	65	44.62%	151.4%
York	11	11	8	7	12	47	129	36.43%	30.70%
Totals	348	339	331	307	331	1656	4447	37.24%	-0.08%

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 5** shows that the counties with the highest fatality rates in 2016 are (Colleton [23.73]; Fairfield [22.07]; Chester [21.75]; Jasper [21.08]; and McCormick [20.74]). 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 the chart below and on the next page shows. Thus, counties with the highest rates in 2016 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 5. Alcohol-Impaired Driving Fatalities by County: Rate per 100,000 Population					
	2012	2013	2014	2015	2016
Abbeville	11.97	12.02	8.03	8.01	4.02
Aiken	4.90	8.53	5.46	6.02	8.36
Allendale	10.01	20.40	10.32	0.00	0.00
Anderson	6.87	6.82	9.87	4.63	7.12
Bamberg	6.37	6.50	13.23	6.83	6.93
Barnwell	4.49	0.00	4.55	18.43	13.96
Beaufort	4.78	4.09	5.71	1.87	4.91
Berkeley	7.39	6.70	7.06	4.93	5.69
Calhoun	6.70	13.29	26.91	6.76	20.28
Charleston	6.57	5.10	6.31	3.85	4.79
Cherokee	3.58	5.35	10.65	7.08	1.77
Chester	3.06	18.36	9.27	6.19	21.75
Chesterfield	10.85	8.67	4.34	17.38	6.52
Clarendon	8.76	14.63	8.80	17.75	14.73
Colleton	20.93	7.94	18.54	26.50	23.73
Darlington	10.28	14.74	4.43	14.81	11.90
Dillon	12.68	6.37	19.16	6.40	16.20
Dorchester	5.62	5.51	3.37	6.56	4.55
Edgefield	7.59	0.00	7.56	0.00	3.79
Fairfield	17.10	21.57	30.41	4.37	22.07
Florence	5.80	6.51	7.91	6.48	6.49
Georgetown	11.62	8.28	6.59	4.90	1.65
Greenville	5.36	7.39	4.57	5.10	4.61
Greenwood	7.15	2.87	5.74	8.58	4.28
Hampton	19.30	9.81	9.80	9.97	0.00
Horry	7.45	7.95	9.04	7.75	5.89
Jasper	19.27	11.27	7.41	14.34	21.08
Kershaw	11.35	19.19	7.92	7.87	14.04
Lancaster	6.31	2.48	6.01	4.65	5.58
Laurens	10.57	9.07	9.02	7.51	13.48
Lee	5.36	16.29	5.45	33.59	11.34
Lexington	10.37	7.68	5.77	7.46	6.99
McCormick	20.11	0.00	40.70	0.00	20.74
Marion	12.34	9.35	9.40	9.46	9.46
Marlboro	3.55	3.58	14.33	7.26	3.71
Newberry	15.97	8.00	5.30	2.64	7.88
Oconee	10.72	1.33	5.32	3.96	5.24
Orangeburg	7.66	19.87	11.13	11.25	11.38
Pickens	4.18	4.20	6.64	4.94	1.63
Richland	7.12	7.04	4.49	3.93	5.62
Saluda	25.03	4.97	14.93	0.00	4.95
Spartanburg	7.97	3.78	6.47	8.42	5.64
Sumter	4.63	9.27	11.13	3.73	8.38
Union	3.54	0.00	3.58	14.40	7.23
Williamsburg	14.87	21.13	9.15	6.14	34.42
York	4.69	4.60	3.26	2.79	4.64
County Average	9.41	8.53	9.67	7.94	9.33

Traffic Injuries

According to state data, from 2012 to 2016, a total of 274,534 people were injured in motor-vehicle collisions in South Carolina. Of the 274,534 injuries, 20,833 or 7.6%, were impaired driving-related (State data cannot separate alcohol- and drug-impaired driving). **Figure 4** displays graphically how total injuries compare to impaired driving-related injuries in the state from 2012 to 2016.

Figure 4: Injuries in SC Motor Vehicle Collisions 2012-2016 State Data

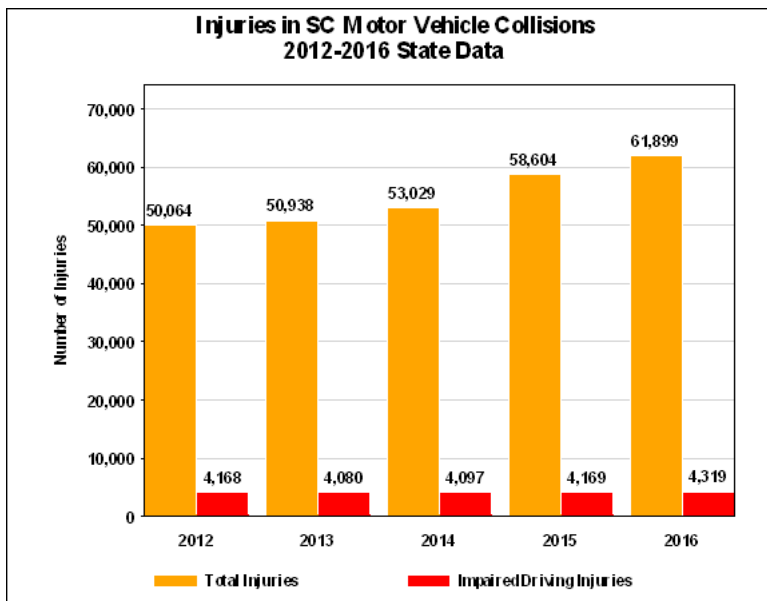
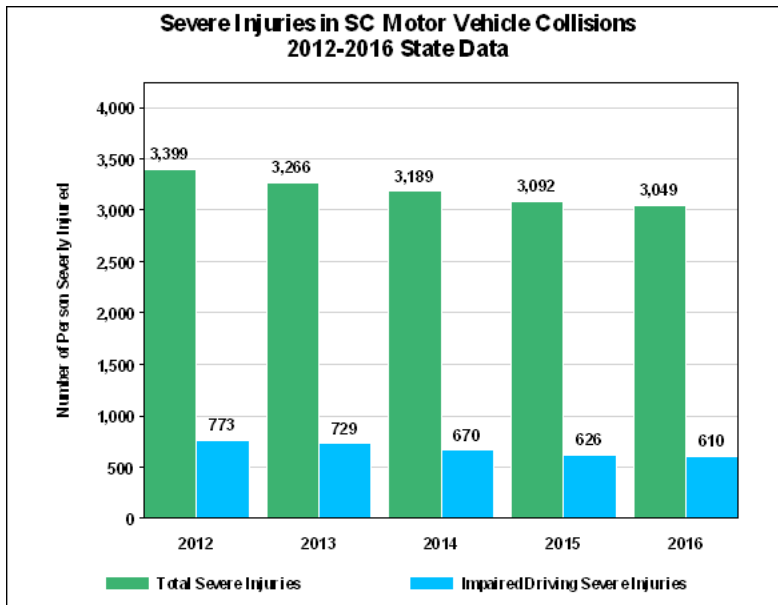


Figure 5 compares total severe traffic-related injuries in SC from 2012 to 2016 to those severe injuries that were the result of impaired-driving collisions. From 2012 to 2016, SC experienced a total of 15,995 severe traffic-related injuries. Of these 15,995 severe-injuries, 3,409, or 21.3%, were impaired-driving-related. The state experienced a decrease (21.1 %) in 2016 in impaired-driving-related severe injuries (610), as compared to the number of impaired-driving-related severe injuries in 2012 (773). The state also experienced a decrease (12.8 %) in 2016 as compared to the average of the four-year period 2012-2015 (699.5 severe injuries).

Figure 5. Severe Injuries in SC Motor Vehicle Collisions 2012-2016 State Data

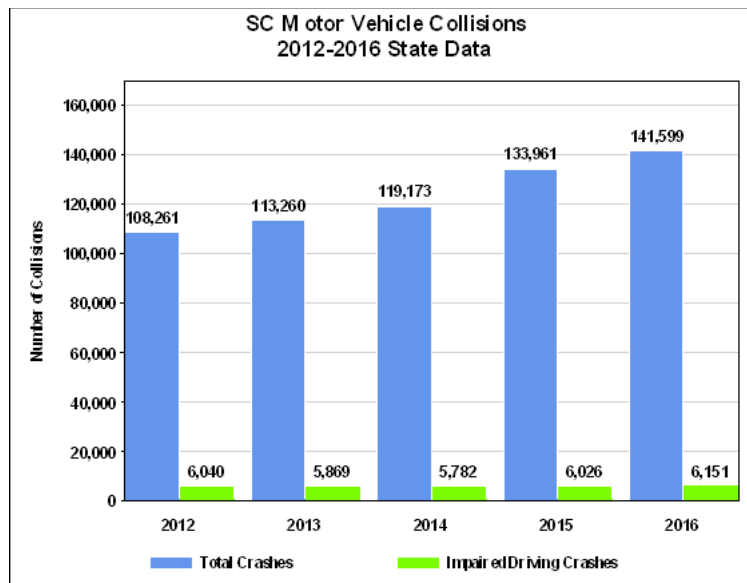


Traffic Crashes

Impaired-Driving Collisions

According to state data, over the five-year period 2012-2016, South Carolina experienced 29,868 impaired-driving collisions. During the same period, there was a 1.8% increase in the number of impaired-driving collisions, from 6,040 in 2012 to 6,151 in 2016 (see Figure 6). The 2016 figure of 6,151 impaired-driving-related crashes was 3.7% higher than the average number of impaired-driving-related crashes for the years 2012-2015 (5,929.25).

Figure 6: SC Motor Vehicle Collisions 2012-2016 State Data



Drivers Involved in Impaired-Driving-related Collisions

Drivers in the 21-25 year old age group made up the largest age group represented among all drivers (30,026) that contributed to an impaired-driving crash from 2012-2016, totaling 5,413 drivers. Of the 5,413 drivers, 234, or 4.3%, were involved in a fatal impaired-driving collision. The second highest age group of drivers that contributed to an impaired-driving crash was aged 26-30 (4,602 drivers), 240, or 5.2%, of whom were involved in a fatal impaired-driving-related crash. This age group was followed by drivers aged 31-35, totaling 3,837 drivers that contributed to an impaired-driving crash, 150, or 3.9%, of whom were involved in a fatal impaired-driving-related collision (see Tables S-1 and S-2). During the period 2012-2016, 81.6% of the drivers that contributed to an impaired-driving crash were male, 18.2% were female, and 0.2% 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 64.7% of the total drivers (**Table S-4**). African Americans were the next highest group, with 31.6%, followed by Hispanic drivers, who accounted for 2.8% of the total drivers that contributed to an impaired-driving crash (0.28% and 0.21% represent other and unknown ethnicities).

Age Group	2012	2013	2014	2015	2016	Total
Under 15	0	4	1	0	1	6
15-19	322	279	265	245	235	1,346
20-24	1,083	1,065	982	1,021	990	5,141
25-29	965	940	924	982	1,036	4,847
30-34	798	763	783	837	805	3,986
35-39	589	616	571	643	664	3,083
40-44	586	557	570	528	549	2,790
45-49	572	500	478	484	509	2,543
50-54	509	454	471	486	485	2,405
55-59	278	333	341	377	422	1,751
60-64	186	176	189	232	228	1,011
65-69	104	104	99	101	137	545
70+	54	81	90	75	77	377
Unknown	42	37	40	38	38	195
Total	6,088	5,909	5,804	6,049	6,176	30,026

Age Group	2012	2013	2014	2015	2016	Total
Under 15	0	0	0	0	0	0
15-19	20	16	21	14	17	88
20-24	49	47	44	50	43	233
25-29	41	38	52	45	60	236
30-34	33	33	35	28	37	166
35-39	22	25	28	28	32	135
40-44	22	36	26	24	24	132
45-49	33	25	16	29	31	134
50-54	27	22	18	20	26	113
55-59	18	17	16	18	16	85
60-64	4	3	12	13	16	48
65-69	4	7	5	3	10	29
70+	7	3	7	6	5	28
Unknown	2	1	0	0	0	3
Total	282	273	280	278	317	1,430

Gender	2012	2013	2014	2015	2016	Total
Female	49	43	58	49	61	260
Male	231	229	222	229	256	1,167
Unknown	2	1	0	0	0	3
Total	282	273	280	278	317	1,430

Ethnicity	2012	2013	2014	2015	2016	Total
Caucasian	191	174	176	186	198	925
African American	79	90	90	85	108	452
Hispanic	8	7	13	4	8	40
Other	2	1	1	3	3	10
Unknown	2	1	0	0	0	3
Total	282	273	280	278	317	1,430

Alcohol-Impaired Driving Fatalities: BAC Percentages

As shown in **Table 6** below, from 2012 through 2016, the percentage of fatalities in South Carolina in which the highest BAC in the crash was 0.08 or above was 86.3%, and only 13.7% of the known BAC test results were in the 0.01 to 0.07 range. Additional analysis show 60% of these fatal crashes had a driver with double the legal limit of alcohol in their system at the time of the crash.

Highest BAC	Number of Fatal Collisions
0.00	2,356
0.01-0.07	242
0.08-0.14	462
0.15-0.21	593
0.22-0.28	333
0.29-0.35	107
0.36+	29
Total**	4,122

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

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

Alcohol-Impaired Fatal Crashes: Month, Day, and Time

As shown in Table 7, the three months with the greatest number of alcohol-impairment-related fatal crashes in South Carolina during the 2012-2016 period were July (153 crashes, 10.06% of total), October (151 crashes, 9.92% of the total), and August (138 crashes, or 9.06% of the total). Nationwide, the three months with the greatest percentage of such crashes were August (9.63 %), July (9.27 %), and then May (8.99%).

During the timeframe 2012-2016, alcohol-impairment-related fatal crashes 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 crashes occurred on Saturdays (391 crashes, 25.67% of total), followed by Sundays (331, 21.70%), and then Fridays (211, 13.82%). The same pattern was observed for the nation. Nationally, 23.38% of alcohol-impairment-related fatal crashes occurred on Saturdays, 21.74% on Sundays, and 14.69% on Fridays.

During the five years 2012-2016, alcohol-impairment-related fatal crashes 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 crashes occurred between midnight and 3 a.m. (343 crashes, 22.53% of total), followed by 9 p.m. to midnight (332, 21.78%), and then 6 p.m. to 9 p.m. (285, 18.68%). Nationwide the pattern was similar, as 23.87% of alcohol-impairment-related fatal crashes occurred between midnight and 3 a.m., 20.78% between 9 p.m. and midnight, and 17.45% between 6 p.m. and 9 p.m. It should be noted that, when adding the 3 a.m. to 6 a.m. (206, 13.55%) and 3 p.m. to 6 p.m. (178, 11.69%) timeframes to the equation, 88.19% of South Carolina’s alcohol-impairment-related fatal crashes occurred between the hours of 3 p.m. and 6 a.m.

	South Carolina N= 1,524		U.S. N= 46,423	
	N	%	N	%
MONTH				
January	119	7.82%	3,265	7.03%
February	99	6.50%	3,049	6.57%
March	121	7.93%	3,704	7.98%
April	117	7.66%	3,651	7.87%
May	128	8.38%	4,173	8.99%
June	126	8.29%	4,107	8.85%
July	153	10.06%	4,302	9.27%
August	138	9.06%	4,471	9.63%
September	130	8.54%	4,023	8.67%
October	151	9.92%	4,154	8.95%
November	120	7.90%	3,895	8.39%
December	121	7.94%	3,629	7.82%
DAY OF WEEK				
Sunday	331	21.70%	10,093	21.74%
Monday	161	10.55%	4,626	9.96%
Tuesday	125	8.18%	4,270	9.20%
Wednesday	153	10.07%	4,563	9.83%
Thursday	153	10.02%	5,200	11.20%
Friday	211	13.82%	6,819	14.69%
Saturday	391	25.67%	10,852	23.38%
TIME OF DAY				
0:00am-2:59am	343	22.53%	11,083	23.87%
3:00am-5:59am	206	13.55%	6,010	12.95%
6:00am-8:59am	68	4.49%	2,209	4.76%
9:00am-11:59am	35	2.32%	1,403	3.02%
12:00pm-2:59pm	74	4.86%	2,345	5.05%
3:00pm-5:59pm	178	11.69%	5,068	10.92%
6:00pm-8:59pm	285	18.68%	8,099	17.45%
9:00pm-11:59pm	332	21.78%	9,647	20.78%
Unknown Hours	2	0.11%	560	1.21%

Alcohol-Impaired Fatalities: Route Category

As shown in **Table 8** below, during 2012-2016, over half (63.22%) of impaired driving-related fatalities in SC occurred on State Highways, followed by U.S. Highways (21.38%). Local streets (Townships, Municipalities and Frontage Roads) routes had the least number of impaired driving-related fatalities with 0.13%, 1.15%, and 0.06% of the total number of fatalities.

Route Category	Number of Fatalities	Percentage of Total
Interstate	138	8.33%
U.S. Highway	354	21.38%
State Highway	1,047	63.22%
County Road	95	5.74%
Local Street - Township	2	0.13%
Local Street - Municipality	19	1.15%
Local Street - Frontage Road	1	0.06%
Total	1,656	100.0%

*Based on fatal crashes in which any driver had a BAC of 0.08 or above. Total fatalities may differ slightly depending on grouping (month, day, time) due to imputation method.

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

Alcohol-Impaired Fatal and Severe-Injury Collisions

The Office of Highway Safety and Justice Programs’ (OHSJP) Statistical Analysis and Research Section also reviewed the counties with the highest reported frequencies of fatal and severe-injury DUI-related collisions in South Carolina from 2012 to 2016. Combining DUI-related “fatal and severe-injury” data is another way that the OHSJP analyzed the impaired-driving problem in the state. During the five-year time frame 2012-2016, the counties identified as experiencing the most DUI-related fatal and severe-injury collisions were Greenville (418), Horry (303), Richland (243), Lexington (233), Spartanburg (218), Anderson (211), Berkeley (169), Charleston (159), York (153), Aiken (122), Florence (113), Laurens (109), Orangeburg (102), Lancaster (95), and Beaufort (88) (see **Table 9** below). The five priority counties (Greenville, Richland, Horry, Lexington, and Charleston) identified in **Table 4** are all among the highlighted counties in **Table 9** below.

County	2012	2013	2014	2015	2016	2012-2016	% DUI 2012-2016
Greenville	90	89	81	70	38	418	23.9%
Horry	89	60	39	35	40	303	19.84%
Richland	50	39	46	41	47	243	24.3%
Lexington	58	37	42	44	52	233	32.23%
Spartanburg	39	41	40	48	50	218	22.68%
Anderson	48	50	35	42	36	211	26.21%
Berkeley	33	46	35	28	27	169	21.56%
Charleston	32	33	39	24	31	159	10.7%
York	40	31	25	28	29	153	23.79%
Aiken	23	22	26	24	27	122	28.3%
Florence	28	24	28	14	19	113	25.06%
Laurens	22	24	24	22	17	109	33.98%
Orangeburg	15	31	19	21	18	102	23.7%
Lancaster	24	15	18	18	20	95	25.89%
Beaufort	18	16	19	18	17	88	18.60%
Dorchester	21	17	14	19	16	87	20.6%
Pickens	15	19	21	12	14	81	22.93%
Darlington	20	13	13	17	17	80	29.30%
Sumter	14	17	17	10	16	74	23.49%
Kershaw	19	20	6	8	17	70	33.49%
Greenwood	16	10	14	16	9	65	23.49%
Cherokee	14	6	14	15	13	64	27.35%
Oconee	18	8	14	16	8	64	27.00%
Georgetown	13	13	17	13	5	63	21.72%
Colleton	15	9	6	19	11	58	19.93%
Cherokee	13	13	5	13	12	56	29.95%
Newberry	12	11	10	9	10	52	30.59%
Williamsburg	12	14	6	12	6	50	25.51%
Chester	8	7	8	7	10	40	23.81%
Clarendon	10	6	5	10	9	40	28.78%
Jasper	6	8	5	9	12	40	16.33%
Abbeville	6	10	4	5	4	29	34.12%
Fairfield	4	5	9	3	7	28	22.05%
Lee	4	5	6	7	5	27	36.99%
Saluda	6	8	3	2	5	24	30.77%
Union	4	2	4	6	6	22	24.13%
Edgefield	7	1	4	4	5	21	25.93%
Barrow	2	3	4	7	4	20	17.86%
Dillon	5	5	6	2	2	20	17.09%
Marion	6	3	4	3	2	20	18.33%
Hampton	5	1	5	3	1	15	14.02%
Calhoun	2	3	5	0	2	14	16.4%
Marlboro	3	3	2	3	2	13	13.13%
Bamberg	1	2	4	2	3	12	16.22%
McCormick	1	1	4	2	2	10	28.57%
Allendale	1	2	0	1	1	5	10.64%
Total	888	829	775	752	736	4,000	

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	306.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Prosecution
2019	Law Enforcement Training
2019	High Visibility DUI Enforcement
2019	Court Monitoring
2019	Communication and Outreach

5.1.1 Countermeasure Strategy: Prosecution

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Prosecution

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 331 people died on South Carolina roadways in 2016 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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, it is clear that prosecutors experienced in prosecuting DUI cases are needed. Prosecutorial projects such as those posed under this countermeasure strategy will place experienced DUI prosecutors in the judicial circuits and municipalities in which they are needed most, and it will also allow for continued funding for a Traffic Safety Resource Prosecutor for the state.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M4CS	Prosecution	Prosecution

5.1.1.1 Planned Activity: Prosecution

Planned activity name	Prosecution
Planned activity number	M4CS
Primary countermeasure strategy	Prosecution

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Another important component in the prosecution of impaired drivers is the placement of a DUI prosecutor in each circuit. These assistant solicitors are specially trained to handle and effectively prosecute driving under the influence cases. These positions are funded by the state, with one in each judicial circuit at the level of \$73,690 per circuit. While the OHSJP does not fund these assistant solicitors, it has provided funding for a dedicated DUI Prosecutor to prosecute DUI-related cases made by the South Carolina Highway Patrol (SCHP) in Berkeley County since FFY 2015. In FFY 2019, the OHSJP will fund a DUI Prosecutor in the Sixth Circuit Solicitor's Office, which includes Chester, Fairfield, and Lancaster counties. The DUI Prosecutor will dedicate 100% of his/her time to the prosecution of DUI cases. Special DUI Prosecutors will also be funded in the City of Beaufort Police Department, and the Berkeley and Florence County Sherriffs' Offices. These prosecutorial projects will decrease the amount of time a Law Enforcement Officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals.

The planned prosecution activities for FFY 2019 will provide assistance to a variety of professionals from law enforcement to the judiciary. These projects will provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. The training programs will provide knowledge and training on the DUI law and proper roadside procedures for prosecutors, judges, and law enforcement officers that will assist in making quality DUI cases that will result in an

increased number of DUI convictions statewide. The increased number of stakeholders educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways, higher conviction rates for impaired drivers, and a decrease in the number of impaired driving crashes, injuries, and fatalities.

Enter intended subrecipients.

Agency	Location	Project Title
Berkeley County Sheriff's Office	Berkeley County	Special DUI Prosecutor- Berkeley County
Sixth Circuit Solicitor's DUI Office	Chester, Fairfield, and Lancaster	DUI Prosecutor
City of Beaufort	Beaufort County	Special DUI Prosecutor
Florence County Sheriff's Office	Florence County	Special DUI Prosecutor
South Carolina Commission on Prosecution Coordination	Statewide	Traffic Safety Resource Prosecutor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Prosecution

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving High		\$369,231.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.2 Countermeasure Strategy: Law Enforcement Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-ID	Communication and Outreach	Communication and Outreach
M4TR	Impaired Driving Countermeasures Training for Law Enforcement	Law Enforcement Training
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement

5.1.2.1 Planned Activity: Impaired Driving Countermeasures Training for Law Enforcement

Planned activity name Impaired Driving Countermeasures Training for Law Enforcement

Planned activity number M4TR

Primary countermeasure strategy Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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). Since then, the SCCJA has trained approximately 215 additional DREs; however, as of mid-2018, there at least 137 active DREs in South Carolina. While new DREs are added to the roster each year, the active DRE number changes due to DREs retiring, by moving out of law enforcement or out of state, and for failure to recertify.

Two DRE Preschools and two DRE 7-Day Schools are held each year with the hopes of moving adding one of each school in 2019. The DRE Instructor Development Course is also run concurrently with the DRE Schools. South Carolina currently has 35 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 3,265 evaluations, of which 2,304 are enforcement related. The IDCTC works continuously to promote the use of DREs throughout the State and is making efforts to enhance training opportunities for the DREs. The IDCTC also provides a multitude of ARIDE course training opportunities to those trained in and experienced with impaired driving enforcement and investigations. A major goal of the IDCTC is to have all South Carolina Highway Patrol troopers (ranked Corporal and below) trained in 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.

Enter intended subrecipients.

The South Carolina Criminal Justice Academy

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving High		\$196,652.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.3 Countermeasure Strategy: High Visibility DUI Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility DUI Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

High visibility enforcement has been cited as an effective countermeasure to curb alcohol- impaired driving as outlined in NHTSA's *Countermeasures that Work* document.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-ID	Communication and Outreach	Communication and Outreach
PTS-OP	High visibility enforcement of seat belt law	Short-term, High Visibility Seat Belt Law Enforcement
M4HVE	DUI Enforcement Teams	High Visibility DUI Enforcement

5.1.3.1 Planned Activity: DUI Enforcement Teams

Planned activity name DUI Enforcement Teams

Planned activity number M4HVE

Primary countermeasure strategy High Visibility DUI Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2019. 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 2019, will conduct special DUI enforcement emphases once a month on weekends from December 2018 to September 2019. The weekend enforcement efforts will be supported by radio and possibly television advertising announcing the enforcement beginning on Wednesday of each week preceding the scheduled enforcement weekends. 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, Richland, Lexington, Spartanburg, Anderson, Berkeley, Charleston, York, Aiken, Florence, Laurens, Orangeburg, Lancaster, Beaufort, Dorchester, Pickens, Darlington, Sumter, and Kershaw) which represent approximately 83.2% of the state's population (based on the Census population estimate for July 1, 2016) and 78.2% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2012 to 2016 and are designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.

A high-visibility statewide enforcement and education campaign *Buckle up, SC. It's the law and it's enforced.*, is conducted each year around the Memorial Day holiday modeled after the national *Click it or Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. In FFY 2019, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is obvious that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI, as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

For FFY 2019, the SC Public Safety Coordinating Council has approved thirty-six (36) 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 36 enforcement projects, fourteen (14) are DUI enforcement projects, which will fund a total of sixteen (16) DUI enforcement traffic officers in the counties of Darlington (2 projects), Charleston (1 project), Berkeley (2 projects), Lexington (2 projects), Spartanburg (1 project), Dorchester (1 project), Florence (1 project), Lancaster (1 project), Beaufort (2 projects), and Aiken (1 project). Of the 14 projects, three will be implemented in county sheriffs' offices. The projects referenced above include one third-year project, 12 second-year projects, and one first-year project. The projects will focus exclusively on DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. Project officers will be required to work schedules that are evidence-based, meaning the hours (between 3 PM and 6 AM) which FARS data demonstrates to be those during which the most DUI-related traffic fatalities occur in the state (1,344, or 88.2%, of the 1,524 DUI-related fatalities during the years of 2012-2016). Project officers will also work roadways that have the highest number of DUI-related crashes within their respective jurisdictions.

During the FFY 2019 grant cycle, each DUI enforcement grant will participate in at least 12 public safety checkpoints; have an appropriate, corresponding increase in the number of DUI arrests; conduct a minimum of 6 educational presentations on the dangers of DUI; and issue at least 12 press releases to the local media and/or social media detailing the activities of the grant projects. The 14 DUI enforcement officers funded by the grant are required to be Standardized Field Sobriety Testing (SFST) certified.

Additionally, of the 36 approved enforcement projects, twenty-two (22) are Police Traffic Services projects, which will fund a total of thirty-three (33) traffic officers in municipalities located in the priority counties of Richland, Charleston, Lexington, Aiken, York, Greenville, Georgetown, Dorchester, Berkeley, Anderson, Lancaster, and Beaufort, as well as enforcement projects in seven county sheriffs' offices (Charleston, Dorchester, Georgetown, Spartanburg, Florence, Kershaw, and Oconee counties). The projects referenced above include four third-year projects, nine second-year projects, and nine first-year efforts. 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.

Enter intended subrecipients.

DUI Enforcement Projects:

Agency	County	Project Title
City of North Charleston	Charleston	North Charleston DUI Team
Berkeley County Sheriff's Office	Berkeley	Building DUI Enforcement Capacity-Year 2
City of Darlington Police Department	Darlington	DUI Enforcement
Town of Irmo	Lexington	DUI Enforcement Unit
City of Cayce	Lexington	DUI Enforcement Unit
City of Goose Creek Police Department	Berkeley	DUI Enforcement Officer
City of Spartanburg	Spartanburg	Reduction in Impaired Driving
Florence County Sheriff's Office	Florence	Traffic Safety Unit/DUI Enforcement
Lancaster County Sheriff's Office	Lancaster	Enhanced Impaired Driving Unit
Town of Summerville	Dorchester	DUI Countermeasures & Education for Young People
City of Beaufort Police Department	Beaufort	DUI Enforcement Officer
Bluffton Police Department	Beaufort	Bluffton PD Traffic Enforcement Unit
City of Hartsville	Darlington	City of Hartsville Impaired Driving and Traffic Safety Enforcement Effort
City of North Augusta	Aiken	DUI Enforcement Team

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility DUI Enforcement
2019	Communication and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving High		\$1,534,095.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Police Vehicle	1	\$33,219.00	\$33,219.00		
In-car Camera	1	\$5,000.00	\$5,000.00		

5.1.4 Countermeasure Strategy: Court Monitoring

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Court Monitoring

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when

applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Though South Carolina has experienced significant reductions in alcohol-impaired driving traffic fatalities in recent years, the most recent FARS data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 331 people died on South Carolina roadways in 2016 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M4X	Court Monitoring	Court Monitoring
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement

5.1.4.1 Planned Activity: Court Monitoring

Planned activity name Court Monitoring

Planned activity number M4X

Primary countermeasure strategy Court Monitoring

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Mother's Against Drunk Driving (MADD) SC's Court Monitoring Program provides data on how many cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. MADD SC will continue its court monitoring program utilizing volunteers to record data on DUI court cases to gather relevant statistics, so that areas of improvement within the court system and laws can be identified. During FFY 2019, the OHSJP will utilize grant funding for the continuation of MADD's Coastal Court Monitoring program, which will be entering its second year of operation. This program serves the priority counties of Horry, Berkeley and Charleston. The OHSJP will also utilize grant funding for MADD's new court monitoring effort in the priority counties of Greenville, Richland, Lexington and Spartanburg.

Enter intended subrecipients.

Mothers Against Drunk Driving (MADD)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Court Monitoring

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving High		\$149,986.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5 Countermeasure Strategy: Communication and Outreach

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Communication and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Communication and Outreach will be used throughout FFY 2019 to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in impaired driving and/or speeding. By increasing knowledge and awareness of the dangers associated with these risky driving behaviors, it is possible to reduce the number of individuals choosing to engaging in the behaviors of driving while impaired and/or speeding. Reductions in the prevalence of impaired driving and/or speeding and the resulting related collisions, severe-injuries, and fatalities will have a significant and positive impact on traffic safety in the state of South Carolina.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-ID	Communication and Outreach	Communication and Outreach
PTS-OP	High visibility enforcement of seat belt law	Short-term, High Visibility Seat Belt Law Enforcement
M4HVE	DUI Enforcement Teams	High Visibility DUI Enforcement
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement

5.1.5.1 Planned Activity: Communication and Outreach

Planned activity name Communication and Outreach

Planned activity number PIOT-ID

Primary countermeasure strategy Communication and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In FFY 2019, 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 2019 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 2019, 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. Those times will coincide with monthly enforcement weekends designated by the South Carolina Highway Patrol, which, will span from December 2018 through September 2019. 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 the designated special enforcement weekends. 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.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training
2019	High Visibility DUI Enforcement
2019	Communication and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High		\$500,000.00		
2019	FAST Act 405d Impaired Driving High		\$210,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5.2 Planned Activity: Communication and Outreach

Planned activity name Communication and Outreach
Planned activity number PIOT-OP
Primary countermeasure strategy Communication and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 social media 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.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

2019	Communication Campaign
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Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5.3 Planned Activity: PIOT Communication Strategies

Planned activity name PIOT Communication Strategies

Planned activity number PIOT-S

Primary countermeasure strategy Communication and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, Motorcycle Safety, Speed Enforcement, and Vulnerable Roadway Users (*Look*).

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. All paid media efforts – broadcast and print – feature Target Zero 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 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.

Strategies

Several strategies identified in NHTSA's *Countermeasures That Work* are utilized in PIOT campaigns and activities with much success.

1. The OHSJP will provide funding to highway safety staff and advocates to attend significant conferences and training events related to highway safety issues. As appropriate, when information on national or state-initiated training programs becomes available, the OHSJP will forward the information to highway safety project directors, Law Enforcement Network Coordinators and Assistant Coordinators, and/or other highway safety stakeholders with direct interest in the training. If it is determined that funds are available to support requests to attend these programs, information will be included in the package outlining procedures for requesting assistance.
2. 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



Artwork for Motorcycle Safety campaign

In addition, the OHSJP will expand upon an existing created billboard campaign, "Look," geared toward vulnerable roadway users. The previous umbrella theme, "Highways or Dieways? The Choice Is Yours." will continue to be utilized as a supporting message when deemed necessary.

3. 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. As referenced in the Occupant Protection Program Area section of the HSP, the NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 (CTW)* document stresses the importance of the Occupant Protection emphasis area and outlines significant strategies and appropriate countermeasures. The campaign emphasis areas will include social media and outdoor advertising.



BUSC Memorial Day 2018 Billboard

4. 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.
5. The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2019. The campaign is known as *Sober or Slammer!* and represents the state's version of the national *Drive Sober or Get Pulled Over* initiative. As referenced in the Impaired Driving Program Area section of the HSP, the NHTSA-produced CTW document stresses the importance of the Impaired Driving emphasis area and outlines significant strategies and appropriate countermeasures utilizing high-visibility enforcement. In order to comply with NHTSA requirements regarding equipment distributed to Law Enforcement agencies, the Law Enforcement DUI Challenge was altered in FY 2017. The FFY 2018 strategy for the DUI enforcement campaign was altered as well to 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 same strategy will continue during FFY 2019. The SCHP, during FFY 2019, will conduct special DUI enforcement emphases once a month on weekends from December 2018 to September 2019. The weekend enforcement efforts will be supported by radio and some television and social media advertising 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 during the challenge will be awarded a recognition plaque for their efforts. This recognition is consistent with the NHTSA Guidance and recommendations received by the OHSJP from the NHTSA Region 4 Office. Law Enforcement Liaisons will encourage agencies within the Law Enforcement Network 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, paid social media, and alternative advertising) to support campaign efforts. Media messaging will need to be adjusted to reflect a likely significant decrease in law enforcement participation as a result of the OHSJP's need to conform to the NHTSA Guidance. Educational efforts will focus on the twenty priority counties designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.
6. 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.
7. The OHSJP will assist the SCHP with School Zone Safety Week emphasis during the late summer of 2019. The emphasis will involve highway safety stakeholders statewide in an effort to call the attention of the motoring public to the importance of safety in school zones. Law enforcement agencies and schools are provided information to conduct activities for School Zone Safety Week, which is to be observed during the first full week of the school calendar. The goal is to educate young children about safe walking techniques, to inform parents and caregivers about their role in ensuring that children get to school safely, and to encourage local law enforcement agencies to patrol in and around schools.
8. Highway Safety staff will continue a statewide Motorcycle Safety Campaign (part of Vulnerable Roadway Users campaign) in 2019 that will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the highways. The *Look* campaign, with its focus on vulnerable roadway users, will be used to alert motorists of the presence of motorcyclists and urge everyone to "share the road" (see graphic at bottom of page 140). The campaign, though statewide, will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the preceding year. This campaign will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads.
9. The OHSJP will continue to provide non-federal funding for the SC Highway Patrol (SCHP) to establish Highway Safety booths/displays at various statewide events.
10. The OHSJP will utilize paid advertising of highway safety messages at high school sports venues in the state. This may include advertising on printed tickets for sporting and other special events, public address announcements during these sporting events, and program advertising at these sporting events. About 5 million tickets are expected to be printed and used by most high schools across South Carolina.
11. Speed-related collisions continue to be a problem in South Carolina. Furthermore, public perception on the issue of speeding is information that is already captured in OHSJP's attitudinal surveys. The Target Zero Enforcement Teams, which were implemented during FFY 2016 with Section 164 funding from the SC Department of Transportation, will continue at least until October 31, 2018 and possibly longer in FFY 2019 and feature six, four-person teams of SC Highway Patrol Troopers, who focus their enforcement activity in four major areas of the state (Upstate, Midlands, Lowcountry, and the Pee Dee).

Troopers work roadways that are high-risk for traffic fatalities and severe injuries. The major enforcement focuses are speeding, DUI, and occupant protection violations. The OHSJP also expects to continue the Region 4 summer speed campaign "Operation Southern Shield" established by NHTSA in FY2017.

12. The OHSJP will continue to seek opportunities to form partnerships with other highway safety stakeholder groups, including Operation Lifesaver, National Safety Council, MADD and others.

13. The OHSJP will add questions to its Attitudinal Survey to gauge public awareness of the Target Zero Enforcement Teams and Target Zero media messaging.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

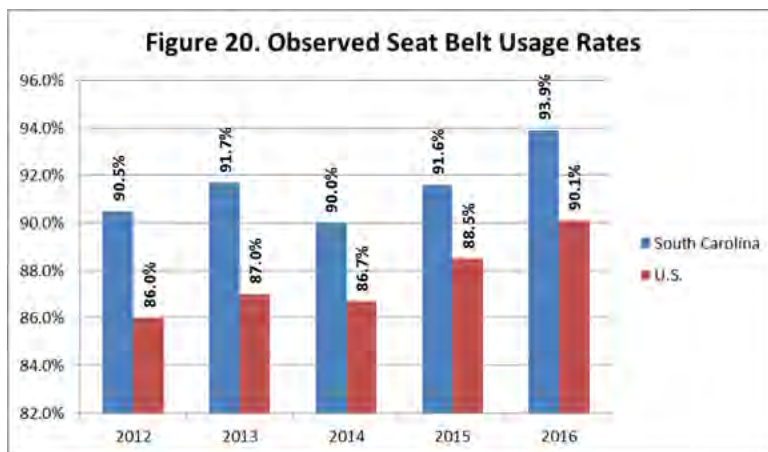
The state of South Carolina has made significant strides in improving safety belt usage rates since the passage and enactment of a primary enforcement safety belt law in 2005. At the time of the enactment of the law, the state's observed safety belt usage rate stood at 69.7% statewide. According to a June 2017 statewide safety belt survey conducted by the University of South Carolina, the state's usage rate currently stands at 92.3%. The usage rate also represents a 1.6 percentage point decrease from 2016. South Carolina remains at 90% or higher safety belt use rate for the sixth year in a row. The state of South Carolina has made significant improvements since the enactment of its primary enforcement seat belt law in 2005. The state remains committed to increasing restraint usage in an effort to reduce motor vehicle crash injuries and fatalities, particularly in the light of the state's relatively high unbelted fatality rate (see **Table 7**).

Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities							
	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	313	242	275	308	315	0.64%	10.72%
VMT Rate**	0.64	0.49	0.55	0.60	0.58	-9.38%	1.75%
Pop Rate***	6.63	5.08	5.70	6.29	6.35	-4.22%	7.17%
Pct. Of Total	36.27%	31.55%	33.41%	31.46%	31.03%	-5.24%	-2.14%
Observed Belt Use	90.50%	91.70%	90.00%	91.60%	93.90%	3.40%	2.95%

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

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

As indicated previously, the state of South Carolina has seen a steady increase in statewide safety belt use rates since the passage and enactment of a primary safety belt law, from 69.7% in 2005 to 92.3% in 2017. **Figure 20** below demonstrates this increase as compared to the national rate for the time period 2012-2016, but does not include the data from 2017, which was captured by an observational survey conducted by the University of South Carolina in a statewide survey conducted after the annual Memorial Day occupant protection enforcement mobilization in June 2016. As seen below, South Carolina's observed seat belt usage rate was above the national rate for the 2012-2016 time period. In 2016, South Carolina's rate was 4.2% higher than the national rate (95.9% and 90.1% respectively). Observed seat belt use rates in South Carolina ranged from a low of 90.5% in 2012 to a high of 93.9% in 2016. The national rate during the 2012-2016 time period ranged from a low of 86% in 2012 to a high of 90.1% in 2016.



As shown in **Table S-8** below, surveys conducted by the University of South Carolina show that South Carolina has made tremendous progress towards improving the statewide belt usage rate to 92.3% in 2017. The progress has been significant, with nonwhite belt use moving from 67.2% in CY 2007 (compared to whites at 77.8%) to 86.8% for nonwhites in 2017 (compared to 94.1% for whites). This represents noteworthy forward momentum. Over a 10-year period, nonwhite belt use has moved from 15.8% below that of the majority population belt use to only 8.4% below the majority population. Additionally, from 2016 to 2017, belt usage among non-white drivers (86.8%) decreased by 6.8% percentage points. The progress from 2001 to 2017 can be attributed to the State of South Carolina's efforts to maintain a diverse approach to messaging along with maintaining safety belt law enforcement efforts. Obviously, there remains a need to continuously educate the public as to the benefits of safety belt usage, but existing efforts to address this issue have been beneficial.

	6/07	6/08	6/09	6/10	6/11	6/12	6/13	6/14	6/15	6/16	6/17
Male	68.4	74.2	77.1	82.3	81.8	87.6	89.8	88.3	88.6	92.5	89.7
Female	84.5	85.8	87.8	90.6	89.4	93.3	93.9	91.6	95.0	95.5	94.9
Driver	74.6	79.1	81.3	86.0	86.4	90.0	91.0	89.9	91.5	93.4	91.6
Passenger	74.0	78.2	82.1	85.4	85.6	90.0	94.6	89.3	91.3	95.8	95.7
Urban	75.2	80.3	82.3	87.4	85.6	91.4	91.0	89.0	91.7	93.7	91.7
Rural	73.0	76.0	79.5	80.5	87.0	88.5	94.2	93.1	91.3	94.2	94.3
White	77.8	82.4	84.7	88.5	86.5	91.3	93.1	91.6	92.6	93.9	94.1
Non-white	67.2	70.9	74.1	80.6	82.2	87.8	87.5	85.1	87.5	93.6	86.8
Cars	77.7	81.1	84.3	86.6	88.2	92.0	92.3	90.7	93.1	94.5	92.8
Trucks	67.8	73.3	75.0	81.7	78.7	86.0	90.0	86.9	85.0	90.4	89.7
Overall	74.5	79.0	81.5	85.4	86.0	90.5	91.7	90.0	91.6	93.9	92.3

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 2019 Highway Safety Plan.

Traffic Fatalities

Traffic fatalities are the most severe consequence of motor vehicle collisions. According to NHTSA FARS data that was released in February, in 2018, motor vehicle crashes were the leading cause of death for Americans for age 8-24. For children 4-7 years of age, motor vehicle traffic crashes were the second leading cause of death. For adults 25-34 years of age, motor vehicle traffic crashes were the third leading cause of death. For toddlers 1-3 years of age and adults 35-44 years of age, motor vehicle traffic crashes were the fifth leading cause of death (*Reference: USDOT-HS-812499*).

In 2016, traffic crashes claimed 37,461 lives throughout the nation, an increase of 5.6% when compared to the 35,485 lives lost nationally in 2015. Children, ages 0-17 accounted for 2321 (6%) of the motor vehicle fatalities in 2016. The increase in traffic fatalities experienced in 2016 ended a decline in traffic fatalities that occurred over the last fifty years. As noted in the August 29, 2016, press release, NHTSA has attributed the increase in jobs and low fuel costs as the two leading causes of the increased driving, including additional leisure driving and more driving by young people. More driving can contribute to higher fatality rates.

In 2016, the largest increase in nearly 25 years occurred when vehicle miles traveled (VMT) increased 3.5% over 2015 (see **Table 3**). Traffic fatalities increased by 5.6% from 2015 to 2016 in the United States, with 35 States showing an increase in traffic fatalities between 2015 and 2016.

A comparison of South Carolina data with national data (**Table 2**) indicates that South Carolina’s 2012-2016 average population-based traffic fatality rate (18.37 per 100,000 persons) was higher than the national rate (10.81) during the same time period.

Though the demonstrated increase in safety belt use in South Carolina has likely contributed significantly to the state’s downward trend in traffic fatalities since 2007, the state continues to have a problem with unbelted traffic fatalities, as evidenced by the 2.3% increase in unbelted traffic fatalities during 2016 when compared to

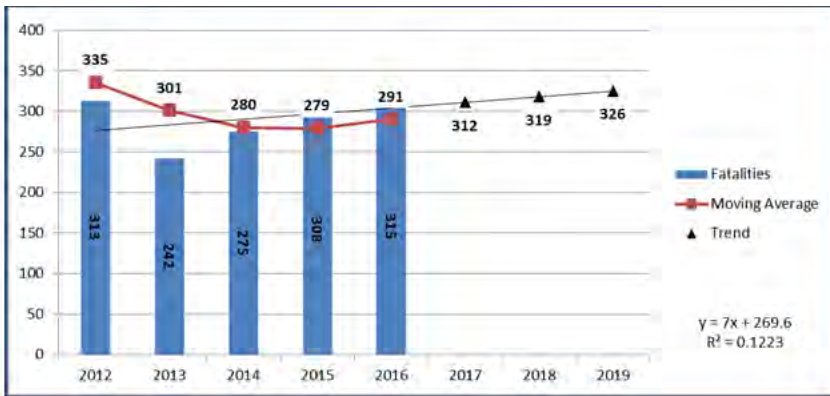
	2012	2013	2014	2015	2016	% Change:2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	33,782	32,893	32,744	35,485	37,461	10.89%	11.07%
VMT*	2,969	2,988	3,026	3,095	3,174	6.90%	5.12%
VMT Rate**	1.14	1.10	1.08	1.15	1.18	3.51%	5.59%
Population	313,993,272	316,234,505	318,622,525	321,039,839	323,405,935	3.00%	1.87%
Pop Rate***	10.76	10.40	10.28	11.05	11.58	7.62%	9.01%

Source: The 2016 fatality numbers are from the Fatality Analysis Reporting System (FARS) annual report file 2015 (ARF)

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	863	767	823	979	1,015	17.61%	18.30%
U.S.	33,782	32,893	32,744	35,485	37,461	10.89%	11.07%
Driver Fatalities							
South Carolina	589	535	531	669	674	14.43%	16.01%
U.S.	21,490	20,943	20,788	22,248	23,560	9.63%	10.13%
Passenger Fatalities							
South Carolina	137	112	169	169	166	21.17%	13.12%
U.S.	6,436	6,163	6,040	6,504	6,740	4.72%	7.23%
Motorcyclist Fatalities							
South Carolina	146	149	121	183	185	26.71%	23.13%
U.S.	4,966	4,692	4,594	5,029	5,286	6.02%	9.35%
Pedestrian Fatalities							
South Carolina	123	100	107	123	144	17.07%	27.15%
U.S.	4,818	4,779	4,910	5,495	5,987	24.26%	19.73%
Bicyclist Fatalities							
South Carolina	13	15	14	16	25	92.31%	72.41%
U.S.	734	749	729	829	840	14.44%	10.49%
Impaired Driving Fatalities							
South Carolina	348	339	331	307	331	-4.91%	-0.11%
U.S.	10,336	10,084	9,943	10,320	10,497	1.55%	3.20%
Speeding Fatalities							
South Carolina	322	305	307	366	381	18.32%	17.23%
U.S.	10,329	9,696	9,283	9,723	10,111	-2.11%	3.62%
Unrestrained Occupant Fatalities							
South Carolina	313	242	275	308	315	0.64%	10.72%
U.S.	10,371	9,627	9,413	9,971	10,429	0.56%	5.93%
Young Driver (20 & under)-Involved Fatalities							
South Carolina	126	98	119	121	108	-14.29%	-6.90%
U.S.	4,362	4,047	3,952	4,413	4,391	-5.25%	9.48%
Older Driver (65+)-Involved Fatalities							
South Carolina	130	122	136	157	161	23.85%	18.17%
U.S.	5,793	5,959	5,966	6,536	7,093	22.44%	16.88%

Source: The 2016 fatality numbers are from the Fatality Analysis Reporting System (FARS) annual report file (ARF)

Table 7 shows the numbers and rates of unbelted passenger vehicle occupants (i.e. occupants of passenger cars, light trucks, and vans) killed in South Carolina from 2012 through 2016. The number of unbelted passenger-vehicle-occupant fatalities was at its highest level in 2016 (315 fatalities) and at its lowest level in 2013 (242). The 2016 (315) count represents a 10.72% increase compared to the 2012-2015 average (285 deaths) and a 0.64% increase from the 2012 total.



South Carolina's 2012-2016 population-based unbelted fatality rate (6.01 deaths per 100,000 population) is much higher than the rate for the US (3.24) as a whole during the same years. In South Carolina, observed safety belt use increased 3.2% in 2016 when compared to the 2012-2015 average. In 2014, observed seat belt usage was at its lowest level (90.0%) during the five-year period and increased to its highest level in 2016 (93.9%).

In South Carolina, unbelted fatalities represented 36.27% of all traffic-related deaths in 2012, with this proportion fluctuating throughout the period. The value in 2016 (31.26%) represents a 6.4% decrease when compared to the prior four-year average (33.17%) and a 1.4% decrease when compared to the proportion in 2015.

According to FARS data, in South Carolina, restraint use among fatally-injured passenger-vehicle occupants was below that of the nation during four (4) of the five (5) years and equal to the national percentage in 2014 (Table 27 below). The 2016 restraint use percentage for fatally-injured passenger vehicle occupants in South Carolina represents a 2.0% decrease compared to the average of the previous four years (50.8%). The US as a whole also saw a decrease (3.2%) in this index.

Restraint Use	2012	2013	2014	2015	2016
South Carolina	38.3%	43.9%	47.3%	45.3%	45.2%
U.S.	44.7%	46.4%	47.3%	47.5%	47.6%

In 2016 in South Carolina, as indicated in Table S-9, 558 automobile and truck occupants were totally ejected from the vehicles in which they were riding during traffic crashes, and of those, 126, or 22.6%, were killed. In addition, 215 occupants were partially ejected and 26 of those, or 12.1%, were killed. Of the 347,208 occupants not ejected, 498, or 0.14%, were killed

Table S-9 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2016

Ejection Status	Fatal Injury	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Not Injured	Total	Percent
Not Ejected	498	2,028	10,165	44,276	290,241	347,208	97.94%
Partially Ejected	26	37	25	27	100	215	0.06%
Totally Ejected	126	169	129	72	62	558	0.16%
Not Applicable	1	7	19	66	4,527	4,620	1.30%
Unknown	2	10	19	209	1,680	1,920	0.54%
Total	653	2,251	10,357	44,650	296,610	354,521	100.0%

As indicated in **Table S-10** South Carolina during the period 2012-2016, there were 2,666 individuals totally ejected from the vehicles in which they were riding during traffic crashes, and of those, 586, or 22.0%, were killed. In addition, 952 were partially ejected, and 157 of those, or 16.5%, were killed. Of the 1,500,672 occupants not ejected, 2,194 or 0.15% were killed.

Table S-10 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2012-2016

Ejection Status	Fatal Injury	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Not Injured	Total	Percent
Not Ejected	2,194	10,650	48,461	189,465	1,249,902	1,500,672	97.86%
Partially Ejected	157	196	110	138	351	952	0.06%
Totally Ejected	586	901	605	290	289	2,666	0.17%
Not Applicable	4	30	103	503	20,131	20,773	1.35%
Unknown	7	48	111	762	7,563	8,491	0.55%
Total	2,948	11,825	49,387	191,158	1,278,236	1,533,554	100.0%

As shown in **Table S-11**, estimates indicate that, of the 619 occupant fatalities with known restraint usage in 2016, 328 (52.99%) were not restrained, and 291 (47.01%) were restrained. According to State Data, from 2012 to 2016 there were 2,783 fatalities in which the restraint use was known in South Carolina. Of this number, 1,501, or 53.93%, were unrestrained.

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2012-2016

Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2012	540	328	60.74%
2013	469	250	53.30%
2014	550	276	50.18%
2015	605	319	52.73%
2016	619	328	52.99%
Total	2,783	1,501	53.93%

County data shows interesting trends in terms of unbelted traffic fatalities, particularly at night. As shown in **Table 28** below, for the years 2012-2016, 59.19% 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: Barnwell (9 fatalities, 9 [100%] unrestrained); Union (9 fatalities, 8 [88.89%] unrestrained); Hampton (11 fatalities, 9 [81.82%] unrestrained); Newberry (16 fatalities, 13 [81.25] unrestrained); Marlboro (10 fatalities, 6 [80%] unrestrained); and Williamsburg (28 fatalities, 22 [78.57%] unrestrained). Of the 46 counties in the state, McCormick, Abbeville and Cherokee had the smallest percentages of unrestrained night-time fatalities (7 fatalities, 2 [28.57%] unrestrained; 14, 5 [35.71%] unrestrained; and 18, 7 [38.89%] unrestrained).

County	2012	2013	2014	2015	2016	2016 Total Passenger Vehicle Occupant Fatalities at Night	2012-2016 Unrestrained Vehicle Occupant Fatalities at Night	2012-2016 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Abbeville	1	1	2	0	1	1	5	14	35.71%
Aiken	3	9	4	4	2	8	22	36	61.11%
Allendale	1	1	0	0	0	0	2	3	66.67%
Anderson	13	3	12	4	9	15	41	69	59.42%
Bamberg	1	1	1	2	2	4	7	11	63.64%
Barnwell	2	0	2	3	2	2	9	9	100.0%
Beaufort	3	3	4	3	2	3	15	29	51.72%
Berkeley	5	13	9	7	8	17	42	70	60.00%
Calhoun	0	2	3	4	4	5	13	18	72.22%
Charleston	10	6	14	10	10	18	50	81	61.73%
Cherokee	0	2	3	2	0	2	7	18	38.89%
Chester	0	1	3	2	5	8	11	19	57.89%
Chesterfield	3	2	1	3	3	6	12	19	63.16%
Claiborne	1	2	1	2	4	7	10	23	43.48%
Collin	6	1	2	10	6	11	25	43	58.14%
Darlington	6	9	3	8	7	9	35	43	76.74%
Dillon	3	2	3	1	1	4	10	17	58.82%
Dorchester	5	3	2	7	6	10	23	42	54.76%
Edgefield	0	0	2	0	1	1	3	4	75.00%
Fairfield	2	2	4	0	1	3	9	15	60.00%
Florence	4	6	5	3	6	10	24	52	46.15%
Georgetown	1	5	2	2	1	1	11	21	52.38%
Greenville	15	15	11	14	14	24	69	116	59.48%
Greenwood	4	3	2	4	0	4	13	20	65.00%
Hampton	3	3	2	1	0	0	9	11	81.82%
Horry	8	10	8	9	12	22	47	87	54.02%
Jasper	3	2	1	0	7	10	13	24	54.17%
Kershaw	2	2	0	4	4	7	12	30	40.00%
Lancaster	3	0	3	1	2	3	9	19	47.37%
Laurens	6	2	4	4	2	8	18	34	52.94%
Lee	1	2	0	4	1	2	8	11	72.73%
Lexington	15	12	9	14	8	17	58	91	63.74%
McCormick	0	0	1	0	1	1	2	7	28.57%
Marion	2	2	1	2	3	3	10	16	62.50%
Marlboro	1	1	3	3	0	0	8	10	80.00%
Newberry	5	3	1	1	3	3	13	16	81.25%
Oconee	5	1	0	1	2	2	9	19	47.37%
Orangeburg	8	5	4	9	2	5	28	51	54.90%
Pickens	4	6	1	1	2	5	14	24	58.33%
Richland	11	14	3	11	13	21	52	83	62.65%
Saluda	5	1	1	0	0	1	7	11	63.64%
Spartanburg	9	3	11	17	10	14	50	85	58.82%
Sumter	2	4	6	6	6	6	24	38	63.16%
Union	0	1	0	4	3	3	8	9	88.89%
Williamsburg	4	6	2	2	8	12	22	28	78.57%
York	7	2	3	3	3	9	18	33	54.55%
Total	193	174	159	192	187	329	905	1,529	59.19%

For children 0-19 years of age, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. Analyzing teen driver data shows challenging statistics for this age group relative to safety belt use, particularly in terms of traffic fatalities in the state from 2012 to 2016. As shown in **Table S-12** and **Figure 22** below, state data from 2012 to 2016 indicates that drivers between the ages of 15 and 19 were involved in 102,982 traffic collisions, or 16.7% of the total number of collisions during that time period. The number of collisions involving a teen driver has decreased 4.0% from the timeframe of 2012 to 2016. When comparing the 2016 number of collisions that involved a teen driver to the 2012 to 2015 average (19,924.75), the state experienced a 16.9% increase in the number of collisions involving a teen driver. Also shown in **Table S-12** and **Figure S-22** are the number of fatalities that occurred when a teen driver was involved in the crash by restraint usage. There were a total of 511 such fatalities from 2012 to 2016.

Year	Total Collisions	Involving a Teen Driver (age 15-19)	Percent	# of Fatalities involving a Teen Driver
2012	108,261	18,810	17.4%	119
2013	113,260	18,941	16.7%	63
2014	119,173	19,557	16.4%	113
2015	133,961	22,391	16.7%	107
2016	141,599	23,283	16.4%	109
Total	616,254	102,982	16.7%	511

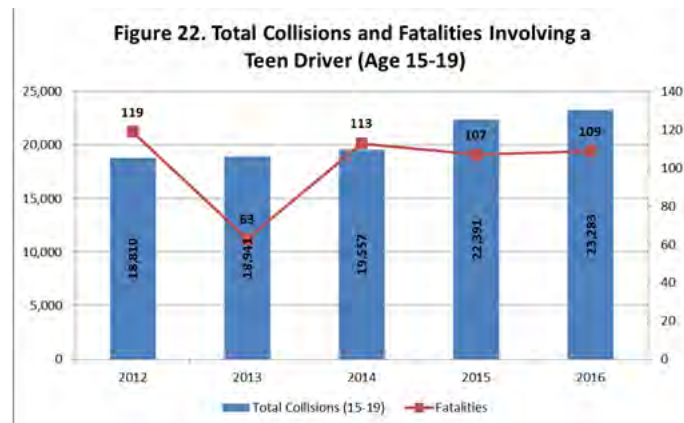
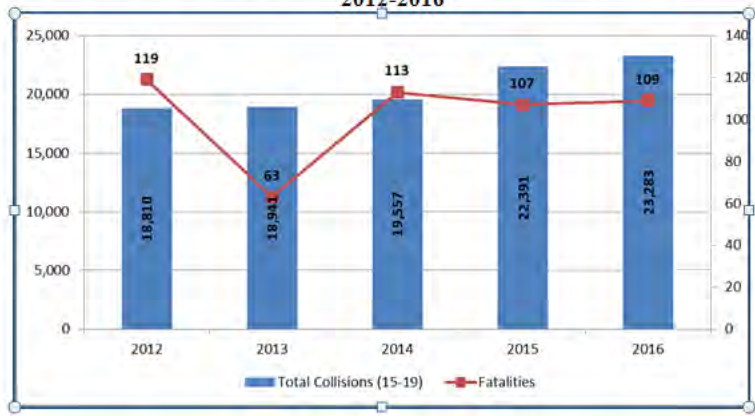


Figure S-11. Total Collisions and Fatalities Involving a Teen Driver (Age 15-19), 2012-2016



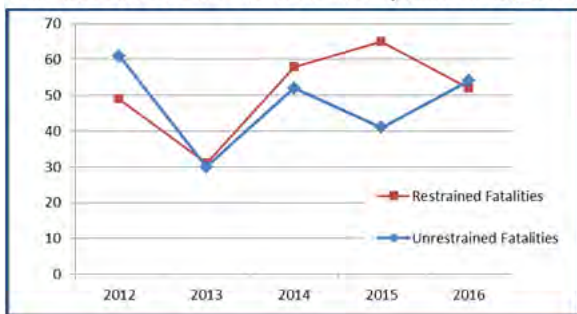
Restraint usage among fatally-injured persons in traffic crashes in which a teen was driving is shown in **Table S-11** and **Figure S-5**. There were 96,625 crashes that involved a teen driver in which restraint devices were used by all occupants from 2012 to 2016. These collisions resulted in the deaths of 255 persons. The number of fatalities in which all occupants were restrained increased 2.46% in 2016 (52), compared to the average number of fatalities from 2012 to 2015 (50.75).

Conversely, there were 3,392 collisions that involved a teen driver in which restraint devices were not used for at least one occupant, resulting in the deaths of 238 persons. The number of traffic fatalities in these collisions has increased 17.39% in 2016 compared to the average number of this type of fatalities from 2012 to 2015 (46).

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2012-2016

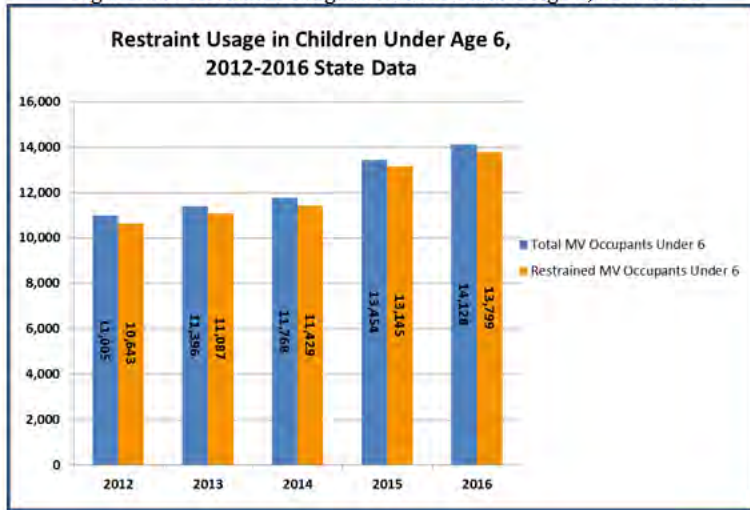
Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2012	540	328	60.74%
2013	469	250	53.30%
2014	550	276	50.18%
2015	605	319	52.73%
2016	619	328	52.99%
Total	2,783	1,501	53.93%

Figure S-5
Fatalities in Teen Driver Involved Collisions by Restraint Use, 2012-2016



After analyzing the traffic data relative to the use of appropriate restraints by children, there is a slightly more promising outlook for the state than the teen driver information pictured on the previous page. During the calendar years 2012-2016, 61,751 children under six years of age were motor vehicle occupants involved in traffic crashes in South Carolina. During this five-year period, 60,103 of those children were restrained by a safety restraint device (see **Figure S-17**). These figures indicate that approximately 97.6% of children involved in 2012-2016 traffic crashes in South Carolina were utilizing some sort of safety restraint device. During the five-year period, 44 occupants under the age of six were killed in traffic crashes (see **Table S-5** in Traffic Injuries section). However, informal surveys conducted annually at seat check events by the SC Department of Health and Environmental Control (SCDHEC), indicate that proper usage of child safety seats is historically less than 15% in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide, since misuse of safety seats may result in death or serious injury to a child.

Figure S 17 Restraint Usage in Children under Age 6, 2012-2016

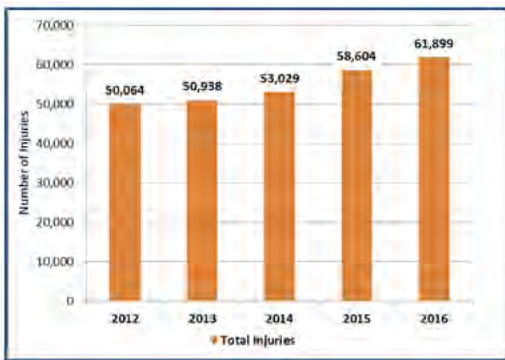


Traffic Injuries

The statistical data listed in **Figure S-3** below shows that in 2016 there were 141,599 motor vehicle crashes in South Carolina. State data in **Figure S-1** for 2016 also indicates that there were 61,899 reported traffic injuries during the year, compared to 50,064 reported in 2012. State data in **Figure S-1** shows an increase of 23.64% in total traffic-related injuries in 2016, from 50,064 total injuries in 2012 to 61,899 in 2016. The 2016 figure was also more (16.44%) than the average of the four prior years 2012-2015 (53,139). The number of total injuries in 2016 increased by 5.6% compared to the number of total injuries in 2015.

Statistical data listed in **Table S-13** shows that during the five-year period from 2012 to 2016 in South Carolina, there were 1,533,554, motor vehicle occupants (i.e. occupants of passenger cars, trucks, vans, and SUVs) involved in collisions; of these, 255,329 were injured. 14,599 of those injured, or 5.7%, were unrestrained.

Figure S-1 Injuries in SC Motor Vehicle Collisions 2012-2016 Data



Year	Total MV Occupants	Total MV Occupants Injured	Total MV Injured Occupants Unrestrained	Percent Injured Unrestrained
2012	267,309	46,119	3,098	6.7%
2013	280,489	47,133	2,848	6.0%
2014	297,079	49,303	2,769	5.6%
2015	334,156	54,852	2,917	5.3%
2016	354,521	57,922	2,967	5.1%
Total	1,533,554	255,329	14,599	5.7%

Figure S-13 below gives a graphic representation of the information contained in **Table S-13** above for the total number of passenger vehicle occupants injured and the percentage unrestrained during collisions from 2012 to 2016.

Figure S-13. Injured Passenger Vehicle Occupants in SC Traffic Collisions and Restraint Status, 2012-2016

Chart Area

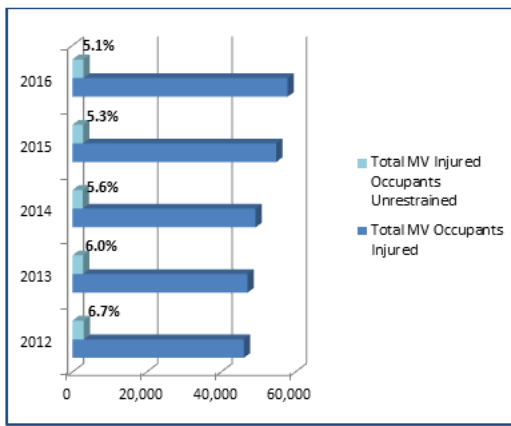


Table S-5 below displays information related to passenger vehicle occupants under the age of six involved in passenger vehicle collisions who sustained injuries. During the calendar years 2012-2016, 61,751 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. Of those children, 9,161, or 14.84%, suffered some type of injury. Of the 9,161 injured, only 478, or 5.2%, were unrestrained.

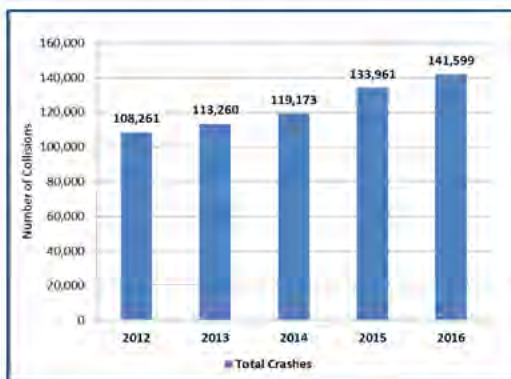
Table S-5 Passenger Vehicle Occupants Under Age Six, Fatalities, Injuries and Restraint Usage, State Data 2012-2016

Year	Under 6 MV Occupants	Under 6 Fatalities	Under 6 Injured	Under 6 Injured Unrestrained	Percent Injured Unrestrained
2012	11,005	7	1,752	106	6.1%
2013	11,396	4	1,716	106	6.2%
2014	11,768	9	1,714	90	5.3%
2015	13,454	14	1,949	86	4.4%
2016	14,128	10	2,030	90	4.4%
Total	61,751	44	9,161	478	5.2%

Traffic Collisions

There were 616,254 total traffic collisions in South Carolina from 2012 to 2016. This total includes fatal collisions, injury collisions, and property-damage-only collisions. State data in Figure S-3 shows an increase of 5.7% in total collisions from 2015 (133,961) compared to 2016 (141,599). The 2016 figure represents an increase of 30.8% as compared to 2012 and an increase of 19.3% as compared to the average of the previous four years of 2012-2015 (118,669). From 2012 to 2016, the 576,497 total collisions occurring in SC involved 1,533,554 passenger vehicle occupants (see Table S-16 below). Of those total occupants, 25,130, or only 1.6%, were unrestrained. These figures indicate that approximately 98% of all occupants involved in traffic crashes during this time period were utilizing some sort of safety restraint device.

Figure S-3 Total SC Motor Vehicle Collisions 2012-2016 State Data



Year	Total MV Occupants	Total MV Occupants Unrestrained
2012	267,309	5,188
2013	280,489	4,778
2014	297,079	4,925
2015	334,156	5,042
2016	354,521	5,197
Total	1,533,554	25,130

During the calendar years 2012-2016 (see **Table S-17** below), 61,751 children under six years of age were passenger vehicle occupants involved in traffic crashes in South Carolina. During this five-year period, 60,103 of those children were restrained by a safety restraint device. These figures indicate that approximately 97.33% of children involved in 2012-2016 traffic crashes were utilizing some sort of safety restraint device.

Year	Under 6 MV Occupants	Under 6 Number Restrained	Under 6 Injured Unrestrained
2012	11,005	10,643	106
2013	11,396	11,087	106
2014	11,768	11,429	90
2015	13,454	13,143	86
2016	14,128	13,799	90
Total	61,751	60,103	478

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	306.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	0.1
2019	C-3R South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis, 2005-2016	5 Year	2019	2.3
2019	3 U South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis, 2005-2016	5 Year	2019	1.3

Countermeasure strategies

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Communication Campaign
2019	Child Restraint System Inspection Station(s)
2019	Child passenger safety technicians

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

Program area Occupant Protection (Adult and Child Passenger Safety)

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

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 2019.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The state currently complies with countermeasures deemed highly effective by the *Countermeasures that Work* document, such as statewide primary safety belt enforcement (pp. 2-9 to 2-10), short-term high-visibility belt law enforcement following the national *Click it or Ticket* model (pp. 2-13 to 2-14), combined nighttime seat belt and alcohol enforcement (pp. 2-15 to 2-16), and communications and outreach strategies for lower belt use groups (pp. 2-19 to 2-21). South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement (p. 2-17). 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 (pp. 2-31 to 2-32).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-OP	High visibility enforcement of seat belt law	Short-term, High Visibility Seat Belt Law Enforcement
PIOT-OP	Communication and Outreach	Communication and Outreach
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement

5.2.1.1 Planned Activity: High visibility enforcement of seat belt law

Planned activity name High visibility enforcement of seat belt law
Planned activity number PTS-OP
Primary countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

For FFY 2019, the OHSJP will implement high-visibility enforcement strategies in support of national high-visibility law enforcement mobilizations (*Click it or Ticket* and *Drive Sober or Get Pulled Over* Crackdowns) coordinated by the Secretary of Transportation. The impaired driving campaign, designated *Sober or Slammer!* in SC, will include enforcement/education initiatives around the Christmas/New Year's holidays of 2018-2019, the summer months, and the Labor Day holiday of 2019.

The state of South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2019 holiday period from May 20 – June 2, 2019, 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 2019 *BUSC* campaign media plan will follow similarly the media buy plan implemented for the 2018 *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 2019. 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. South Carolina also plans to conduct pre- and post-campaign observational surveys in order to effectively evaluate the success of the program and determine the state's safety belt usage rate and pre- and post-campaign telephone surveys to gauge public awareness of the campaign and its enforcement and education messages.

Enter intended subrecipients.

FFY 2019 PTS Funded Projects

Agency	Title	County
Charleston County SO	Charleston County Traffic Service Speed Enforcement Unit	Charleston
Columbia PD	City of Columbia Traffic Enforcement	Richland
Mauldin Police Department	Mauldin Police Department Traffic Safety Team (DPT31)	Oconeeville
City of Cayce	City of Cayce Traffic Enforcement Unit	Lexington
Dorchester County Sheriff's Office	Traffic Division Enhancement	Dorchester
City of Charleston	City of Charleston Speed Enforcement Initiative	Charleston
Town of Summerville	Traffic Enforcement Unit Enhancement	Dorchester
Bluffton PD	Bluffton Police Department Traffic Enforcement Program	Beaufort
Florence County Sheriff's Office	Traffic Safety Unit	Florence
Aiken Department of Public Safety	Aiken Public Safety Police Traffic Safety Unit	Aiken
Lexington Police Department	Town of Lexington Police Traffic Services Enhancement	Lexington
Spokane County Sheriff's Office	Spokane County Traffic Unit Enhancement	Spokane
Fern Hill PD	Fern Hill Police Department Traffic Safety Unit	York
Mauldin Police Department	Traffic Enforcement	Beaufort
Kershaw County Sheriff's Office	Traffic Services Enforcement Education	Kershaw
City of Anderson	Traffic Enforcement Unit	Anderson
Ogee Creek Police Department	Traffic Enforcement Officers	Beaufort
City of North Augusta	North Augusta Traffic Safety Unit	Aiken
Lancaster Police Department	Department Traffic Enforcement Unit	Lancaster
Georgetown County Sheriff's Office	Georgetown County Traffic Unit	Georgetown
Mount Pleasant Police Department	Mount Pleasant Traffic Enforcement Unit	Charleston
Oconee County Sheriff's Office	Officer Traffic Safety Speed Enforcement Program	Oconee

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	High Visibility DUI Enforcement
2019	Communication and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$3,105,395.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Police Vehicle	1	\$25,000.00	\$25,000.00		
Mobile Radio	1	\$5,000.00	\$5,000.00		
In-car Camera	1	\$5,000.00	\$5,000.00		
Police Vehicle	1	\$28,903.00	\$28,903.00		
In-car Camera	1	\$5,940.00	\$5,940.00		
Police Vehicle	1	\$33,219.00	\$33,219.00		
In Car Camera	1	\$5,000.00	\$5,000.00		
Police Vehicle	1	\$30,000.00	\$30,000.00		
In car Video Camera	1	\$5,000.00	\$5,000.00		

Mobile Radio	1	\$7,000.00	\$7,000.00
Police Vehicle	1	\$29,000.00	\$29,000.00
In Car Camera	1	\$5,000.00	\$5,000.00
Police Vehicles	2	\$34,000.00	\$68,000.00
In Car Camera	2	\$5,917.00	\$11,834.00
Mobile Radios	2	\$7,500.00	\$15,000.00
Portable Radios	2	\$6,000.00	\$12,000.00
Police Vehicle	1	\$43,636.00	\$43,636.00
In car camera	1	\$7,516.00	\$7,516.00
Mobile Radio	1	\$5,434.00	\$5,434.00
Portable Radio	1	\$5,644.00	\$5,644.00
Police Vehicle	1	\$27,903.00	\$27,903.00
In car Camera	1	\$6,765.00	\$6,765.00
Police Vehicle	1	\$33,274.00	\$33,274.00
In Car Camera	1	\$5,000.00	\$5,000.00

5.2.2 Countermeasure Strategy: Communication Campaign

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 2019, and the National Child Passenger Safety Awareness Week in September 2019 will occur in FFY 2019. 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 2019.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-OP	Communication and Outreach	Communication and Outreach

5.2.3 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Increasing the number of inspection stations in the state will provide increased opportunities for parents and caregivers to receive assistance from certified CPS technicians. A greater number of inspection stations will provide greater opportunities to educate the public on the importance of the consistent and correct use of child safety seats and the dangers of air bags to children.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

State data indicates that between 2012-2016, 61,571 children under six years of age were occupants involved in traffic crashes in South Carolina. During this five-year period, 60,103 of those children were restrained by a safety restraint device. These figures indicate that approximately 97.33% of children involved in 2012-2016 traffic crashes were utilizing some sort of safety restraint device. Although approximately 97% of children were utilizing some sort of safety restraint device, data indicates that only 15% of child safety seats are properly installed. Given that an alarming 85% of child safety seats are improperly installed, a significant need for increased opportunities to educate the public on the proper use of child safety seats.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Research indicates that child inspection stations have shown some efficacy in increasing observed occupant restraint use. A few cited studies, such as those sponsored by General Motors and NHTSA, have found that parents/caregivers who attended and received hands on training at child restraint inspection events and inspection stations were more likely to have their children properly restrained when compared to the likelihood of proper restraint usage prior to attending the events/visiting inspection stations. This was especially true for parents/caregivers who had the opportunity to demonstrate installing the child restraint system in their own personal vehicles for the CPS technicians on site.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-1	Increasing the number of Inspection Stations	Child Restraint System Inspection Station(s)

5.2.3.1 Planned Activity: Increasing the number of Inspection Stations

Planned activity name Increasing the number of Inspection Stations

Planned activity number OP-1

Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

A partnership among the SC Department of Public Safety (SCDPS) and the SC Department of Health and Environmental Control (SCDHEC) will continue in FFY 2019 with the implementation of the South Carolina Vehicle Occupant Protection grant project. The main focus of the project will be to educate and train local law enforcement and other first responders, public health agency staff, and parents/caregivers concerning the proper usage of Child Passenger Safety (CPS) and occupant restraint devices. Two full-time Child Passenger Safety (CPS) Technician Instructors with the SC Department of Health and Environmental Control (SCDHEC) are funded to ensure that training is taking place across the state to certify new CPS technicians and recertify current technicians. The project will seek to increase all forms of vehicle occupant protection by educating the public about the importance of safety belt use and supporting national and statewide emphases. The project will also provide staff to serve as the state contacts for National Safe Kids in terms of CPS certification issues and will continue to coordinate diversity outreach efforts with the Office of Highway Safety and Justice Programs.

With the OHSJP's partnerships with SCDHEC, Safe Kids, and highway safety sub-grantees, currently, thirty-nine (39) of the forty-six (46) counties in the state have at least one Child Restraint Inspection Station. This represents 96.7% of the statewide population, according to 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. This allows 100% of the state's population to be covered by CPS public information and education.

In an effort to curtail the misuse of child safety seats, South Carolina has established an active network of child inspection stations across the state in order for the public to have access to persons trained to assist them with properly installing their child safety seats into their automobiles. South Carolina has an active network of child restraint inspection stations, and each one of them is staffed with nationally certified child passenger safety technicians who are available during official posted hours and/or by appointment. According to the most recent US Census (2010), South Carolina has a population of 4,625,364 people within 46 counties. Inspection stations are located in 39 of the 46 counties. Using data from the census, counties containing inspection stations have a total population of 4,474,870. Based on both the census data and locations of fitting stations, SC fitting stations reach 96.7% of the state's population. **Attachment 6** (below) contains information regarding US Census (2010) data of the state and the counties with and without inspection stations. **Attachment 5** contains a listing of each of the inspection stations in South Carolina and includes the total number of inspection stations that service rural and urban areas and at-risk populations (minority and low income). South Carolina has 1,171 nationally certified child passenger safety technicians, with 31 of those being certified instructors.

In an effort to provide services to underserved areas within the state, the OHSJP provides supplies, such as child safety seats and educational materials, to the SC Highway Patrol's Occupant Protection division. The SC Highway Patrol had a designated CPS Coordinator that traveled the state and provided seat checks in areas where people do not have access to fitting stations, but that employee has retired. This position remains open, but other Community Relations Officers are currently handling CPS events throughout the state. In addition, safety materials, law cards, and fitting station listings are placed in all health districts (one health department is located in each county) and pediatricians' offices across the state.

South Carolina's Active Network of Child Restraint Inspection Stations servicing rural and urban areas and at-risk populations (June 2018) **Attachment 5**

County	County Population	Area served: Rural or Urban?	Serves at-risk population	Organization	Contact
Abbeville	25,417	Rural	Yes	Abbeville Health Department	
Aiken	160,099	Urban	Yes	Safe Kids/Tri-City Development Center	Bonnie Fulghum
Aiken	160,099	Urban	Yes	Aiken Rescue and Incorporated	Michael Hintz
Aiken	160,099	Urban	Yes	Aiken Department of Public Safety	Chad Cathcart
Anderson	187,126	Urban	Yes	Safe Kids/AnMed Health Women	Jackie McCall
Anderson	187,126	Urban	Yes	Anderson City Fire Department	Travis Poore
Anderson	187,126	Rural	Yes	Belton Fire Department	Mitch Lowe
Beaufort	162,233	Urban	Yes	Beaufort County First Steps	Betty Ford
Beaufort	162,233	Urban	Yes	Fire & Emergency Services	Ron Lanole
Beaufort	162,233	Urban	Yes	Bluffton Fire and Emergency Services	Johaida Fister
Beaufort	162,233	Urban	Yes	Hilton Head Fire and Rescue	Kevin Breitenstein
Berkeley	177,843	Rural	Yes	Goose Creek Police Department	Kevin Scott
Charleston	350,209	Urban	Yes	North Charleston Fire Department	Bianca Bourbeau
Charleston	350,209	Urban	Yes	SC Highway Patrol	Joyce Mirick
Charleston	350,209	Urban	Yes	Isle of Palms Police Department	Sgt. Sharon Baldrick
Charleston	350,209	Urban	Yes	Mount Pleasant Fire Department	Les Bowick
Charleston	350,209	Urban	Yes	St. John Fire Department	Gary Lohr
Cherokee	55,342	Rural	Yes	City of Gaffney Fire Department	Chief Jamie Caggiano
Chesterfield	46,734	Rural	Yes	Chesterfield County Coroner's Office	Dpt. Coroner Marc Weiss
Colleton	38,892	Rural	Yes	Safe Kids	Chumpy Penfield
Darlington	68,681	Rural	Yes	Hartsville Fire Department	Bryan Crowley
Dorchester	136,955	Urban	Yes	Summerville Fire and Rescue	Terry Keefer
Edgefield	269,985	Rural	Yes	Edgefield County DSS	
Fairfield	23,956	Rural	Yes	Fairfield County Sheriff's Department	
Fairfield	23,956	Rural	Yes	Fairfield County EMS	
Fairfield	23,956	Rural	Yes	Jenkinsville Fire Department	
Florence	136,885	Urban	Yes	Safe Kids	Ashley Costas
Florence	136,885	Urban	Yes	Lake City Fire Department	
Georgetown	60,158	Rural	Yes	Georgetown City Fire	Amy Skidmore
Georgetown	60,158	Rural	Yes	Georgetown County Fire	George Avant
Georgetown	60,158	Rural	Yes	Midway Fire and Rescue	Todd Blomdahl
Greenville	451,225	Urban	Yes	Parker Fire Department	
Greenville	451,225	Urban	Yes	Medshore Ambulance Services	Jerry Culbertson
Greenville	451,225	Urban	Yes	Belmont Fire Department	
Greenville	451,225	Urban	Yes	Piedmont Park Fire Department	Tom McCarty
Greenville	451,225	Urban	Yes	Berea Fire Department	John Arrowood
Greenville	451,225	Urban	Yes	Duncan Chapel Fire District	Walker Thompson
Greenville	451,225	Urban	Yes	Clear Springs Fire and Rescue	
Greenville	451,225	Urban	Yes	Simpsonville Police Department	Milena Banquez
Greenwood	69,661	Rural	Yes	Safe Kids	
Horry	269,291	Urban	Yes	Horry County Fire Rescue	Kathy Nieuwenhuis
Horry	269,291	Urban	Yes	Conway Police Department	Cassandra Spain
Horry	269,291	Urban	Yes	Myrtle Beach Fire Department	Matt Lincoln
Horry	269,291	Urban	Yes	Myrtle Beach Police Department	Paul Morrell
Horry	269,291	Urban	Yes	North Myrtle Beach DPS	Brad Infante
Jasper	24,777	Rural	Yes	Jasper County First Steps	
Kershaw	61,697	Rural	Yes	Camden Fire Department	Eddie Gardner
Kershaw	61,697	Rural	Yes	Lugoff Fire Department	Dennis Ray
Lancaster	76,652	Rural	Yes	Lancaster County EMS	
Laurens	66,537	Rural	Yes	Laurens Police Department	Johnathan Scogan
Lee	19,220	Rural	Yes	Lee County EMS	Jennifer Winburn
Lexington	262,391	Urban	Yes	Batesburg/Leesville Police Department	Steve Clare
Lexington	262,391	Urban	Yes	Cajoc Public Safety	Justin Carabetta
Lexington	262,391	Urban	Yes	Chapin Police Department	Troy Crump
Lexington	262,391	Urban	Yes	Irmo Fire District	Jeff Allen
Lexington	262,391	Urban	Yes	SC National Safety Council	Melissa Preak
Lexington	262,391	Urban	Yes	Lexington County Sheriff Department	Dan Ruzinyak

Lexington	262,391	Urban	Yes	Lexington Police Department	Steffonie Cookerill
Lexington	262,391	Urban	Yes	West Columbia Police Department	
Marion	10,233	Rural	Yes	Marion City Fire Department	Chris McKenzie
Marlboro	33,062	Rural	Yes	Bennettsville Police Department	Jimmy Horton
McCormick	10,233	Rural	Yes	McCormick Health Department	
Newberry	37,508	Rural	Yes	Newberry County Sheriff Department	Sherrie Scott
Oconee	74,273	Rural	Yes	Seneca Fire Department	Daby Snipes
Orangeburg	92,501	Rural	Yes	Orangeburg DPS	
Orangeburg	92,501	Rural	Yes	Safe Kids	Patricia Funderburk
Pickens	119,224	Urban	Yes	Easley Fire Department	LeAnne Alewine
Richland	384,504	Urban	Yes	City of Columbia Police Department	Derrick Miller
Richland	384,504	Urban	Yes	SCDHEC	Neal Martin
Richland	384,504	Urban	Yes	Richland County Sheriff Department	Melissa Webster
Richland	384,504	Urban	Yes	Fort Jackson Police Department	Jacob White
Saluda	19,875	Rural	Yes	Saluda County Sheriff's Department	
Spartanburg	284,307	Urban	Yes	Boiling Springs Fire Department	Scott Miller
Spartanburg	284,307	Urban	Yes	Pelham-Batesville Fire Department	Darby Pollins
Spartanburg	284,307	Urban	Yes	Greer Fire Department	Scott Keeley
Spartanburg	284,307	Urban	Yes	Reidville Fire Department	Keith Evatt
Spartanburg	284,307	Urban	Yes	North Spartanburg Fire Department	Brent Lewis
Spartanburg	284,307	Urban	Yes	Westview/Fairforest Fire Department	Karen Osorio
Spartanburg	284,307	Urban	Yes	Safe Kids	Penny Shaw
Sumter	107,456	Urban	Yes	20 FV Safety Shaw AFB	James Fowlkes
Sumter	107,456	Urban	Yes	Safe Kids	Cheryle Jackson
Union	28,961	Rural	Yes	Union County EMS	Robert Martin
York	226,073	Urban	Yes	York County EMS	Sarah Tilton
York	226,073	Urban	Yes	International Center of York County	Miguel Rullen
York	226,073	Urban	Yes	Britax Inc.	Miguel Rullen
York	226,073	Urban	Yes	Clover PD	Robert White
Williamsburg	34,423	Rural	Yes	Williamsburg County Fire	

Number of inspection stations in the state	88
Total number of inspection stations in the state serving urban areas	57
Total number of inspection stations in the state serving rural areas	31
Total number of inspection stations in the state serving at-risk populations	88

More 50% of the residents live in urban areas, according to US Census Bureau data.

South Carolina's Active Network of Child Restraint Inspection Stations by County and Population (June 2018)

Attachment 6

County	Population	Child Restraint Inspection Station(s)	County Population with Child Restraint Inspection Station
ABBEVILLE	25,417	Yes	25,417
AIKEN	160,099	Yes	160,099
ALLENDALE	10,419	No	
ANDERSON	187,126	Yes	187,126
BAMBERG	15,987	No	
BARNWELL	22,621	No	
BEAUFORT	162,233	Yes	162,233
BERKELEY	177,843	Yes	177,843
CALHOUN	15,175	No	
CHARLESTON	350,209	Yes	350,209
CHEROKEE	55,342	Yes	55,342
CHESTER	33,140	No	
CHESTER FIELD	46,734	Yes	46,734
CLARENDON	34,971	Yes	34,971
COLLETON	38,892	Yes	38,892
DARLINGTON	68,681	Yes	68,681
DILLON	32,062	No	
DORCHESTER	136,555	Yes	136,555
EDGEFIELD	26,985	Yes	26,985
FAIRFIELD	23,956	Yes	23,956
FLORENCE	136,885	Yes	136,885
GEORGETOWN	60,158	Yes	60,158
GREENVILLE	451,225	Yes	451,225
GREENWOOD	69,661	Yes	69,661
HAMPTON	21,090	No	
HORRY	269,291	Yes	269,291
JASPER	24,777	Yes	24,777
KERSHAW	61,697	Yes	61,697
LANCASTER	76,652	Yes	76,652
LAURENS	66,537	Yes	66,537
LEE	19,220	Yes	19,220
LEXINGTON	262,391	Yes	262,391
MARION	10,233	Yes	10,233
MARLBORO	33,062	Yes	33,062
MCCORMICK	28,933	Yes	28,933
NEWBERRY	37,508	Yes	37,508
OCCONEE	74,273	Yes	74,273
ORANGEBURG	92,501	Yes	92,501
PICKENS	119,224	Yes	119,224
RICHLAND	384,504	Yes	384,504
SALUDA	19,875	Yes	19,875
SPARTANBURG	284,307	Yes	284,307
SUMTER	107,456	Yes	107,456
UNION	28,961	Yes	28,961
WILLIAMSBURG	34,423	Yes	34,423
YORK	226,073	Yes	226,073
	4,625,364		4,474,670
Total number of inspection stations in the state:			88
Percentage of counties with access to a fitting station:			84.8%
Percentage of population with access to a fitting station:			96.7%

Enter intended subrecipients.

The South Carolina Department of Health and Environmental Control

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$86,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.4 Countermeasure Strategy: Child passenger safety technicians

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child passenger safety technicians

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

State data indicates that between 2012-2016, 61,571 children under six years of age were occupants involved in traffic crashes in South Carolina. During this five-year period, 60,103 of those children were restrained by a safety restraint device. These figures indicate that approximately 97.33% of children involved in 2012-2016 traffic crashes were utilizing some sort of safety restraint device. Although approximately 97% of children were utilizing some sort of safety restraint device, data indicates that only 15% of child safety seats are properly installed. Given that an alarming 85% of child safety seats are improperly installed, a significant need for increased opportunities to educate the public on the proper use of child safety seats. The misuse of child restraints has been a concern for many years, and CPS technicians are a valuable resource to help reduce the misuse of child restraints. CPS technicians have completed the NHTSA Standardized Child Passenger Safety Training Course, which was designed to train safety professionals and other interested parties in the fundamentals of correctly choosing and installing the proper car seat for child passengers. Individuals who successfully completed the course are certified to educate the public in using child restraints properly and provide caregivers with this "hands-on" assistance. By increasing the number of technicians trained to educate the public in the proper use of child restraints and to provide caregivers with "hands on" assistance, the number of parents/caregivers who properly restrain the children under their care will also increase. Increasing the number of properly restrained children will increase the number of children who survive traffic collisions and decrease the number of children who survive but sustain severe injuries. Reducing the number of child fatalities and severe injuries among children who were occupants in collisions are significant positive traffic safety impacts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The state currently complies with countermeasures deemed highly effective by the *Countermeasures that Work* document, such as statewide primary safety belt enforcement (pp. 2-9 to 2-10), short-term high-visibility belt law enforcement following the national *Click it or Ticket* model (pp. 2-13 to 2-14), combined nighttime seat belt and alcohol enforcement (pp. 2-15 to 2-16), and communications and outreach strategies for lower belt use groups (pp. 2-19 to 2-21). South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement (p. 2-17). 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 (pp. 2-31 to 2-32).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2	Recruiting, Training, and Maintaining Child Passenger Safety Technicians	Child passenger safety technicians

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

Planned activity name Recruiting, Training, and Maintaining Child Passenger Safety Technicians

Planned activity number OP-2

Primary countermeasure strategy Child passenger safety technicians

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Recruiting, Training and Maintaining Child Passenger Safety Technicians

Recruitment of Technicians:

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

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

Training of Technicians:

In FFY 2019, the SCDHEC SC Vehicle Occupant Protection project will hold 18 Child Passenger Safety Technician courses in the following counties: Abbeville, Allendale, Bamberg, Barnwell, Calhoun, Chester, Clarendon, Dillon, Edgefield, Fairfield, Greenwood, Hampton, Jasper, Lancaster, Lee, McCormick, Saluda and Williamsburg. SCDHEC's target is to certify 90 new CPS technicians in FFY 2019, and to provide six (6) continuing education classes to recertify CPS technicians.

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

Retention of Technicians:

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

renewal fees of the Occupant Protection/Police Traffic Services Program Coordinator and the SC Highway Patrol in order to certify as many individuals as possible.

Enter intended subrecipients.

SC Department of Health and Environmental Control

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child passenger safety technicians

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$170,571.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

Overview of the South Carolina Traffic Records System

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

The Collision Component (SCDPS, SCDMV)

The SCDPS maintains the South Carolina Collision and Ticket Tracking System (SCCATTS). SCCATTS serves as the state-provided solution for collecting collision, public contact/warning, and citation data for SCCATTS users and also employs a Geographic Information System (GIS) component. This system currently collects 90% of all collision data statewide. The remaining 10% of reports are submitted manually and entered into SCCATTS by data entry clerks with the SCDPS Office of Highway Safety and Justice Programs (OHSJP). SCCATTS also has the ability to collect public contact/warning data and Uniform Traffic Ticket (UTT) citation data issued by law enforcement. SCDPS also houses the South Carolina Traffic Collision Master File. This file contains data obtained from the South Carolina Traffic Collision Report Form (TR-310) submitted by law enforcement collision investigators. This form can be submitted electronically through the SCCATTS system to SCDPS and SCDMV. The form can also be submitted manually through a paper process by law enforcement agencies that do not have the capability to submit electronically through SCCATTS. SCDPS also houses the Traffic Records staff, Fatality Analysis Reporting System (FARS), SafetyNet, and Statistical Analysis & Research sections. All of these sections work as a cohesive unit in association with South Carolina's crash data collection.

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

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

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 Uniform Traffic Ticket (UTT) citation data received from law enforcement and the courts.

The Vehicle Component (SCDMV)

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

The Citation/Adjudication Component (SCDMV, SCJD)

The Citation/Adjudication component went through major changes in the collection of citation data over the past several years. The South Carolina General Assembly enacted legislation that requires all citation data to be submitted electronically to SCDMV by January 1, 2017 as per SCDMV requirements. In response to this legislation, the Traffic Records Coordinating Committee (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 to 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 court's Records Management Systems (RMS). The Court Administration was charged, as per legislation, with developing adjudication disposition data collection application(s) for all citations issued within the state. The data collection process utilized the state's Case Management System developed by SCJD. It also uses a Web-services application that was developed for local courts not utilizing CMS. The CMS disposition system was completed and enacted in June 2016. The Disposition Portal to collect disposition data for courts with no RMS was deployed in January 2018.

The Injury Surveillance System Component (SCDHEC)

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

These major statewide data systems rely on data collected by:

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

The Roadway Component (SCDOT)

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

States are required to have access to a complete collection of Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE) on all public roads by September 30, 2026. In preparation for 100% compliance, 23 CRF 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. Please see Appendix E of the Traffic Records e-reporting application for a complete list of elements. Many projects in this year’s TRSP address improvements to the collection of MIRE FDE. Specifically, Collision Report Form Revision, Intersections with Traffic Signals Database, Local Agency Data Collection for Road Location Coding, Rural/Urban Designation and Roadway Surface Type Database, Horizontal Roadway Curve Identification, and Traffic Records Dashboard.

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system. As such, a major priority for FFY 2019 is the upgrading of the SCCATTS (South Carolina Collision and Ticket Tracking System) e-Reporting application.

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

Due to the age of the product and outdated technology, the risk of operating this product is increasing and failures/breaches are possible. SCDPS maintains a secure network infrastructure and wants to ensure that all avenues of security are meeting state standards. The SCUTTIES and SCCATTS programs are dependent upon the traffic records data created by this application to continue to meet both Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA) requirements. These requirements have a direct impact on funding for Traffic and Roadway Safety programs within our state. A project in the 2018-2019 TRSP, listed under the SCCATTS program, will be focused on upgrading the current e-Reporting application to meet industry security standards and begin the research for a possible replacement or upgrade of the e-reporting software application.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Timeliness			
2019	Accuracy			
2019	Completeness			
2019	Accessibility			
2019	Uniformity			
2019	Data Integration			

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

5.3.1 Countermeasure Strategy: Improves uniformity of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves uniformity of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard. Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures. Without uniformity, the goal of data integration cannot be achieved, and both are vital attributes of a well-developed TRS. Improving uniformity of the data will assist in achieving integration among the core databases, and achieving this goal would have considerable traffic safety impacts since because it would allow for greater opportunities to track and address traffic safety events among each of the data files.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TRCC-1	TRCC-OHSJP Staffing	Improves accuracy of a core highway safety database
ISS-1	EMS Patient Tracking System	Improves accuracy of a core highway safety database
RCM-1	Local Agency Data Collection/Road Location Coding	Improves accuracy of a core highway safety database
RCM-2	Horizontal Curve Roadway Identification	Improves accuracy of a core highway safety database
RCM-3	Intersections with Traffic Signals Database	Improves accuracy of a core highway safety database
RCM-4	Rural/Urban Designation & Roadway Surface Type	Improves accuracy of a core highway safety database
RCM-5	Roadway & Crash Management Program Enhancement/Update	Improves accuracy of a core highway safety database
SCCATTS-1	SCCATTS Software Application Enhancement/Upgrade	Improves accuracy of a core highway safety database
SCCATTS-3	Field Deployment to L/E Agencies	Improves accuracy of a core highway safety database
SCCATTS-4	SCCATTS Enhancements/Reporting Equipment	Improves accuracy of a core highway safety database
SCCATTS-5	Collision Report Revision	Improves accuracy of a core highway safety database
CMS-1	CMS-SCUTTIES Enhancements	Improves accuracy of a core highway safety database

5.3.2 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TRCC-1	TRCC-OHSJP Staffing	Improves accuracy of a core highway safety database
ISS-1	EMS Patient Tracking System	Improves accuracy of a core highway safety database
PP-1	Automatic Failure to Pay UTT Process	Improves accuracy of a core highway safety database
SCCATTS-1	SCCATTS Software Application Enhancement/Upgrade	Improves accuracy of a core highway safety database
SCCATTS-3	Field Deployment to L/E Agencies	Improves accuracy of a core highway safety database
SCCATTS-4	SCCATTS Enhancements/Reporting Equipment	Improves accuracy of a core highway safety database
SCCATTS-5	Collision Report Revision	Improves accuracy of a core highway safety database
CMS-1	CMS-SCUTTIES Enhancements	Improves accuracy of a core highway safety database

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

Program area Traffic Records

Countermeasure strategy Improves integration between one or more core highway safety databases

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TRCC-1	TRCC-OHSJP Staffing	Improves accuracy of a core highway safety database
TRCC-2	Traffic Records Dashboard	Improves accuracy of a core highway safety database
ISS-1	EMS Patient Tracking System	Improves accuracy of a core highway safety database
PP-1	Automatic Failure to Pay UTT Process	Improves accuracy of a core highway safety database
PP-2	Phoenix e-Citation Enhancements	Improves accuracy of a core highway safety database
PP-3	Data Quality Improvements: Citations & Collisions	Improves accuracy of a core highway safety database
SCUTTIES-1	SCUTTIES Business Application Manager	Improves accuracy of a core highway safety database
SCUTTIES-2	Citation Reports	Improves accuracy of a core highway safety database
SCUTTIES-3	SCUTTIES e Citation Enhancements	Improves accuracy of a core highway safety database
SCUTTIES-4	Court Ishamael Orders: Electronic Process	Improves accuracy of a core highway safety database
RCM-1	Local Agency Data Collection/Road Location Coding	Improves accuracy of a core highway safety database
RCM-2	Horizontal Curve Roadway Identification	Improves accuracy of a core highway safety database
RCM-3	Intersections with Traffic Signals Database	Improves accuracy of a core highway safety database
RCM-4	Rural/Urban Designation & Roadway Surface Type	Improves accuracy of a core highway safety database
RCM-5	Roadway & Crash Management Program Enhancement/Update	Improves accuracy of a core highway safety database
SCCATTS-1	SCCATTS Software Application Enhancement/Upgrade	Improves accuracy of a core highway safety database
SCCATTS-2	Online Collision Sales	Improves accuracy of a core highway safety database
SCCATTS-3	Field Deployment to L/E Agencies	Improves accuracy of a core highway safety database
SCCATTS-4	SCCATTS Enhancements/Reporting Equipment	Improves accuracy of a core highway safety database
SCCATTS-5	Collision Report Revision	Improves accuracy of a core highway safety database
CMS-1	CMS-SCUTTIES Enhancements	Improves accuracy of a core highway safety database
CMS-2	PDF Citation	Improves accuracy of a core highway safety database

5.3.4 Countermeasure Strategy: Improves completeness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves completeness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TRCC-1	TRCC-OHSJP Staffing	Improves accuracy of a core highway safety database
ISS-1	EMS Patient Tracking System	Improves accuracy of a core highway safety database
RCM-1	Local Agency Data Collection/Road Location Coding	Improves accuracy of a core highway safety database
RCM-2	Horizontal Curve Roadway Identification	Improves accuracy of a core highway safety database
RCM-3	Intersections with Traffic Signals Database	Improves accuracy of a core highway safety database
RCM-4	Rural/Urban Designation & Roadway Surface Type	Improves accuracy of a core highway safety database
RCM-5	Roadway & Crash Management Program Enhancement/Update	Improves accuracy of a core highway safety database
SCCATTS-1	SCCATTS Software Application Enhancement/Upgrade	Improves accuracy of a core highway safety database
SCCATTS-3	Field Deployment to L/E Agencies	Improves accuracy of a core highway safety database
SCCATTS-4	SCCATTS Enhancements/Reporting Equipment	Improves accuracy of a core highway safety database
SCCATTS-5	Collision Report Revision	Improves accuracy of a core highway safety database
CMS-1	CMS-SCUTTIES Enhancements	Improves accuracy of a core highway safety database
CMS-2	PDF Citation	Improves accuracy of a core highway safety database

5.3.5 Countermeasure Strategy: Improves accuracy of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves accuracy of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TRCC-1	TRCC-OHSJP Staffing	Improves accuracy of a core highway safety database
TRCC-2	Traffic Records Dashboard	Improves accuracy of a core highway safety database
ISS-1	EMS Patient Tracking System	Improves accuracy of a core highway safety database
RCM-1	Local Agency Data Collection/Road Location Coding	Improves accuracy of a core highway safety database
RCM-2	Horizontal Curve Roadway Identification	Improves accuracy of a core highway safety database
RCM-3	Intersections with Traffic Signals Database	Improves accuracy of a core highway safety database

RCM-4	Rural/Urban Designation & Roadway Surface Type	Improves accuracy of a core highway safety database
RCM-5	Roadway & Crash Management Program Enhancement/Update	Improves accuracy of a core highway safety database
SCCATTS-1	SCCATTS Software Application Enhancement/Upgrade	Improves accuracy of a core highway safety database
SCCATTS-2	Online Collision Sales	Improves accuracy of a core highway safety database
SCCATTS-3	Field Deployment to L/E Agencies	Improves accuracy of a core highway safety database
SCCATTS-4	SCCATTS Enhancements/Reporting Equipment	Improves accuracy of a core highway safety database
SCCATTS-5	Collision Report Revision	Improves accuracy of a core highway safety database
CMS-1	CMS-SCUTTIES Enhancements	Improves accuracy of a core highway safety database
CMS-2	PDF Citation	Improves accuracy of a core highway safety database

5.3.5.1 Planned Activity: TRCC-OHSJP Staffing

Planned activity name TRCC-OHSJP Staffing

Planned activity number TRCC-1

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

Recurring Program	TRS Program	Lead Agency	405 c Funds
OHSJP Staffing	TRCC Priority 1	SCDPS	\$415,000
<p>Description of Problem: Positions are needed to fulfill the missions of the Office of Highway Safety and Justice Programs (OHSJP) specifically related to SC Traffic Records System operations and management. The SC Traffic Records Coordinating Committee (TRCC) requires a full-time Traffic Records Coordinator to guide the initiatives of the TRCC. Additional personnel are necessary to handle daily activities and act as SC Traffic Records System and SC Traffic Records Assessment subject matter experts.</p> <p>Solution: SCDPS's OHSJP will maintain the positions necessary to facilitate the requirements of SC Traffic Records System (TRS) and assist the TRCC Coordinator with program management of the TRCC, South Carolina Collision and Ticket Tracking System (SCCATTS), Data Quality Control, Crash Reporting Sampling System (CRSS), and other tasks associated with the South Carolina's Traffic Records Systems. Other positions include, but are not limited to, Data Entry, Fatality Analysis Reporting Systems (FARS) Analysts, Safety Net Coordinator, Information Technology, and Statistical Services Statisticians.</p> <p>This project addresses TRS Goal #3: Improve management and coordination of traffic records systems. Section 405c Annual Recurring Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input checked="" type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDPS Project Lead: Phil Riley Date of Completion: Ongoing</p>		<p>Partner Agencies:</p>	
<p>Total Annual Budget: \$615,000</p>		<p>Funding Sources: 405c (Traffic Records): \$415,000 Other Funds: \$200,000</p>	
<p>Performance Measure(s): <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: Continue the employment of the Traffic Records and support staff through 2020. Implement user support tools and resources for the TRCC and others in the traffic safety community.</p>			
<p>Program Information: The Traffic Records Team and support staff within the SCDPS has been steadily coordinating Traffic Records efforts. Positions included in the following areas are: TRCC-Management, SCCATTS, Crash Data Quality Control, Citation Data Quality Control, CRSS, Statistics, FARS, Safety Net, Information Technology, and Data Entry. As the rollout of the SCCATTS and SCUTTIES applications continues staffing requirements will continue to grow to ensure both operations are successful for SC Traffic Records System.</p>			

Enter intended subrecipients.

SC Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$415,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.5.2 Planned Activity: Traffic Records Dashboard

Planned activity name Traffic Records Dashboard

Planned activity number TRCC-2

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request				
Traffic Records Dashboard	TRCC Priority 2	TRCC	\$100,000				
<p>Description of Problem: There exists a large amount of data related to traffic records in this state, however there is no centralized data warehouse where the data can be accessed by data users or the general public. Existing systems are isolated and data cannot be combined for more advanced analysis.</p> <p>Solution: Develop a Traffic Records Dashboard to combine multiple data sources and display them in a meaningful way; canned reports and advanced queries will be available to all manner of users; potential users include highway safety professionals, law enforcement, and the general public. The Dashboard can be used to identify areas of the state that may need engineering, enforcement, or emergency response focus. Additionally, the dashboard can be used to display historical trends of an organization's key performance indicators or predict future behavior/performance. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input checked="" type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;"> Lead Agency: TRCC Project Lead: Emily Thomas, SCDOT Project Lead: Frank Rodgers Goal Completion Date: Sept. 2020 </td> <td style="width: 50%;"> Partner Agencies: SCDMV/SCJD/SCDHEC/SCDPS/Local Law Enforcement </td> </tr> </table> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;"> Total Budget: \$100,000 </td> <td style="width: 50%;"> Funding Sources: 405c (Traffic Records): \$100,000 State funds: \$0 Other Federal Funds: \$0 </td> </tr> </table> <p>Performance Measure(s): <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: Develop user-enabled dashboard for data analysis with a user quality acceptance rate of 70% for FY 2020.</p> <p>Project Status: Ongoing project: SC requested and was granted a NHTSA GO Team to study the feasibility of a Traffic Records Dashboard. The project is now moving into an exploratory mode to determine the best application for the foundation of a state Traffic Records dashboard. A sub-Working Group has been formed and a proof of concept is now being developed.</p>				Lead Agency: TRCC Project Lead: Emily Thomas, SCDOT Project Lead: Frank Rodgers Goal Completion Date: Sept. 2020	Partner Agencies: SCDMV/SCJD/SCDHEC/SCDPS/Local Law Enforcement	Total Budget: \$100,000	Funding Sources: 405c (Traffic Records): \$100,000 State funds: \$0 Other Federal Funds: \$0
Lead Agency: TRCC Project Lead: Emily Thomas, SCDOT Project Lead: Frank Rodgers Goal Completion Date: Sept. 2020	Partner Agencies: SCDMV/SCJD/SCDHEC/SCDPS/Local Law Enforcement						
Total Budget: \$100,000	Funding Sources: 405c (Traffic Records): \$100,000 State funds: \$0 Other Federal Funds: \$0						

Enter intended subrecipients.

SC Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$100,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.3 Planned Activity: EMS Patient Tracking System

Planned activity name EMS Patient Tracking System
Planned activity number ISS-1
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
EMS Patient Tracking System	ISS Priority 1	SCDHEC	None
<p>Description of Problem: Tracking patients from the scene of an incident creates an issue in accountability and prevents the potential to follow up or provide accurate information. Being able to account for all patients throughout the process ensures no person is missed and can provide information for all responders and families.</p> <p>Solution: Through the development of a smartphone application, any registered user will be able to log in and scan a barcode to enter a patient. There will also be the ability to search the database by patient name, GPS, and any other requested method. This will assist in accountability and ensure no patient is missed. Also, it will give the opportunity for a law enforcement officer to track a patient that may have been transported from the collision scene prior to the officer's arrival. For example, EMS can log a patient from the scene. When Law Enforcement arrives, they will be able to search for the patient (by name on Driver's License) and see where the patient was transported. Upon arrival at the hospital, the hospital or EMS provider can log that the patient has arrived. If the patient is discharged, the hospital can log that as well. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input checked="" type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDHEC Project Lead: Rich Wisniewski Goal Completion Date: Sept. 2019</p>		<p>Partner Agencies:</p>	
<p>Total Budget: TBD</p>		<p>Funding Sources: 405c (Traffic Records): \$0 State funds: \$0 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p>			
<p>Project Goal: To reduce the number of improper injury status codes on traffic collisions by 10% before October 2019.</p>			
<p>Project Status: Under development. Original RFP is being updated with new criteria.</p>			

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.4 Planned Activity: Local Agency Data Collection/Road Location Coding

Planned activity name Local Agency Data Collection/Road Location Coding
Planned activity number RCM-1
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request								
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management Priority 1	SCDOT	\$100,000								
<p>Description of Problem: Currently, SCDOT has completed local agency data collection in 29 of its 46 counties. As a result, crashes that occur on many local roads cannot be accurately identified on the state's roadway network.</p> <p>Solution: This project would improve the state's roadway inventory field through development of 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.</p> <p>This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p> <p>Lead Agency: SCDOT Project Lead: Brett Harrelson Goal Completion Date: Sept. 2019</p> <p>Partner Agencies:</p> <p>Total Budget: \$100,000</p> <table border="1" style="width: 100%;"> <tr> <td colspan="2">Funding Sources:</td> </tr> <tr> <td>405c (Traffic Records):</td> <td>\$100,000</td> </tr> <tr> <td>State funds:</td> <td>\$0</td> </tr> <tr> <td>Other Federal Funds:</td> <td>\$0</td> </tr> </table> <p>Performance Measure(s): <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: Complete local agency data collection in all 46 counties by 2019.</p> <p>Project Status: To date, SCDOT has completed local agency data collection in 29 counties. However, with the completion of the GIS data extraction, we expect to be able to complete an additional 9 counties in 2018 and then the final 8 counties in 2019. We will then begin a process to keep this data updated.</p>				Funding Sources:		405c (Traffic Records):	\$100,000	State funds:	\$0	Other Federal Funds:	\$0
Funding Sources:											
405c (Traffic Records):	\$100,000										
State funds:	\$0										
Other Federal Funds:	\$0										

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$100,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.5 Planned Activity: Horizontal Curve Roadway Identification

Planned activity name Horizontal Curve Roadway Identification
Planned activity number RCM-2
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Horizontal Curve Roadway Identification	Roadway and Crash Management Priority 2	SCDOT	\$150,000
<p>Description of Problem: It is estimated that more than 25% of all fatal crashes occur on horizontal curves along roadways in the nation. Horizontal curve identification is not currently in SCDOT's Roadway Information Management System. As a result, it is impossible for data analysts to accurately identify the location of traffic collisions that occurred on curves and implement engineering solutions to counteract the problem.</p> <p>Solution: This project will provide for the identification and location of horizontal curves located along approximately 4,000 miles of South Carolina roadways. The horizontal curve data will be acquired by SCDOT for use in its safety analysis program as part of the Highway Safety Improvement Program (HSIP) which identifies the state's most serious transportation issues.</p> <p>This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDOT Project Lead: Brett Harrelson Goal Completion Date: Sept. 2019</p>		<p>Partner Agencies:</p>	
<p>Total Budget: \$150,000</p>		<p>Funding Sources: 405c (Traffic Records): \$150,000 State funds: \$0 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: Obtain horizontal curve data for SC roadways. Use information to analyze and identify problem areas to reduce curve-related collisions by October 2019.</p> <p>Project Status: Software solution has been identified; SCDOT is in the process of developing RFP to proceed with data collection.</p>			

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$150,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.6 Planned Activity: Intersections with Traffic Signals Database

Planned activity name Intersections with Traffic Signals Database
Planned activity number RCM-3
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Intersections with Traffic Signals Database	Roadway and Crash Management Priority 3	SCDOT	None
<p>Description of Problem: One-fourth of all fatal and serious injury crashes in South Carolina occur at intersections. It is estimated that approximately one-third of intersection fatalities occur at intersections with traffic signals. Currently, the crash investigating law enforcement officer is responsible for identifying the intersection control type where a crash occurred. While SCDOT currently maintains an inventory of all intersections where traffic signals are present, when reviewing the crash data there have been many inaccuracies in the reporting of this type information on the collision report form.</p> <p>Solution: Develop a software solution that will automatically populate intersections with traffic signal control on the collision report form. This will provide more accurate crash data and also enable SCDOT and SCDCPS to conduct more accurate analysis and assist in the identification of potential safety project locations.</p> <p>This process addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDOT Project Lead: Jennifer Rhoades Goal Completion Date: Sept. 2019</p>		<p>Partner Agencies:</p>	
<p>Total Budget: \$100,000</p>		<p>Funding Sources: 405c (Traffic Records): \$0 State funds: \$100,000 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: Create a database within the Roadway Component that will contain traffic control information for intersections. Develop application to allow this data to auto populate e-Collision forms. This application will decrease the number of inaccurately reported collision signal intersection data elements by 10%.</p> <p>Project Status: Project is currently in planning stages and under development.</p>			

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.7 Planned Activity: Rural/Urban Designation & Roadway Surface Type

Planned activity name Rural/Urban Designation & Roadway Surface Type

Planned activity number RCM-4

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Rural/Urban Designation & Roadway Surface Type	Roadway and Crash Management Priority 4	SCDOT	None
<p>Description of Problem: Current datasets containing rural/urban designation and roadway surface type are incomplete or inaccurate. This causes certain data elements reported through the Fatality Analysis Reporting System (FARS) to be incorrect.</p> <p>Solution: Develop a software solution to capture road functional classification and roadway surface type data elements from SCDOT road inventory file and create association with the electronic crash records at SCDPS. Software should also include on demand access to SCDPS for functional classification and roadway surface type information for use with FARS and non-electronic crash reports data.</p> <p>This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDOT Project Lead: Jennifer Rhoades Goal Completion Date: Sept. 2019</p>		<p>Partner Agencies:</p>	
<p>Total Budget: \$100,000</p>		<p>Funding Sources: 405c (Traffic Records): \$0 State funds: \$100,000 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p>			
<p>Project Goal: Increase the percentage of accurate rural/urban designation and roadway surface type reported to FARS by 15%.</p>			
<p>Project Status: This project is in the initial stages of development.</p>			

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.8 Planned Activity: Roadway & Crash Management Program Enhancement/Update

Planned activity name Roadway & Crash Management Program Enhancement/Update

Planned activity number RCM-5

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Roadway & Crash Management Program Enhancement/Update	Roadway and Crash Management Priority 5	SCDOT	None
<p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDOT Project Lead: Goal Completion Date: Sept. 2020</p>		<p>Partner Agencies:</p>	
<p>Total Budget: \$2,000,000</p>		<p>Funding Sources: 405c (Traffic Records): \$0 State funds: \$0 Other Federal Funds: \$2,000,000</p>	
<p>Performance Measure(s): <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p>			
<p>Project Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions.</p>			
<p>Project Status: Project is in the design phase.</p>			

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.9 Planned Activity: SCCATTS Software Application Enhancement/Upgrade

Planned activity name SCCATTS Software Application Enhancement/Upgrade

Planned activity number SCCATTS-1

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
SCCATTS Software Application Enhancement/Upgrade	SCCATTS Priority 1	SCDPS	TBD
<p>Description of Problem: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT).</p> <p>Solution: Immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input checked="" type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDPS Project Lead: Wilson Matthews Goal Completion Date: Sept. 2019</p>		<p>Partner Agencies:</p>	
<p>Total Budget: TBD</p>		<p>Funding Sources: 405c (Traffic Records): \$TBD State funds: \$TBD Other Federal Funds: \$TBD</p>	
<p>Performance Measure(s): <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p>			
<p>Project Goal: Upgrade SCCATTS applications with software system(s) that are functional, affordable, maintainable, and meet security requirements</p>			
<p>Project Status: The ReportBeam developer Aplean is in the process of upgrading the current application to meet security needs. SCDPS has begun the process for determining next generation application for SCCATTS.</p>			

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.10 Planned Activity: Online Collision Sales

Planned activity name Online Collision Sales
Planned activity number SCCATTS-2
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request												
Online Collision Sales	SCCATTS Priority 2	SCDPS	\$25,000												
<p>Description of Problem: Sales of collision reports currently fund the SCDPS OHSJP data entry section which enters data into the statewide collision master file. The current paper-based process of selling crash reports is cumbersome and nontimely. This manual process of distributing the report slows down the rate of revenue generated and limits the amount of revenue that could be potentially obtained. Updating current operating agreements and changing to an electronic sales process would increase revenue collected. The funding from the sale of collision reports could be used to support Traffic Records Systems applications.</p> <p>Solution: Develop an online web-based purchasing service for the sale of collision reports through SCDMV and/or SCDPS. Upgrading current agreements between SCDMV and SCDPS on funding allocations for sales of collision forms to include use of funds in all Traffic Records System Projects. The approvals for use of the funds generated would be managed by the TRCC. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p> <table border="1" style="width: 100%;"> <tr> <td>Lead Agency: SCDPS Project Lead: Lt. Doug Connelly Goal Completion Date: Sept. 2019</td> <td>Partner Agencies: SCDMV Project Lead: Frank Rodgers</td> </tr> <tr> <td>Total Budget: \$25,000</td> <td> <table border="1" style="width: 100%;"> <tr> <td colspan="2">Funding Sources:</td> </tr> <tr> <td>405c (Traffic Records):</td> <td>\$25,000</td> </tr> <tr> <td>State funds:</td> <td>\$0</td> </tr> <tr> <td>Other Federal Funds:</td> <td>\$0</td> </tr> </table> </td> </tr> </table> <p>Performance Measure(s): <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: To increase the number of crash reports sold by 15% through an online process by October 2020.</p> <p>Project Status: Project is still in planning and development stage. Memorandum of Agreements are being reviewed and updated.</p>				Lead Agency: SCDPS Project Lead: Lt. Doug Connelly Goal Completion Date: Sept. 2019	Partner Agencies: SCDMV Project Lead: Frank Rodgers	Total Budget: \$25,000	<table border="1" style="width: 100%;"> <tr> <td colspan="2">Funding Sources:</td> </tr> <tr> <td>405c (Traffic Records):</td> <td>\$25,000</td> </tr> <tr> <td>State funds:</td> <td>\$0</td> </tr> <tr> <td>Other Federal Funds:</td> <td>\$0</td> </tr> </table>	Funding Sources:		405c (Traffic Records):	\$25,000	State funds:	\$0	Other Federal Funds:	\$0
Lead Agency: SCDPS Project Lead: Lt. Doug Connelly Goal Completion Date: Sept. 2019	Partner Agencies: SCDMV Project Lead: Frank Rodgers														
Total Budget: \$25,000	<table border="1" style="width: 100%;"> <tr> <td colspan="2">Funding Sources:</td> </tr> <tr> <td>405c (Traffic Records):</td> <td>\$25,000</td> </tr> <tr> <td>State funds:</td> <td>\$0</td> </tr> <tr> <td>Other Federal Funds:</td> <td>\$0</td> </tr> </table>	Funding Sources:		405c (Traffic Records):	\$25,000	State funds:	\$0	Other Federal Funds:	\$0						
Funding Sources:															
405c (Traffic Records):	\$25,000														
State funds:	\$0														
Other Federal Funds:	\$0														

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$25,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.11 Planned Activity: Field Deployment to L/E Agencies

Planned activity name Field Deployment to L/E Agencies

Planned activity number SCCATTS-3

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS Priority 3	SCDPS	None
<p>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.</p> <p>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.</p> <p>Tasks of the project include:</p> <ul style="list-style-type: none"> outreach session software implementation training hardware deployment (optional) <p>This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input checked="" type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDPS Project Lead: Wilson Matthews Goal Completion Date: On Going</p>		<p>Partner Agencies:</p>	
<p>Total Budget: TBD</p>		<p>Funding Sources: 405c (Traffic Records): \$0 State funds: \$0 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports.</p>			
<p>Project Status: SCCATTS has been deployed to 126 agencies across the state. SC now receives 91 % of all collision reports electronically through SCCATTS. On average 60% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.</p>			

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.5.12 Planned Activity: SCCATTS Enhancements/Reporting Equipment

Planned activity name SCCATTS Enhancements/Reporting Equipment
Planned activity number SCCATTS-4
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
SCCATTS Enhancements/ Reporting Equipment	SCCATTS Priority 4	SCDPS	\$175,000
<p>Description of Problem: While the SCCATTS project has had a fairly large amount of success, enhancements are required that could both improve the system and integrate features that will enhance that application and data quality.</p> <p>Solution: Create a project within the SCCATTS initiative's portfolio that will provide upgrades for the Office of Highway Safety and Justice Programs to properly interface, input, extract, and report data to and from SCCATTS. This project will include, but will not be limited to:</p> <ul style="list-style-type: none"> Enhance SCCATTS applications/features for changes and/or updates to forms and databases. Enhancing the Statewide Fatality Application Creating a new Traffic Records Reporting File using data from within SCCATTS Import of collision data from agencies not using the state solution Automation of the Traffic Collision Fact Book Updating the current Fatality Tracking Application Updating equipment infrastructure for data processing, storage and records. Enhanced e-Citation processing elements between SCCATTS and SCUTTIES. Enhanced e-Collision processing elements within SCCATTS and related applications. Purchase field reporting equipment for training and field deployment. <p>This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.</p> <p>Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input checked="" type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDPS Project Lead: Wilson Matthews Goal Completion Date: Sept. 2019</p>		<p>Partner Agencies:</p>	
<p>Total Budget: \$175,000</p>		<p>Funding Sources: 405c (Traffic Records): \$175,000</p>	
<p>Performance Measure(s): <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p>			
<p>Project Goal: Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative.</p>			
<p>Project Status: SCCATTS has been deployed to more than 90 agencies across the state. SC now receives 91 % of all collision reports electronically through SCCATTS. More than 50% of all citations are received electronically through the SCCATTS application.</p>			

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$175,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.13 Planned Activity: Collision Report Revision

Planned activity name Collision Report Revision
Planned activity number SCCATTS-5
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Collision Report Revision	SCCATS Priority 5	SCDPS	TBD
<p>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.</p> <p>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.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input checked="" type="checkbox"/> Collision, <input type="checkbox"/> Citation / Adjudication, <input checked="" type="checkbox"/> Roadway, <input checked="" type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDPS Project Lead: Wilson Matthews Goal Completion Date: Sept. 2019</p>		<p>Partner Agencies: SCDMV Project Lead: Bill Wanamaker</p>	
<p>Total Budget: TBD</p>		<p>Funding Sources: 405c (Traffic Records): \$0 State funds: \$0 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2019. Improve the overall collection of crash related injury coding for collision reporting.</p>			
<p>Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to lack of personnel available to address project properly. Scheduled to be reinstated for 2018-2019 development.</p>			

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.14 Planned Activity: CMS-SCUTTIES Enhancements

Planned activity name CMS-SCUTTIES Enhancements
Planned activity number CMS-1
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJD	\$105,000
<p>Description of Problem: SCJD 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.</p> <p>Solution: The CMS-SCUTTIES electronic citation enhancement project will consist of two phases:</p> <ul style="list-style-type: none"> 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. <p>This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCJD Project Lead: Mark Crenshaw Goal Completion Date: Sept. 2019</p>		<p>Partner Agencies: SCDMV Project Lead: Frank Rodgers</p>	
<p>Total Budget: \$105,000</p>		<p>Funding Sources: 405c (Traffic Records): \$105,000 State funds: \$0 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input checked="" type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: To enhance processes in the interface between SCJD's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.</p> <p>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.</p>			

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$105,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.15 Planned Activity: PDF Citation

Planned activity name PDF Citation
Planned activity number CMS-2
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
PDF Citation	Case Management System	SCJD	None
<p>Description of Problem: The current version of the Case Management System (CMS) does not allow for a PDF display of the issued Uniform Traffic Ticket.</p> <p>Solution: Create an application within CMS to allow for a PDF copy of the citation issued from the electronic data submitted on the UTT.</p> <p>This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCJD Project Lead: Mark Crenshaw Goal Completion Date: Sept. 2019</p>		<p>Partner Agencies: SCDMV Project Lead: Frank Rodgers</p>	
<p>Total Budget: TBD</p>		<p>Funding Sources: 405c (Traffic Records): \$0 State funds: \$0 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input type="checkbox"/> Timeliness <input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: To allow for a PDF copy of the UTT to be generated for administrative purposes.</p>			
<p>Project Status: This project is in initial stages of development.</p>			

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.16 Planned Activity: Automatic Failure to Pay UTT Process

Planned activity name Automatic Failure to Pay UTT Process
Planned activity number PP-1

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix Priority 1	SCDMV	\$75,000
Description of Problem: Currently all Non-Resident Violator Compact (NRVC) violations are received by SCDMV from SCJD through a manual process. Due to the rate of noncompliance by violators, this system needs 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 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 - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Core Traffic Records System Components Affected (Check all that apply): <input type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input type="checkbox"/> Vehicle			
Lead Agency: SCDMV Project Lead: Frank Rodgers Goal Completion Date: Sept. 2019		Partner Agencies: SCJD	
Total Budget: \$90,000		Funding Sources: 405c (Traffic Records): \$75,000 State funds: \$15,000 Other Federal Funds: \$0	
Performance Measure(s): <input checked="" type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration			
Project Goal: Reduce the number of days to receive information on noncompliance from SCJD.			
Project Status: The final process is in development, including an MOA with SCJD and SCDMV.			

Enter intended subrecipients.

SC Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$75,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.17 Planned Activity: Phoenix e-Citation Enhancements

Planned activity name Phoenix e-Citation Enhancements

Planned activity number PP-2

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix Priority 2	SCDMV	\$45,000
<p>Description of Problem: As the e-Citation project is fully implemented there are some major enhancements SCDMV needs to be made to the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations, improve the filtering process to allow for user control of the filters, and migrate more of the citations to a fully automated process.</p> <p>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.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDMV Project Lead: Goal Completion Date:</p>		<p>Partner Agencies: SCDMV</p>	
<p>Total Budget: \$45,000</p>		<p>Funding Sources: 405c (Traffic Records): \$45,000 State funds: \$0 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: Enhance Phoenix to further automate the processing of e-Citations.</p>			
<p>Project Status: Project under development.</p>			

Enter intended subrecipients.

SC Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$45,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.18 Planned Activity: Data Quality Improvements: Citations & Collisions

Planned activity name Data Quality Improvements: Citations & Collisions

Planned activity number PP-3

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix Priority 3	SCDMV	\$20,000
<p>Description of Problem: As SCUTTIES is being fully deployed SCDMV has identified several issues related to the data and the data quality. This is currently requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the problem(s) and SCDMV to provide a developer and/or business analyst to determine the cause of the inconsistent data and provide a solution.</p> <p>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.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDMV Project Lead: Goal Completion Date:</p>		<p>Partner Agencies: SCDMV</p>	
<p>Total Budget: \$20,000</p>		<p>Funding Sources: 405c (Traffic Records): \$20,000 State funds: \$0 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: Maintain and improve the consistent quality of the citation and disposition data for the duration of the project</p>			
<p>Project Status: Project under development.</p>			

Enter intended subrecipients.

SC Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$20,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.19 Planned Activity: SCUTTIES Business Application Manager

Planned activity name SCUTTIES Business Application Manager
Planned activity number SCUTTIES-1
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
SCUTTIES Business Application Manager	SCUTTIES Priority 1	SCDMV	None
Description of Problem: The current Business Application Manager's position for SCUTTIES was provided through a 2 year start-up project. Now that the SCUTTIES program has gone into full-deployment there is a need for a full-time applications manager to coordinate the program for SCDMV and partner stakeholders.			
Solution: Acquire funding and post a position to fulfill the job duties for a SCUTTIES Application Manager.			
This project addresses TRS Goal #3: Improve management and coordination of traffic records systems.			
Section 405c Funds are requested for this project - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Core Traffic Records System Components Affected (Check all that apply): <input type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle			
Lead Agency: SCDMV Project Lead: Frank Rodgers Goal Completion Date: Sept. 2019		Partner Agencies: SCDMV	
Total Budget: TBD		Funding Sources: 405c (Traffic Records): \$0 State funds: \$TBD Other Federal Funds: \$TBD	
Performance Measure(s): <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration			
Project Goal: Fill position for SCUTTIES Business Application Manager prior to October 2019			
Project Status: In process.			

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.20 Planned Activity: Citation Reports

Planned activity name Citation Reports
Planned activity number SCUTTIES-2
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Citation Reports	SCUTTIES Priority 2	SCDMV	\$15,000
<p>Description of Problem: Currently SCUTTIES offers a simplified solution for reporting. As we move toward a data warehouse and as we fully implement SCUTTIES there is an anticipated requirement that more statistical reporting will be required from the legislature and other interested parties. If we are required to provide additional reporting prior to the data warehouse implementation this will require development time from either a .net developer or DBA.</p> <p>Solution: Until such a time as these reports are requested by interested third parties we will expend our efforts toward building the data warehouse.</p> <p style="text-align: right;">Section 405c Funds are requested for this project - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDMV Project Lead: Goal Completion Date: September 2019</p>		<p>Partner Agencies: State & Local Law Enforcement Agencies, SCDPS, SCJD</p>	
<p>Total Budget: \$15,000</p>		<p>Funding Sources: 405c (Traffic Records): \$15,000 State funds: \$0 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: Project Under development.</p>			
<p>Project Status: Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.</p>			

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$15,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.21 Planned Activity: SCUTTIES e Citation Enhancements

Planned activity name SCUTTIES e Citation Enhancements
Planned activity number SCUTTIES-3
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements	SCUTTIES Priority 3	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 - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Core Traffic Records System Components Affected (Check all that apply): <input type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input checked="" type="checkbox"/> Vehicle			
Lead Agency: SCDMV Project Lead: Goal Completion Date:		Partner Agencies: SCDMV	
Total Budget: \$45,000		Funding Sources: 405c (Traffic Records): \$45,000 State funds: \$0 Other Federal Funds: \$0	
Performance Measure(s): <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration			
Project Goal: Continue updates to SCUTTIES and provide general support and troubleshooting.			
Project Status: Project is under development			

Enter intended subrecipients.

SCDPS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$45,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.22 Planned Activity: Court Ishamael Orders: Electronic Process

Planned activity name Court Ishamael Orders: Electronic Process

Planned activity number SCUTTIES-4

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Title	TRS Program	Lead Agency	405 c Request
Court Ishmael Orders: Electronic Process	SCUTTIES Priority 4	SCDMV	None
<p>Description of Problem: Currently Ishmael orders are received in paper format when a court makes a change to a previously disposed citation. Automating this process would be a joint effort between SCDMV and SCJD.</p> <p>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.</p> <p style="text-align: center;">Section 405c Funds are requested for this project - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>			
<p>Core Traffic Records System Components Affected (Check all that apply): <input type="checkbox"/> Collision, <input checked="" type="checkbox"/> Citation / Adjudication, <input type="checkbox"/> Roadway, <input type="checkbox"/> Injury Surveillance, <input checked="" type="checkbox"/> Driver, <input type="checkbox"/> Vehicle</p>			
<p>Lead Agency: SCDMV Project Lead: Goal Completion Date: September 2019</p>		<p>Partner Agencies: SCJD</p>	
<p>Total Budget: \$90,000</p>		<p>Funding Sources: 405c (Traffic Records): \$0 State funds: \$90,000 Other Federal Funds: \$0</p>	
<p>Performance Measure(s): <input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input checked="" type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Data Integration</p> <p>Project Goal: Automate the Ishmael process from courts to SCDMV by September 2019</p>			
<p>Project Status: Project under development.</p>			

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.6 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TRCC-1	TRCC-OHSJP Staffing	Improves accuracy of a core highway safety database
TRCC-2	Traffic Records Dashboard	Improves accuracy of a core highway safety database
PP-2	Phoenix e-Citation Enhancements	Improves accuracy of a core highway safety database
PP-3	Data Quality Improvements: Citations & Collisions	Improves accuracy of a core highway safety database
SCUTTIES-1	SCUTTIES Business Application Manager	Improves accuracy of a core highway safety database
SCUTTIES-2	Citation Reports	Improves accuracy of a core highway safety database
SCUTTIES-3	SCUTTIES e Citation Enhancements	Improves accuracy of a core highway safety database
SCUTTIES-4	Court Ishamael Orders: Electronic Process	Improves accuracy of a core highway safety database
SCCATTS-2	Online Collision Sales	Improves accuracy of a core highway safety database
SCCATTS-3	Field Deployment to L/E Agencies	Improves accuracy of a core highway safety database
SCCATTS-5	Collision Report Revision	Improves accuracy of a core highway safety database
CMS-2	PDF Citation	Improves accuracy of a core highway safety database

5.4 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

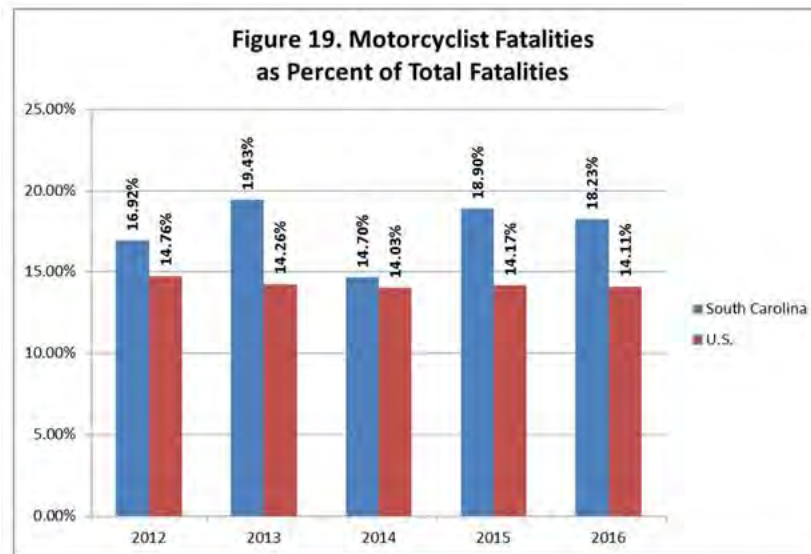
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Traffic Fatalities

According to FARS data (please note that FARS data includes moped riders in its motorcyclist fatality statistical information, while SC state data for motorcyclist crashes, injuries, and fatalities does not), in the period 2012-2016:

- In South Carolina, the percentage of motorcyclist fatalities was above that of the nation during each year of the five-year period. In 2016, 18.2% of South Carolina's traffic fatalities were motorcyclists; compared to 14.1% nationwide, See **Figure 19** below.
- The majority of motorcyclist fatal crashes in South Carolina (53.8%) occurred on Fridays, Saturdays, and Sundays, compared to just below half (55.98%) of motorcyclist fatal crashes in the nation. The highest proportion of motorcyclist fatal crashes occurred on Saturdays in both the state and the nation. Across the state, the majority of motorcyclist fatal crashes occurred between the hours of 3 p.m. and midnight (64.5%). See **Table 21** below .
- South Carolina law requires helmet use of riders under the age of 21. From 2012 through 2016, 72.26% 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 (38.7%) during the same years . See **Table 23** below.
- During the 2012-2016 period in South Carolina, 46.28 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 (42.64). See **Table 24** below.

As seen in **Figure 19** below, the percentage of motorcyclist fatalities in South Carolina was above that of the nation during each year of the five-year period. In 2016, 18.2% of South Carolina's traffic fatalities were motorcyclists; compared to 14.1% nationwide.



As **Table 21** shows, the months with the most motorcyclist fatal crashes in South Carolina from 2012 to 2016 were July (97 crashes, 12.8% of total), May (94 crashes, 12.4% of total), and October (83 crashes, 11.0% of total).

On a day-by-day basis, South Carolina had the highest frequency of motorcyclist fatal crashes on Saturdays (177 crashes, 23.35% of total), Sundays (123 crashes, 16.23%), and Fridays (108 crashes, 14.25%). Likewise, the highest percentage of motorcyclist fatal crashes nationally occurred on the weekends (55.98%).

In South Carolina, the three-hour windows in which the most motorcyclist fatal crashes occurred were 6 p.m. to 9 p.m. (184 crashes, 24.27% of total), 3 p.m. to 6 p.m. (168 crashes, 22.16% of total), and 9 p.m. to midnight (137 crashes, 18.07% of total). Across the state, the majority of motorcyclist fatal crashes occurred between the hours of 3 p.m. and midnight (64.5%).

Table 21 Motorcyclist Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2012-2016				
	South Carolina N= 758		U.S. N= 23,915	
	N	%	N	%
MONTH				
January	34	4.49%	776	3.24%
February	29	3.83%	808	3.38%
March	70	9.23%	1,593	6.66%
April	56	7.39%	2,024	8.46%
May	94	12.40%	2,688	11.24%
June	76	10.03%	2,912	12.18%
July	97	12.80%	2,938	12.29%
August	75	9.89%	3,036	12.69%
September	62	8.18%	2,731	11.42%
October	83	10.95%	2,175	9.09%
November	50	6.60%	1,335	5.58%
December	32	4.22%	899	3.76%
DAY OF WEEK				
Sunday	123	16.23%	4,618	19.31%
Monday	85	11.21%	2,471	10.33%
Tuesday	75	9.89%	2,443	10.22%
Wednesday	85	11.21%	2,708	11.32%
Thursday	105	13.85%	2,906	12.15%
Friday	108	14.25%	3,553	14.86%
Saturday	177	23.35%	5,216	21.81%
TIME OF DAY				
0:00am-2:59am	59	7.78%	2,126	8.89%
3:00am-5:59am	30	3.96%	955	3.99%
6:00am-8:59am	45	5.94%	1,452	6.07%
9:00am-11:59am	44	5.80%	2,156	9.02%
12:00pm-2:59pm	91	12.01%	3,747	15.67%
3:00pm-5:59pm	168	22.16%	5,130	21.45%
6:00pm-8:59pm	184	24.27%	4,819	20.15%
9:00pm-11:59pm	137	18.07%	3,386	14.16%
Unknown Hours	0	0.00%	144	0.60%

As shown in Table 22, males constituted a much larger percentage of South Carolina's 2012-2016 motorcyclist fatalities than did females (89.06% versus 10.94%), a proportion comparable to that for the nation (91.02% male) during the same timeframe.

Table 22 Motorcyclist Fatalities by Age Group and Gender: Totals 2012-2016								
Age Group	Fatalities by Age			Fatalities by Age and Sex				
	South Carolina		U.S.	South Carolina				U.S.
	N	%	N	Females		Males		% Males
				N	%	N	%	%
<16	6	0.76%	97	0	0.00%	6	100.0%	84.54%
16-20	40	5.09%	1,235	7	17.50%	33	82.50%	91.01%
21-24	54	6.87%	2,551	5	9.26%	49	90.74%	93.49%
25-34	160	20.36%	5,282	18	11.25%	142	88.75%	92.67%
35-44	162	20.61%	4,153	22	13.58%	140	86.42%	90.18%
45-54	171	21.76%	5,130	20	11.70%	151	88.30%	87.91%
55-64	145	18.45%	4,130	12	8.28%	133	91.72%	90.70%
65-74	38	4.83%	1,653	2	5.26%	36	94.74%	93.83%
75+	10	1.27%	347	0	0.00%	10	100.0%	96.25%
Unknown	0	0.00%	9	0	0.00%	0	0.00%	77.78%
Total	786	100.0%	24,587	86	10.94%	700	89.06%	91.02%

As shown in Table 23, throughout the five years 2012-2016, 27.5% of South Carolina's motorcyclist fatalities used a helmet, a number substantially lower than the percentage of helmet use seen for the US as a whole (58.5%). In South Carolina, each age group, with the exception of the 16-20 and 65-74 age groups, demonstrated helmet use under 40%. However, state law requires helmet use by riders under the age of 21 only.

Age Group	Motorcyclist Fatalities N	Helmet Used		Helmet Not Used	
		N	%	N	%
<16	6	1	16.67%	5	83.33%
16-20	40	22	55.00%	18	45.00%
21-24	54	19	35.19%	35	64.81%
25-34	160	41	25.63%	119	74.38%
35-44	162	45	27.78%	117	72.22%
45-54	171	31	18.13%	138	80.70%
55-64	145	37	25.52%	108	74.48%
65-74	38	16	42.11%	22	57.89%
75+	10	4	40.00%	6	60.00%
SC	786	216	27.48%	568	72.26%
U.S.	24,587	14,392	58.53%	9,511	38.68%

Table 24 shows that 52.8% of South Carolina motorcycle operator fatalities ages 45 to 54 who were tested for BAC had a positive BAC, the highest percentage of any age group during the 2012-2016 period. Overall, 46.3% of motorcycle operator fatalities in South Carolina who were tested for BAC had a positive BAC, a percentage higher than that seen for the nation (42.6%). In South Carolina, speed was cited as a factor in 54.6% of motorcycle operator fatalities aged 16-20, the highest percentage of any group. Overall, 32.5% of South Carolina’s motorcycle operator fatalities involved a crash in which speed was a factor, a percentage slightly lower than that of the nation (34.2%) during the same years.

Age Group	Motorcycle Operator Fatalities N	Alcohol Involvement*			Speeding Involved**	
		# Tested	>= 0.01	%	N	%
<16	5	3	1	20.00%	2	40.00%
16-20	33	24	10	30.30%	18	54.55%
21-24	50	40	18	36.00%	16	32.00%
25-34	145	116	71	48.97%	63	43.45%
35-44	148	114	71	47.97%	60	40.54%
45-54	161	125	85	52.80%	35	21.74%
55-64	138	102	61	44.20%	28	20.29%
65-74	36	22	15	41.67%	9	25.00%
75+	10	6	4	40.00%	5	50.00%
SC	726	552	336	46.28%	236	32.51%
U.S.	24,587	17,690	10,485	42.64%	8,410	34.21%

*Based on actual state BAC data

**Refers to entire crash event

Table 9 shows that in South Carolina, during the five year period, 2012-2016, the *number of motorcyclist deaths* was at its lowest level in 2014 (121), and increased to its highest level in 2015 and 2016 (185). The count in 2016 (185 fatalities) represents a 23.13% increase from the average of the prior four years (150.25 fatalities) and a 26.71% increase from the 2012 total (146).

* Fatality rate per 100,000 population

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	146	149	121	185	185	26.71%	23.13%
VMT Rate**	0.30	0.30	0.24	0.36	0.34	13.33%	13.33%
Pop Rate***	3.09	3.13	2.51	3.78	3.73	20.71%	19.26%
Pct. Of Total	16.92%	19.43%	14.70%	18.90%	18.23%	1.31%	0.74%
Unhelmeted Fat.	102	106	96	131	133	30.39%	22.30%
Pct. Unhelmeted Fat.	69.86%	71.14%	79.34%	70.81%	71.89%	2.03%	-0.90%

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

South Carolina’s *population-based motorcyclist death rate* followed a similar pattern as the number of fatalities. The 2016 rate (3.73 deaths per 100,000 population) represented an 19.26% increase when compared to the 2012-2015 average (3.13), and a 20.71% increase when compared to 2012 (3.09). The population-based motorcyclist death rate in South Carolina for all five years (deaths per 100,000 residents) is higher than the national rate (1.54) during the same timeframe.

Unhelmeted motorcyclists accounted for 69.86 of South Carolina's motorcyclist fatalities in 2012. During the five year period, 2012-2016, *unhelmeted* motorcyclist fatalities was at its least in 2014 (96); and at its highest number in 2016 with 133 fatalities. The count in 2016 (133) represents a 22.3% increase from the 2012-2016 average (108.5 fatalities) and a 30.39% increase from the number in 2012 (102). As a percentage of all motorcyclist deaths in the state, unhelmeted motorcyclists accounted for approximately 73% during the 2012-2016 period, with the 2016 proportion (71.89) representing a 0.9 percentage point *decrease* compared to the prior four years (72.79%) and a 2.03 percentage point increase from the 2012 proportion (69.86%).

As seen in **Table 25** below, nationally, the *number of motorcyclist fatalities* and the *population-based fatality rate* increased in 2016 when compared to the 2011-2014 average by 9.55% and 6.25%, respectively. Additionally, the nation's motorcyclist percent of total deaths decreased slightly (0.2 percentage points). During the same timeframe (2012-2016), the number of unhelmeted deaths in the U.S. in 2016 increased compared to the figure in 2012 (2.39%). Also, the nation's 2016 proportion of unhelmeted motorcyclist deaths increased slightly compared to the average of the prior four years (0.3 percentage points).

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	4,986	4,692	4,594	5,029	5,286	6.02%	9.55%
VMT Rate**	0.17	0.16	0.15	0.16	0.17	0.00%	6.25%
Pop Rate***	1.59	1.48	1.44	1.57	1.63	2.52%	7.24%
Pct. Of Total	14.76%	14.26%	14.03%	14.17%	14.11%	-0.65%	-0.20%
Unhelmeted Fat.	2,008	1,834	1,684	1,929	2,056	2.39%	10.32%
Pct. Unhelmeted Fat.	40.27%	39.09%	36.66%	38.36%	38.90%	-1.37%	0.30%

*** Fatality rate per 100,000 population
** Fatality Rate per 100,000,000 Vehicle Miles of Travel

Traffic Injuries

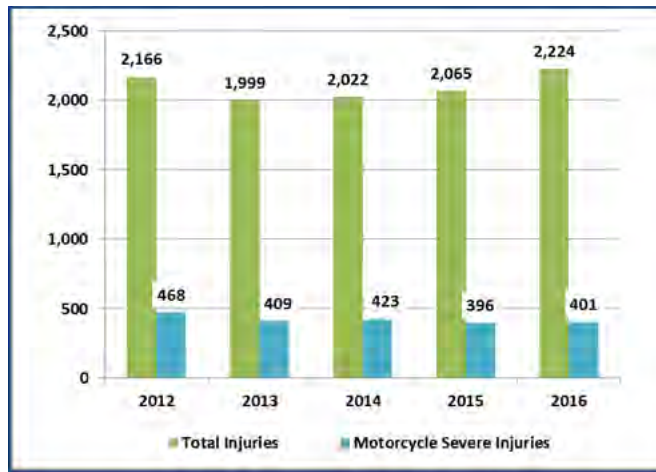
Unlike FARS data for motorcyclist fatalities, South Carolina does not include moped riders in its calculation of motorcyclist injuries. As seen in Figure S-8 below, figures for 2016 show that there were 2,224 persons injured in motorcycle crashes in South Carolina, as compared to 2,166 in 2012, a 2.7% increase. Additionally, the total for 2016 is higher (7.8%) than the average number of motorcyclist crash injuries in the four years prior (2012-2016; [2,063]). From 2012-2016, motorcycle crashes have represented 3.7%, or 10,476, of all traffic crash injuries (274,534) in South Carolina (see **Figure S-1** and **Figure S-8** below).

In terms of severe motorcycle collision injuries, in 2016, South Carolina had a total of 401 such traffic injuries, a 14.3% decrease from the 468 in 2012 (see **Figure S-8** below). The 2016 figure represented an increase (1.3%) over the figure in 2015 (396), and a decrease (5.4%) when comparing the 2016 figure with the average number of severe motorcycle collision injuries for the time period 2012-2015 (424). These severe injuries constituted 13.1% of all serious traffic injuries in the state for 2012-2016 (15,995), while in 2016 they constituted 13.2% of all severe traffic injuries (3,049).

Figure S-1 Injuries in SC Motor Vehicle Collisions 2012-2016 Data



**Figure S-8 Injuries in SC Motorcycle Collisions
2012-2016 State Data**



Traffic Collisions

Unlike FARS data, South Carolina does not include mopeds in its calculation of motorcycle fatal collisions, or in its state calculations of all collisions. As seen in **Figure S-9** below, motorcycle collisions have increased in South Carolina from 2,269 in 2012 to 2,329 in 2016, an increase of 2.6%. The 2016 figure represents a 3.2% increase over the 2015 figure (2,255) and an increase of 5.4% over the average number of motorcycle collisions for the four-year period 2012-2015 (2,209). From 2012 to 2016, motorcycle crashes (11,164) have represented a small percentage (1.8%) of all traffic crashes (616,254) in South Carolina. Also, during the same time period, serious-injury motorcycle collisions represented 2011 or 18.0%, of total motorcycle crashes (11,164). The number of serious-injury motorcycle collisions decreased in 2016 (385) when compared to the 2012 figure (449) by 14.25%. The 2016 figure represents an increase over the 2015 figure (382) of 0.80%. The 2016 figure of 385 severe-injury motorcycle collisions also represents a decrease (5.3%) over the 2012-2015 average number of severe-injury motorcycle crashes (407).

Figure S-9 Motorcycle Collisions in SC, 2012-2016

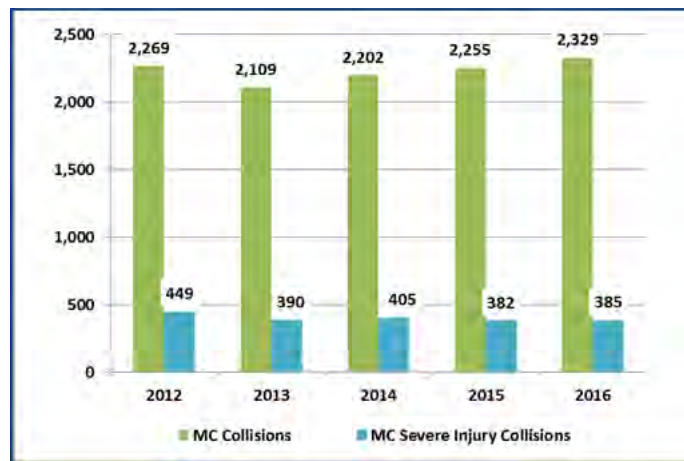


Table S-7, contains information on the top contributing factors for motorcycle collisions in South Carolina from 2012 to 2015. These factors are driving too fast for conditions, failed to yield right-of-way, driver under the influence, improper lane usage/change, animal in the road, distracted/inattention, following too closely, other improper action (driver), aggressive operation of vehicle, and ran off the road.

Primary Contributing Factor	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions	All Persons Killed	All Persons Injured
Driving Too Fast for Conditions	123	2,467	648	3,238	126	2,824
Failed To Yield Right of Way	138	1,930	466	2,534	145	2,394
Driver Under Influence	104	701	67	872	109	849
Improper Lane Usage/Change	10	357	169	536	10	413
Animal In Road	24	400	46	470	25	448
Distracted Inattention	7	301	135	443	7	349
Followed Too Closely	3	260	169	432	3	316
Other Improper Driver Action	6	221	142	369	6	259
Aggressive Operation of Vehicle	38	258	59	355	41	296
Ran Off Road	30	183	35	248	30	196

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	156.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	112.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Awareness Campaign
2019	Motorcycle Rider Training

5.4.1 Countermeasure Strategy: Motorcyclist Awareness Campaign

Program area Motorcycle Safety

Countermeasure strategy Motorcyclist Awareness Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As evidenced by the problem identification data, motorcyclist fatalities represented greater than 18% of the state's total fatalities in 2016. Of the total number of motorcycle crashes that occurred during the years 2012-2016, 1,393 of those collisions involved another vehicle. It is clear that there is an impetus for increasing other motorists' awareness of motorcyclists is needed, given the severity of such collisions. Communication and outreach can be used to improve other motorists' awareness of motorcyclists and to promote the use of helmets and other protective gear among motorcyclists. As such, allocation of funds to motorcyclist awareness campaigns and the importance of protective gear is needed in order to help the state achieve its motorcycle safety performance targets.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Efforts relative to motorcycle safety in SC have utilized countermeasures deemed by the *Countermeasures that Work* document as having limited evidence in terms of improving motorcycle safety, such as strengthening motorcycle licensing requirements (Chapter 5, Section 3.1, pp. 5-18 to 5-20); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-21 to 5-22); helmet use promotion (Chapter 5, Section 1.2, p. 5-11); Communications and Outreach: Conspicuity and Protective Clothing (Chapter 5, Section 4.1, pp. 5-23 to 5-24); and Communications and Outreach: Other Driver Awareness of Motorcyclists (Chapter 5, Section 4.2, p. 5-25). 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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MSTF	Motorcycle Safety Taskforce	Motorcyclist Awareness Campaign
VMS	Variable Message Signs	Motorcyclist Awareness Campaign
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement
M9MA	Motorcyclist Awareness Campaign	Motorcyclist Awareness Campaign
MC	Motorcyclist Awareness Campaign	Motorcyclist Awareness Campaign

5.4.1.1 Planned Activity: Motorcycle Safety Taskforce

Planned activity name Motorcycle Safety Taskforce
 Planned activity number MSTF
 Primary countermeasure strategy Motorcyclist Awareness Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
 [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Motorcycle Safety Task Force

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

Enter intended subrecipients.

SC Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Awareness Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.2 Planned Activity: Variable Message Signs

Planned activity name Variable Message Signs
Planned activity number VMS
Primary countermeasure strategy Motorcyclist Awareness Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 2019. 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.

Enter intended subrecipients.

The SC Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Awareness Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.3 Planned Activity: Motorcyclist Awareness Campaign

Planned activity name Motorcyclist Awareness Campaign
 Planned activity number M9MA
 Primary countermeasure strategy Motorcyclist Awareness Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

*Regarding the counties or political subdivisions, Motorcycle Rider Safety Courses will be offered in counties accounting for the majority (58%) of the state's registered motorcycles; Charleston, Greenville, 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 2016, 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 2019 in Horry County during the month of May 2019 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest). Some of the safety educational materials distributed at these rallies will include the encouragement of wearing protective gear while riding a motorcycle.

Statewide Motorcycle Safety Awareness Program

The state of South Carolina in FFY 2019 will again launch a statewide motorcycle safety awareness program modeled after campaign efforts in 2018. The primary feature of the "Ride Smart" 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 also encourages motorcycle operators to utilize appropriate safety gear when riding. The campaign will utilize radio public service announcements, outdoor advertising, printed educational materials, 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 2019. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2018.

The campaign theme will build upon the "Look!" messaging used successfully by South Carolina in past bike rally campaigns. In addition, all outreach efforts will incorporate a "Share the Road" message targeting both motorists and motorcyclists. The message will be aimed at increasing motorist awareness of motorcyclists traveling on the state's roadways. In May 2016, a new Target Zero motorcycle billboard was created that highlighted the correlation between motorcyclist fatalities and not wearing a helmet. The campaign will also continue the billboard campaign launched in 2013 based simply on the word "LOOK." The campaign as a whole focuses on all vulnerable roadway users (pedestrians, motorcyclists, bicyclists, and moped riders). The "LOOK" billboards, samples of which may be seen in the Community Traffic Safety Project section of the state's Highway Safety Plan, encourage observers to "LOOK: Share the Road. Save a Life." Individual billboards focusing exclusively on motorcyclists will also be used, predominantly in priority counties during the statewide campaign event, which encourage motorists to "LOOK for Motorcyclists. Share the Road. Save a Life."

The contractor will also produce a radio spot with a "Share the Road" message to air 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 and form partnerships with various state, federal, and local agencies, as well as community groups to develop and implement strategies to reduce the number of motorcycle crashes, fatalities, and injuries.

Use of Variable Message Signs through SCDOT

In partnership with the SCDOT, the OHSJP will again secure the use of variable message signs around the state in designated time periods during the motorcycle safety campaign effort. These message signs will be utilized in May, July, and September 2019. 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.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Awareness Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs		\$80,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.4 Planned Activity: Motorcyclist Awareness Campaign

Planned activity name Motorcyclist Awareness Campaign
Planned activity number MC
Primary countermeasure strategy Motorcyclist Awareness Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

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Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

*Regarding the counties or political subdivisions, Motorcycle Rider Safety Courses will be offered in counties accounting for the majority (58%) of the state's registered motorcycles.

**Regarding the counties or political subdivisions in which the highest number of motorcycle collisions involving another motor vehicle, the information was gathered from 2016, which is the state's most recent final crash data.

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The contractor will also produce a radio spot with a "Share the Road" message to air 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 and form partnerships with various state, federal, and local agencies, as well as community groups to develop and implement strategies to reduce the number of motorcycle crashes, fatalities, and injuries.

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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 2019. 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

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Awareness Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs		\$80,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: Motorcycle Rider Training

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The percentage of motorcyclist fatalities in South Carolina was above that of the nation during each year of the five-year period, 2012-2016. In 2016, 18.2% of South Carolina's traffic fatalities were motorcyclists, compared to 14.1% nationwide. Given these dire statistics, it is clear that allocating funds for the Motorcycle Safety Program Area is needed as it will facilitate the state's achievement of the outlined motorcycle safety performance targets, which will ultimately serve to reduce motorcyclist collisions, severe-injury motorcyclist collisions, and motorcyclist fatalities, as well as traffic collisions, severe-injuries and fatalities overall.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Motorcycle safety was an area identified in the NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015*. The document stresses the importance of this emphasis area and outlines significant strategies and appropriate countermeasures for motorcycle safety (pp. 5-1 to 5-25). 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. 5-18 to 5-20); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-21 to 5-22); helmet use promotion (Chapter 5, Section 1.2, p. 5-11); Communications and Outreach: Conspicuity and Protective Clothing (Chapter 5, Section 4.1, pp. 5-23 to 5-24); and Communications and Outreach: Other Driver Awareness of Motorcyclists (Chapter 5, Section 4.2, p. 5-25). 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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.5 Program Area: Community Traffic Safety Program

Program area type Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Projected statistics based on 2016 calendar year (CY) (01/01/16-12/31/16) Data: Statistics for South Carolina indicate that during 2016, approximately 142,000 traffic collisions were reported; this is a 6.00% increase from 2015, when 133,961 collisions were reported. Collisions in CY 2016 resulted in 1,020 fatalities (preliminary) and an estimated 62,000 injuries. The number of traffic deaths in CY 2016 (1,020 preliminary) was 4.19% higher than in 2015, when 979 persons were fatally injured in South Carolina traffic collisions. The estimated economic loss to the state from traffic crashes in 2015 was more than 4.32 billion dollars. This total, however, does not reflect the human toll of pain and suffering.

Mileage Death Rate: The state's mileage death rate (MDR), or traffic fatalities per 100 million miles of travel, in 2016 was 1.87, a 1.06% decrease from 2015 when the MDR was 1.89. According to the most recent data available, the national mileage death rate in 2016 was 1.18. Based on 2016 figures, South Carolina's MDR of 1.87 was 58% higher than the national mileage death rate of 1.18.

2016 Collision Statistics: Breaking collision statistics down by time in CY 2016 indicated the following:

- * 1 Traffic Collision was reported every 3.7 minutes.
- * 1 Traffic Death was reported every 8.7 hours.
- * 1 Non-fatal Traffic Injury was reported every 8.5 minutes.
- * 1 Property-Damage-Only Collision was reported every 5.2 minutes.

In 2016, South Carolina had 3,772,018 licensed drivers who operated 4,433,104 registered motor vehicles on a roadway system of over 76,000 miles of streets and highways.

DUI Involvement in Collisions:

According to NHTSA's Fatality Analysis Reporting System (FARS) data, alcohol-impaired fatalities for 2016 totaled 331. The SC Department of Public Safety's statistics for 2016 indicate approximately 6,132 collisions involving a driver under the influence of alcohol and/or drugs (DUI), resulting in a preliminary figure of 4,313 persons injured. FARS data also stated that there were a total of 1,399 drivers involved in fatal collisions in South Carolina during 2015. Of the 1,399 drivers, 297 had a blood alcohol concentration (BAC) of .08 or greater, which accounted for 21.2% of all drivers involved in fatal crashes. Of the 6,132 total DUI-related collisions, 4.79% were fatal crashes, 46.75% were injury crashes, and 48.45% were property-damage-only crashes. In 2016, the state experienced an increase of 1.76% in the number of DUI crashes as compared to the 6,026 which occurred in 2015.

Speed Involvement in Collisions:

According to the SC Department of Public Safety's preliminary data for 2016, of the approximately 62,000 total traffic-related injuries reported in 2016, 20,942, or 33.8%, occurred in speeding-related collisions. Injuries in speeding-related traffic crashes increased from 20,442 in 2015 to 20,942 in 2016, an increase of 2.5%. The percentage of traffic-related injuries that involved speeding decreased slightly from 34.9% in 2015 to 33.8% in 2016.

Incapacitating injuries in speeding-related traffic crashes increased from 2015 to 2016 with 1,059 such injuries occurring in 2015 and 1,089 in 2016, an increase of only 2.8%. The percentage of traffic-related incapacitating injuries that involved speeding also increased, from 34.2% in 2015 to 35.7% in 2016. In comparison, state data shows that South Carolina's overall speeding-related fatalities increased by 6.38%, from 392 fatalities in 2015 to 417 fatalities in 2016.

Five-Year Collision Data: In order to examine traffic collision trends over time, the Office of Highway Safety and Justice Programs' staff reviewed collision data for the period 2012-2016. During this five-year period, the state's MDR of 1.76 in 2012 decreased annually to a historical low of 1.57 in 2013 before increasing again to 1.65 in 2014, 1.89 in 2015, and decreasing slightly again to 1.87 in 2016. Collision statistics for the period are presented in the chart below.

**South Carolina Collision Statistics
2012 - 2016**

Year	# Collisions	# Deaths	# Injuries	Death Rate
2012	108,264	863	50,065	1.76
2013	113,281	768	50,946	1.57
2014	119,163	823	53,019	1.65
2015	138,000**	979	58,000	1.89
2016*	142,000**	1,020	62,000	1.87

*All 2016 data are preliminary

**Projected figure

Top Contributing Factors for CY 2016 Crashes

Injury Crashes:

- *Driving Too Fast for Conditions
- *Failed To Yield Right of Way
- *Disregarded Signs/Signals/Etc.
- *Driver Under Influence
- *Followed Too Closely

Fatal Crashes:

- * Driving Too Fast for Conditions
- * Driver Under Influence
- * Failure to Yield Right of Way
- * Lying and/or Illegally in Roadway
- * Wrong Side/Wrong Way

Total Crashes:

- * Driving Too Fast for Conditions
- * Failure to Yield Right of Way
- * Improper Lane Usage/Change
- * Following Too Closely
- * Distracted/Inattention

Location of Highest Numbers of Property-Damage-Only Crashes: During the five-year period from 2012-2016, the five counties with the highest number of property-damage-only collisions were Greenville, Charleston, Richland, Horry, and Spartanburg.

Location of Highest Numbers of Injury Crashes: The locations of the largest numbers of injury collisions during the five-year period 2012-2016 were Charleston, Greenville, Richland, Horry, and Spartanburg Counties.

Location of Highest Numbers of Fatal Crashes: The locations of the largest numbers of fatal crashes during the five-year period 2012-2016 were Greenville, Horry, Richland Charleston, and Spartanburg Counties.

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

An Analysis by the Office of Highway Safety and Justice Programs: Based on traffic data over the 2012-2016 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).

All Fatal and Severe Injury Collisions
South Carolina 2012-2016 (2016 Preliminary)

County	2012	2013	2014	2015	2016	2012-2016
Horry	322	307	330	299	270	1,528
Charleston	301	314	308	281	270	1,474
Greenville	305	309	277	232	301	1,444
Richland	200	205	180	198	214	997
Spartanburg	193	185	178	202	201	961
Anderson	164	149	139	151	192	805
Berkeley	194	187	153	148	101	783
Lexington	151	142	137	151	142	723
York	124	124	127	125	143	643
Beaufort	102	87	95	107	102	473
Florence	103	93	78	86	91	451
Aiken	73	82	91	96	88	430
Orangeburg	82	97	75	79	97	430
Dorchester	113	78	70	85	75	421
Lancaster	57	58	83	88	85	367
Pickens	83	88	69	67	62	354
Laurens	87	85	58	87	65	320
Sumter	66	65	58	60	68	315
Colleton	68	57	44	58	68	291
Georgetown	67	71	46	63	43	290
Darlington	46	52	59	52	64	273
Greenwood	59	47	40	62	46	254
Jasper	50	46	46	43	60	245
Oconee	58	27	48	53	51	237
Cherokee	40	39	56	51	48	234
Kershaw	42	50	28	33	56	209
Williamsburg	37	41	42	38	38	196
Chesterfield	34	36	35	44	37	188
Newberry	39	36	26	34	35	170
Chester	27	30	33	39	38	167
Clarendon	29	24	21	32	33	139
Fairfield	28	22	26	22	29	127
Dillon	29	16	27	24	21	117
Barnwell	21	18	32	26	15	112
Marion	24	22	27	23	13	109
Hampton	23	24	20	23	17	107
Marlboro	17	15	26	20	21	99
Union	12	17	18	23	21	91
Abbeville	12	26	13	17	17	85
Calhoun	20	19	18	15	12	84
Edgefield	22	14	8	17	20	81
Saluda	22	15	13	15	13	78
Bamberg	14	20	11	13	16	74
Lee	16	12	16	16	13	73
Allendale	6	11	11	10	9	47
McCormick	5	6	6	10	8	35
	3,574	3,402	3,302	3,424	3,427	17,119

All Fatal and Severe Injury DUI Alcohol and/or Drug Collisions
South Carolina 2012-2016 (2016 Preliminary)

County	2012	2013	2014	2015	2016	2012-2016
Greenville	90	89	81	70	86	416
Horry	89	60	59	55	40	303
Richland	50	39	46	41	46	242
Lexington	30	29	42	44	52	233
Spartanburg	39	41	40	48	48	216
Auderson	48	30	35	42	35	210
Berkeley	33	46	35	28	27	169
Charleston	32	33	39	24	31	159
York	40	31	25	28	26	130
Aiken	23	22	26	24	23	118
Florence	28	24	28	14	19	113
Laurens	22	24	24	22	17	109
Orangeburg	13	31	19	21	18	102
Lancaster	24	15	18	18	20	95
Beaufort	18	16	19	18	17	88
Dorchester	21	17	14	19	16	87
Pickens	15	19	21	12	14	81
Darlington	20	13	13	17	17	80
Sumter	14	17	17	10	16	74
Kershaw	19	20	6	8	17	70
Greenwood	16	10	14	16	9	65
Oconee	18	8	14	16	8	64
Cherokee	14	6	14	15	14	63
Georgetown	13	15	17	13	5	63
Colleton	13	9	6	19	10	57
Chesterfield	13	13	5	13	12	56
Newberry	12	11	10	9	10	52
Williamsburg	12	14	6	12	6	50
Chester	8	7	8	7	10	40
Clarendon	10	6	5	10	9	40
Jasper	6	8	5	9	12	40
Abbeville	6	10	4	5	4	29
Fairfield	4	5	9	3	7	28
Lee	4	5	6	7	5	27
Saluda	6	8	3	2	5	24
Union	4	2	4	6	6	22
Edgefield	7	1	4	4	3	21
Marion	6	3	4	3	2	20
Barnwell	2	3	4	3	3	19
Dillon	3	3	6	2	1	19
Hampton	3	1	3	3	1	13
Calhoun	2	3	3	0	2	14
Marlboro	3	3	2	3	2	13
Bamberg	1	2	4	2	3	12
McCormick	1	1	4	2	2	10
Allendale	1	2	0	1	1	5
	888	829	775	752	739	3,983



Speed/Too Fast for Conditions Fatal and Severe Injury Collisions
South Carolina 2012-2016 (2016 Preliminary)

County	2012	2013	2014	2015	2016	2012-2016
Horry	84	88	90	86	71	419
Charleston	84	82	82	80	71	399
Greenville	81	88	81	84	79	393
Richland	84	89	87	82	87	349
Spartanburg	54	55	72	77	68	328
Auderson	57	58	49	52	68	284
Lexington	58	63	56	59	46	282
Berkeley	63	68	47	55	44	277
York	49	47	35	42	54	227
Aiken	20	29	38	45	43	175
Laurens	30	37	26	37	43	173
Orangeburg	29	32	31	31	37	160
Dorchester	45	23	29	30	24	131
Beaufort	30	16	37	33	34	130
Darlington	20	27	30	28	34	137
Florence	23	28	19	29	36	133
Pickens	30	28	22	22	27	129
Lancaster	14	17	27	28	24	110
Greenwood	21	28	13	24	19	107
Sumter	20	24	21	13	26	104
Georgetown	25	23	19	19	17	103
Jasper	15	22	20	17	29	103
Cherokee	18	18	26	17	20	99
Colleton	28	17	16	16	20	97
Newberry	21	21	14	18	19	93
Oconee	15	11	18	21	13	78
Williamsburg	16	16	16	13	13	76
Chesterfield	14	11	16	20	13	74
Chester	8	13	16	19	17	73
Kershaw	11	14	8	13	20	66
Fairfield	14	14	7	11	19	65
Clarendon	10	10	10	14	19	63
Marlboro	4	9	15	13	10	51
Dillon	9	2	13	13	12	49
Marion	12	6	7	16	6	47
Union	6	9	8	11	13	47
Abbeville	9	16	6	5	10	46
Hampton	14	12	5	9	6	46
Bamwell	4	4	17	10	4	39
Saluda	14	3	3	8	7	37
Edgefield	10	7	3	5	10	35
Calhoun	6	9	7	5	6	33
Bamberg	6	7	4	7	5	29
Lee	6	4	1	5	7	23
Allendale	2	6	4	3	3	18
McCormick	3	2	2	3	4	14
	1,176	1,195	1,155	1,206	1,259	5,991

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	960.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	6.7
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	1.680
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	306.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	306.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	370.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	156.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	112.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	107.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	143.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	15.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	0.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name

2019	Highway Safety Office Program Management
2019	Communication Campaign
2019	Communication and Outreach

5.5.1 Countermeasure Strategy: Highway Safety Office Program Management

Program area Community Traffic Safety Program

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Communications and outreach strategies are a critical part of many deterrence and prevention strategies. The various communications and outreach strategies employed by the SHSO are utilized to help deter and prevent problematic driving behaviors, such as a driving under the influence and driving above posted speed limits. Combining communications and outreach strategies with existing deterrent and prevention strategies within the state of South Carolina has the potential to reduce negative driving behaviors and promote safe driving practices, all of which would provide beneficial traffic safety impacts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Comprehensive media strategies have been cited in NHTSA's *Countermeasures that Work* document as effective in reducing problematic driving behaviors, especially when used for the purposes of supporting enforcement and increasing belt use among those groups with traditionally low usage rates. Allocating funds to allow for the implementation of comprehensive media 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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement
PIOT-S	PIOT Communication Strategies	Communication and Outreach

5.5.2 Countermeasure Strategy: Communication Campaign

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 2019, and the National Child Passenger Safety Awareness Week in September 2019 will occur in FFY 2019. 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 2019.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-OP	Communication and Outreach	Communication and Outreach

5.5.3 Countermeasure Strategy: Communication and Outreach

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Communication and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Communication and Outreach will be used throughout FFY 2019 to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in impaired driving and/or speeding. By increasing knowledge and awareness of the dangers associated with these risky driving behaviors, it is possible to reduce the number of individuals choosing to engaging in the behaviors of driving while impaired and/or speeding. Reductions in the prevalence of impaired driving and/or speeding and the resulting related collisions, severe-injuries, and fatalities will have a significant and positive impact on traffic safety in the state of South Carolina.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-ID	Communication and Outreach	Communication and Outreach
PTS-OP	High visibility enforcement of seat belt law	Short-term, High Visibility Seat Belt Law Enforcement
M4HVE	DUI Enforcement Teams	High Visibility DUI Enforcement
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement

5.5.3.1 Planned Activity: Communication and Outreach

Planned activity name	Communication and Outreach
Planned activity number	PIOT-ID
Primary countermeasure strategy	Communication and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In FFY 2019, 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 2019 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 2019, 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. Those times will coincide with monthly enforcement weekends designated by the South Carolina Highway Patrol, which, will span from December 2018 through September 2019. 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 the designated special enforcement weekends. 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.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training
2019	High Visibility DUI Enforcement
2019	Communication and Outreach

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High		\$500,000.00		
2019	FAST Act 405d Impaired Driving High		\$210,000.00		

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3.2 Planned Activity: Communication and Outreach

Planned activity name Communication and Outreach
Planned activity number PIOT-OP
Primary countermeasure strategy Communication and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 social media 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.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3.3 Planned Activity: PIOT Communication Strategies

Planned activity name PIOT Communication Strategies
Planned activity number PIOT-S
Primary countermeasure strategy Communication and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, Motorcycle Safety, Speed Enforcement, and Vulnerable Roadway Users (*Look*).

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. All paid media efforts – broadcast and print – feature Target Zero 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 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.

Strategies

Several strategies identified in NHTSA's *Countermeasures That Work* are utilized in PIOT campaigns and activities with much success.

1. The OHSJP will provide funding to highway safety staff and advocates to attend significant conferences and training events related to highway safety issues. As appropriate, when information on national or state-initiated training programs becomes available, the OHSJP will forward the information to highway safety project directors, Law Enforcement Network Coordinators and Assistant Coordinators, and/or other highway safety stakeholders with direct interest in the training. If it is determined that funds are available to support requests to attend these programs, information will be included in the package outlining procedures for requesting assistance.

2 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



Artwork for Motorcycle Safety campaign

In addition, the OHSJP will expand upon an existing created billboard campaign, "Look," geared toward vulnerable roadway users. The previous umbrella theme, "Highways or Dieways? The Choice Is Yours." will continue to be utilized as a supporting message when deemed necessary.

3. 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. As referenced in the Occupant Protection Program Area section of the HSP, the NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Eighth Edition, 2015 (CTW) document stresses the importance of the Occupant Protection emphasis area and outlines significant strategies and appropriate countermeasures. The campaign emphasis areas will include social media and outdoor advertising.



BUSC Memorial Day 2018 Billboard

4. 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.

5. The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2019. The campaign is known as *Sober or Slammer!* and represents the state's version of the national *Drive Sober or Get Pulled Over* initiative. As referenced in the Impaired Driving Program Area section of the HSP, the NHTSA-produced CTW document stresses the importance of the Impaired Driving emphasis area and outlines significant strategies and appropriate countermeasures utilizing high-visibility enforcement. In order to comply with NHTSA requirements regarding equipment distributed to Law Enforcement agencies, the Law Enforcement DUI Challenge was altered in FY 2017. The FFY 2018 strategy for the DUI enforcement campaign was altered as well to 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 same strategy will continue during FFY 2019. The SCHP, during FFY 2019, will conduct special DUI enforcement emphases once a month on weekends from December 2018 to September 2019. The weekend enforcement efforts will be supported by radio and some television and social media advertising 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 during the challenge will be awarded a recognition plaque for their efforts. This recognition is consistent with the NHTSA Guidance and recommendations received by the OHSJP from the NHTSA Region 4 Office. Law Enforcement Liaisons will encourage agencies within the Law Enforcement Network 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, paid social media, and alternative advertising) to support campaign efforts. Media messaging will need to be adjusted to reflect a likely significant decrease in law enforcement participation as a result of the OHSJP’s need to conform to the NHTSA Guidance. Educational efforts will focus on the twenty priority counties designated within the state’s Highway Safety Plan and the Impaired Driving Countermeasures Plan.

6. 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.

7. The OHSJP will assist the SCHP with School Zone Safety Week emphasis during the late summer of 2019. The emphasis will involve highway safety stakeholders statewide in an effort to call the attention of the motoring public to the importance of safety in school zones. Law enforcement agencies and schools are provided information to conduct activities for School Zone Safety Week, which is to be observed during the first full week of the school calendar. The goal is to educate young children about safe walking techniques, to inform parents and caregivers about their role in ensuring that children get to school safely, and to encourage local law enforcement agencies to patrol in and around schools.

8. Highway Safety staff will continue a statewide Motorcycle Safety Campaign (part of Vulnerable Roadway Users campaign) in 2019 that will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the highways. The *Look* campaign, with its focus on vulnerable roadway users, will be used to alert motorists of the presence of motorcyclists and urge everyone to “share the road” (see graphic at bottom of page 140). The campaign, though statewide, will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the preceding year. This campaign will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads.

9. The OHSJP will continue to provide non-federal funding for the SC Highway Patrol (SCHP) to establish Highway Safety booths/displays at various statewide events.

10. The OHSJP will utilize paid advertising of highway safety messages at high school sports venues in the state. This may include advertising on printed tickets for sporting and other special events, public address announcements during these sporting events, and program advertising at these sporting events. About 5 million tickets are expected to be printed and used by most high schools across South Carolina.

11. Speed-related collisions continue to be a problem in South Carolina. Furthermore, public perception on the issue of speeding is information that is already captured in OHSJP’s attitudinal surveys. The Target Zero Enforcement Teams, which were implemented during FFY 2016 with Section 164 funding from the SC Department of Transportation, will continue at least until October 31, 2018 and possibly longer in FFY 2019 and feature six, four-person teams of SC Highway Patrol Troopers, who focus their enforcement activity in four major areas of the state (Upstate, Midlands, Lowcountry, and the Pee Dee). Troopers work roadways that are high-risk for traffic fatalities and severe injuries. The major enforcement focuses are speeding, DUI, and occupant protection violations. The OHSJP also expects to continue the Region 4 summer speed campaign “Operation Southern Shield” established by NHTSA in FY2017.

12. The OHSJP will continue to seek opportunities to form partnerships with other highway safety stakeholder groups, including Operation Lifesaver, National Safety Council, MADD and others.

13. The OHSJP will add questions to its Attitudinal Survey to gauge public awareness of the Target Zero Enforcement Teams and Target Zero media messaging.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Traffic Fatalities

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

Data indicates that speeding-related fatalities from 2012 to 2016 were at their lowest level in 2013 (305 fatalities) and at their highest level during 2016 (381 fatalities). The 381 speeding-related fatalities in South Carolina in 2016 represent an 18.32% increase when compared to the 2012 total (322). South Carolina's population-based fatality rate followed a somewhat similar pattern as the number of speeding-related fatalities, with the highest rate in 2016 (7.68) and the lowest rate in 2014 (6.36). South Carolina's 2016 speeding-related population-based fatality rate (7.68 deaths per 100,000 population) is 13.4% higher than the 2012-2015 average (6.77) and 12.6% higher than the 2012 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 2013 (39.77%). The 2016 percentage (37.54) is less than one percent (0.40%) lower than the average of the previous four years. Additionally, the 2016 proportion of speeding-related fatalities to total traffic fatalities increased 0.23% when compared to this same proportion for 2012.

Speeding-related fatalities increased throughout the nation (3.62%) in 2016 when compared to the prior four-year average. The population-based fatality rate increased nationally as well, rising by 1.79% during the same timeframe. The nation's speeding-related percentage of total deaths averaged 28.56% from 2012 through 2016, with this proportion decreasing by 1.96% in 2016 when compared to the 2012-2015 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 2012-2016. Additionally, South Carolina's percentage of fatalities that were speeding-related remained greater than that of the nation during the entire 2012-2016 period. In 2016, 37.54% of South Carolina's total traffic fatalities were speeding-related, compared to 26.99% for the nation.

According to FARS, from 2012 to 2016, the counties accounting for the highest percentages of the speeding-related fatalities in South Carolina for the years 2012 through 2016 were: Richland (6.25%); Greenville (5.95%); Spartanburg (5.29%); Charleston (5.18%); Horry (5.00%); Anderson (4.70%); and Lexington (4.40%) (see Table 30).

As shown in Table 30, the counties with the most speeding-related fatalities from 2012 to 2016 were: Richland (105); Greenville (100); Spartanburg (89); Charleston (87); Horry (84); Anderson (79); and Lexington (74). Four of these seven counties experienced a decrease in the number of speeding-related fatalities in 2016 when compared to the prior four-year averages: Spartanburg (-18.92%); Horry (-13.04%); Lexington (-6.67%); and Charleston (-2.86%), and there was no change in the number of speeding-related fatalities in Greenville county when compared to the prior four-year average. Two (2) of those counties saw an increase in speeding-related fatalities during 2016 when compared to the prior four-year average: Richland (45.45%) and Anderson (44.83%).

County	Total 2012-2016					Total 2012-2016		% Change: 2016 vs. prior 4-yr Avg.
	2012	2013	2014	2015	2016	N	%	
Abbeville	4	4	1	2	4	15	0.89%	45.45%
Aiken	3	9	7	7	20	46	2.74%	207.7%
Allendale	0	2	1	1	0	4	0.24%	-100.0%
Anderson	20	10	15	13	21	79	4.70%	44.83%
Bamberg	1	1	1	3	2	8	0.48%	33.33%
Barrow	3	1	4	3	2	13	0.77%	-27.27%
Beaufort	5	3	8	8	6	30	1.78%	0.00%
Berkeley	9	11	16	12	15	63	3.73%	25.00%
Calhoun	1	1	4	5	4	15	0.89%	45.45%
Charleston	17	12	18	23	17	87	5.18%	-2.86%
Cherokee	6	4	9	7	3	29	1.73%	-53.85%
Chester	0	6	3	9	7	25	1.49%	55.56%
Chesterfield	5	3	1	5	3	17	1.01%	-14.29%
Clarendon	3	4	6	7	10	30	1.78%	100.0%
Colleton	10	5	7	6	7	35	2.08%	0.00%
Darlington	9	11	9	10	13	52	3.09%	33.33%
Dillon	3	2	10	4	6	25	1.49%	26.32%
Dorchester	8	5	8	9	11	41	2.44%	46.67%
Edgefield	4	0	1	0	2	7	0.42%	20.00%
Fairfield	6	6	1	3	5	21	1.25%	25.00%
Florence	9	11	6	21	12	59	3.51%	2.13%
Georgetown	7	5	4	5	2	23	1.37%	-61.90%
Greenville	27	24	15	14	20	100	5.95%	0.00%
Greenwood	6	5	4	5	4	24	1.43%	-20.00%
Hampton	3	3	1	2	0	9	0.54%	-100.0%
Horry	12	20	16	21	15	84	5.00%	-13.04%
Jasper	3	3	4	7	13	30	1.78%	205.9%
Kershaw	6	9	4	9	7	35	2.08%	0.00%
Lancaster	3	2	8	3	3	19	1.13%	-25.00%
Laurens	9	5	12	15	16	57	3.39%	56.10%
Lee	1	1	0	3	3	8	0.48%	140.0%
Lexington	19	18	10	13	14	74	4.40%	-6.67%
McCormick	3	0	1	1	2	7	0.42%	60.00%
Marion	6	3	2	7	4	22	1.31%	-11.11%
Marlboro	1	1	7	6	3	18	1.07%	-20.00%
Newberry	6	3	2	7	1	19	1.13%	-77.78%
Oconee	8	3	4	5	2	22	1.31%	-60.00%
Orangeburg	8	12	6	13	13	52	3.09%	33.33%
Pickens	8	8	8	4	4	32	1.90%	-42.86%
Richland	19	26	18	14	28	105	6.25%	45.45%
Saluda	4	0	2	0	1	7	0.42%	-50.00%
Spartanburg	13	10	16	35	15	89	5.29%	-18.92%
Sumter	5	9	10	5	9	38	2.26%	24.14%
Union	1	1	5	5	7	19	1.13%	133.3%
Williamsburg	7	10	4	3	9	33	1.96%	50.00%
York	11	13	8	6	16	54	3.21%	68.42%
Total	322	305	307	366	381	1,681	100.0%	17.23%

South Carolina's speeding-related population-based fatality rate increased 13.44% in 2016 (7.68 fatalities per 100,000 population) compared to the average of the previous four years (6.77). The counties with the highest average of speeding-related population-based fatality rates during the 2012-2016 period (see Table 31) were Jasper (21.67); Calhoun (20.22); Williamsburg (20.11); Colleton (18.46); Fairfield (18.21); and Clarendon (17.65). 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 28. Speed-Related Fatalities by County: Rate per 100,000

County	Population					2012-2016 Average	% Change: 2016 vs. prior 4-yr Avg.
	2012	2013	2014	2015	2016		
Abbeville	15.91	16.02	4.02	8.01	16.08	12.02	46.13%
Aiken	1.84	3.48	4.25	4.21	11.94	5.55	202.7%
Allendale	0.00	20.40	10.32	10.62	0.00	8.27	-100.0%
Anderson	10.56	5.25	7.79	6.68	10.68	8.19	-41.11%
Bamberg	6.37	6.50	6.61	20.50	13.86	10.77	38.63%
Barnwell	13.46	4.52	18.22	13.82	9.31	11.86	-25.54%
Beaufort	2.99	1.75	4.57	4.45	3.28	3.41	-4.74%
Berkeley	4.75	5.67	8.07	5.92	7.11	6.30	16.56%
Calhoun	6.70	6.64	26.91	33.78	27.03	20.22	46.03%
Charleston	4.66	3.22	4.73	5.91	4.29	4.56	-7.40%
Cherokee	10.74	7.14	15.98	12.39	5.30	10.31	-54.20%
Chester	0.00	18.36	9.27	27.88	21.75	15.45	56.75%
Chesterfield	10.85	6.50	2.17	10.86	6.52	7.38	-14.13%
Clarendon	8.76	11.70	17.60	20.71	29.45	17.65	100.5%
Colleton	26.16	13.23	18.34	15.90	18.46	18.46	-0.00%
Darlington	13.21	16.21	13.29	14.81	19.34	15.37	34.45%
Dillon	9.31	6.57	31.93	12.81	19.44	16.01	28.32%
Dorchester	5.62	3.44	5.39	5.90	7.15	5.50	40.65%
Edgefield	15.18	0.00	3.78	0.00	7.59	5.31	60.03%
Fairfield	25.65	25.88	4.34	13.11	22.07	18.21	27.98%
Florence	6.52	7.95	4.32	15.13	8.65	8.51	2.00%
Georgetown	11.62	8.28	6.59	8.16	3.26	7.58	-62.39%
Greenville	5.79	5.07	3.11	2.85	4.01	4.17	-4.67%
Greenwood	8.58	7.16	5.74	7.15	5.70	6.87	-20.34%
Hampton	14.48	14.72	4.90	9.97	0.00	8.81	-100.0%
Horry	4.26	6.91	5.35	6.78	4.65	5.59	-20.12%
Jasper	11.56	11.27	14.82	25.10	45.67	21.68	191.2%
Kershaw	9.65	14.39	6.34	14.17	10.92	11.09	-1.94%
Lancaster	3.79	2.48	9.61	3.49	3.35	4.54	-30.86%
Laurens	13.39	7.36	18.05	22.54	23.96	17.14	55.25%
Lee	5.36	5.43	0.00	16.39	17.01	8.92	146.7%
Lexington	7.04	6.58	3.60	4.62	4.89	5.35	-10.43%
McCormick	30.17	0.00	10.17	10.31	20.74	14.28	63.79%
Marion	18.50	9.35	6.27	22.06	12.61	13.76	-10.24%
Marlboro	3.55	3.58	25.08	21.79	11.13	13.03	-17.52%
Newberry	15.97	8.00	5.30	18.47	2.63	10.08	-78.00%
Oconee	10.72	4.00	5.32	6.60	2.62	5.85	-60.68%
Orangeburg	8.75	13.25	6.68	14.63	14.79	11.62	36.61%
Pickens	6.69	6.71	6.64	3.29	3.26	5.32	-44.19%
Richland	4.83	6.54	4.49	3.44	6.84	5.23	41.73%
Saluda	20.02	0.00	9.95	0.00	4.95	6.99	-33.93%
Spartanburg	4.51	3.44	5.45	11.78	4.98	6.03	-20.96%
Sumter	4.65	8.34	9.27	4.66	8.38	7.06	24.58%
Union	3.54	3.57	17.90	18.00	25.30	13.66	135.3%
Williamsburg	20.82	30.18	12.20	9.21	28.16	20.11	55.59%
York	4.69	5.44	3.26	2.39	6.19	4.40	56.82%
Total	6.82	6.40	6.36	7.48	7.68	6.95	13.55%

Traffic Injuries

State data shows an increase of 23.6% in total traffic-related injuries, from 50,064 total injuries in 2012 to 61,899 in 2016. The 2016 figure was also more (16.4%) than the average of the four prior years (53,158.75).

Table S-18 below shows the number of speed-related crash injuries for the State of South Carolina for the years 2012-2016. Of the 61,899 total traffic-related injuries reported in 2016, 20,954, or 33.9%, occurred in speeding-related collisions. Injuries in speeding-related traffic crashes increased from 16,212 in 2012 to 20,954 in 2016, an increase of 29.2%; however, the 2016 figure represents a decrease of 2.87% from the 2015 figure. On average, for the years 2012-2015, injuries occurring in speeding-related traffic crashes accounted for 33.7% of all traffic-related injuries. The 2016 figure for speeding-related crash injuries (20,954) is 16.9% higher than the average for speeding-related crash injuries (17,921.75) from 2012 to 2015.

Table S-18 Speed Related Crash Injuries, South Carolina 2012-2016

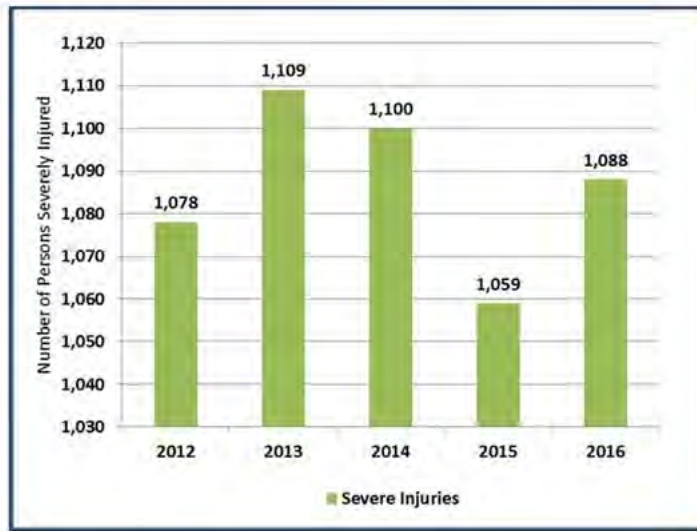
Year	Injury Collision	Property Damage Only Collision	All Persons Injured
2012	10,674	23,312	16,212
2013	11,241	26,211	17,254
2014	11,634	27,429	17,779
2015	13,410	31,855	20,442
2016	13,783	32,668	20,954
Total	60,742	141,475	92,641

State data show a decrease of 10.3% in total serious traffic-related injuries, from 3,399 in 2012 to 3,049 in 2016. Serious traffic injuries in 2016 decreased by 1.39% compared to the number of serious injuries in 2015 (3,092). The 2016 figure represents a decrease of 4.69% when compared to the average number of serious traffic injuries for the years 2012-2016 (3,199).

In Figure S-7 below, state data from 2012-2016 show that the number of serious injuries occurring in speeding-related collisions increased 0.93% in South Carolina, from 1,078 serious injuries in speeding-related collisions in 2012 to 1,088 in 2016. The 2016 figure also represents a 0.14% increase when compared to the average number of serious injuries in speeding-related crashes for the four years 2012-2015 (1086.5). Of the 3,049 total traffic-related serious injuries reported in 2016, 1,088, or 35.7%, occurred in speeding-related collisions. The 2016 percentage of traffic-related serious injuries that occurred in speeding-related collisions represents an increase of 12.3% when compared to the percentage of traffic-related serious injuries that occurred in speeding-related serious injuries that occurred in 2012 (31.7%).

Serious injuries in speeding-related traffic crashes increased from 1,059 in 2015 to 1,088 in 2016, an increase of 2.7%, and the percentage of traffic-related serious injuries that occurred in speeding-related crashes also increased slightly, from 34.2% in 2015 to 35.7% in 2016.

Figure S- 7 Severe Injuries in SC Speed-Related Collisions 2012-2016

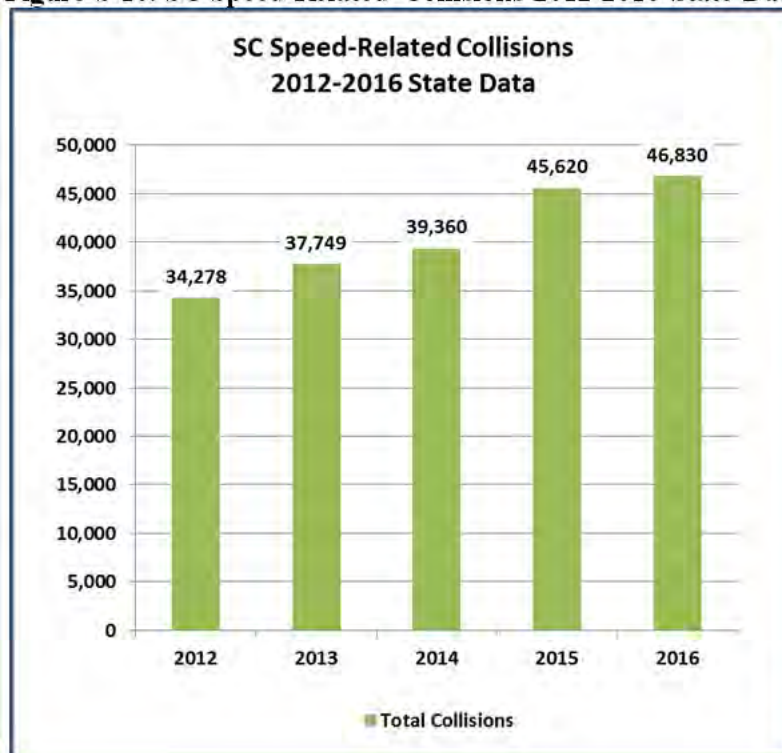


Traffic Collisions

There were 616,254 total traffic collisions in South Carolina from 2012 to 2016. This total includes fatal collisions, injury collisions, and property-damage-only collisions. There was an increase of 5.7% in total collisions from 2015 (133,961) to 2016 (141,599). The 2016 figure represents an increase of 30.8% as compared to 2012 and an increase of 19.3% as compared to the average of the previous four years of 2012-2015 (118,663.75).

There were 203,837 total speeding-related traffic collisions in South Carolina from 2012 to 2016 (see Figure S-16). Speeding-related collisions accounted for 33.1% of total traffic crashes in the state. In 2016, speeding-below related crashes increased by 2.65% as compared to 2015, from 45,620 in 2015 to 46,830 in 2016. The 2016 figure also represents a 36.6% increase as compared to the 2012 figure (34,278) and an increase of 19.3% when compared to the average number of speeding-related collisions (39,251.75) for the four-year period 2012-2015.

Figure S 16. SC Speed-Related Collisions 2012-2016 State Data



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	370.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Safety Officer Training
2019	Short-term, High Visibility Law Enforcement
2019	Communication Campaign

5.6.1 Countermeasure Strategy: Traffic Safety Officer Training

Program area Police Traffic Services

Countermeasure strategy Traffic Safety Officer Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 drivers exhibiting problematic driving behaviors. identify impaired drivers. 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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-TSO	Traffic Safety Officer Training	Traffic Safety Officer Training

5.6.1.1 Planned Activity: Traffic Safety Officer Training

Planned activity name	Traffic Safety Officer Training
Planned activity number	PTS-TSO
Primary countermeasure strategy	Traffic Safety Officer Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The grant-funded Traffic Safety Officer Program provides training to local law enforcement officers throughout the state at the South Carolina Criminal Justice Academy (SCCJA). This gives local agencies an in-state resource for law enforcement training instead of costly out-of-state training opportunities. Educational programs are developed to accompany traffic enforcement and DUI enforcement projects. The SCCJA has provided traffic-safety-specific training to local agencies for several years. In 2015, the SCCJA trained 1178 SFST practitioners, 1550 in 2016, and 1144 in 2017. Well-trained traffic enforcement officers remain an essential aspect of helping to reduce the number of traffic-related crashes, injuries, and fatalities through a variety of enforcement strategies.

Project Description: 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 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), Standardized Field Sobriety Testing (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 88 training classes during the FFY 2019 grant year.

Enter intended subrecipients.

The South Carolina Criminal Justice Academy

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Safety Officer Training

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$373,800.00		\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program area Police Traffic Services

Countermeasure strategy Short-term, High Visibility Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement
PTS-LEC	Law Enforcement Coordination	Short-term, High Visibility Law Enforcement

5.6.2.1 Planned Activity: PTS Enforcement Units

Planned activity name	PTS Enforcement Units
Planned activity number	PTS-EU
Primary countermeasure strategy	Short-term, High Visibility Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

PTS enforcement units will be developed and implemented in those areas where analysis of traffic collision and citation data indicates a major traffic safety problem. The PTS projects funded are located in counties identified as having a significant problem with speed-related traffic collisions, serious injuries, and fatalities. This includes county sheriffs' offices and municipal law enforcement agency projects identified by the supporting data. The projects will fund law enforcement officer personnel, travel, equipment, and other allowable items. Traffic safety enforcement programs throughout the state will participate in Law Enforcement Networks established in the 16 Judicial Circuits in South Carolina. They will participate in statewide and national highway safety campaigns and enforcement crackdown/mobilization programs. These campaigns include DUI crackdowns (*Sober or Slammer!*), occupant protection mobilizations (*Buckle Up, South Carolina*), focused roadway corridor speed enforcement (Operation Southern Shield), and combined enforcement activity, to include nighttime safety belt enforcement. The PTS projects will conduct traffic safety presentations to increase community awareness of traffic safety-related issues and issue press releases of the projects' activities. Law Enforcement Networks will continue to meet and share information among agencies, to disseminate information from the Office of Highway Safety and Justice Programs, and to conduct multi-jurisdictional traffic enforcement activities.

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

Enter intended subrecipients.

Agency	Title	County
Charleston County SO	Charleston County Traffic /Service Speed Enforcement Unit	Charleston
Columbia PD	City of Columbia Traffic Enforcement	Richland
Mauldin Police Department	Mauldin Police Department Traffic Safety Team (MPDTS T)	Greenville
City of Cayce	City of Cayce Traffic Enforcement Unit	Lexington
Dorchester County Sheriff's Office	Traffic Division Enhancement	Dorchester
City of Charleston	City of Charleston Speed Enforcement Initiative	Charleston
Town of Summerville	Traffic Enforcement Unit Enhancement	Dorchester
Bluffton PD	Bluffton Police Department Traffic Enforcement Program	Beaufort
Florence County Sheriff's Office	Traffic Safety Unit	Florence
Aiken Department of Public Safety	Aiken Public Safety Police Traffic Safety Unit	Aiken
Lexington Police Department	Town of Lexington Police Traffic Services Enhancement	Lexington
Spartanburg County Sheriff's Office	Spartanburg County Traffic Unit Enhancement	Spartanburg
Fort Mill PD	Fort Mill Police Department Traffic Safety Unit	York
Moncks Corner Police Department	Traffic Enforcement	Berkaley
Kershaw County Sheriff's Office	Traffic Services Enforcement Education	Kershaw
City of Anderson	Traffic Enforcement Unit	Anderson
Goose Creek Police Department	Traffic Enforcement Officers	Berkaley
City of North Augusta	North Augusta Traffic Safety Unit	Aiken
Lancaster Police Department	Department Traffic Enforcement Unit	Lancaster
Georgetown County Sheriff's Office	Georgetown County Traffic Unit	Georgetown
Mount Pleasant Police Department	Mount Pleasant Traffic Enforcement Unit	Charleston
Oconee County Sheriff's Office	Officer Traffic Safety/Speed Enforcement Program	Oconee

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Short-term, High Visibility Law Enforcement
2019	Motorcyclist Awareness Campaign
2019	Law Enforcement Training
2019	Highway Safety Office Program Management
2019	Court Monitoring
2019	Communication and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$3,696,884.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Police Vehicle	1	\$25,000.00	\$25,000.00		

Mobile Radio	1	\$5,000.00	\$5,000.00		
In Car Camera	1	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Police Vehicle	1	\$28,903.00	\$28,903.00		
In Car Camera	1	\$5,940.00	\$5,940.00		
Police Vehicle	1	\$33,219.00	\$33,219.00		
In Car Camera	1	\$5,000.00	\$5,000.00		
Police Vehicle	1	\$30,000.00	\$30,000.00		
In Car Camera	1	\$5,000.00	\$5,000.00		
Mobile Radio	1	\$7,000.00	\$7,000.00		
Police Vehicle	1	\$29,000.00	\$29,000.00		
In Car Camera	1	\$5,000.00	\$5,000.00		
Police Vehicles	2	\$34,000.00	\$68,000.00		
In Car Cameras	2	\$5,917.00	\$11,834.00		
Mobile Radios	2	\$7,500.00	\$15,000.00		
Portable Radios	2	\$6,000.00	\$12,000.00		
Police Vehicle	1	\$43,636.00	\$43,636.00		
In Car Camera	1	\$7,516.00	\$7,516.00		
Mobile Radio	1	\$5,434.00	\$5,434.00		
Portable Radio	1	\$5,644.00	\$5,644.00		
Police Vehicle	1	\$27,903.00	\$27,903.00		
In Car Camera	1	\$6,765.00	\$6,765.00		
Police Vehicle	1	\$33,274.00	\$33,274.00		
In Car Camera	1	\$5,000.00	\$5,000.00		

5.6.2.2 Planned Activity: Law Enforcement Coordination

Planned activity name Law Enforcement Coordination
Planned activity number PTS-LEC
Primary countermeasure strategy Short-term, High Visibility Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Law Enforcement Coordination project proposes to continue funding the Law Enforcement Support Services (LESS) division's manager, who serves as a Law Enforcement Liaison (LEL), and one additional LEL. The Law Enforcement Liaisons (LELs) will work with the Law Enforcement Network (LEN) to enforce traffic safety throughout the state in priority areas. The LESS division's priorities are to develop and maintain the Law Enforcement Network (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.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3 Countermeasure Strategy: Communication Campaign

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 2019, and the National Child Passenger Safety Awareness Week in September 2019 will occur in FFY 2019. 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 2019.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-OP	Communication and Outreach	Communication and Outreach

5.7 Program Area: Non-motorized (Bicyclist)

Program area type Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

BICYCLISTS

Traffic Fatalities

According to FARS data, in 2016 there were 25 bicyclist fatalities in South Carolina motor vehicle crashes. These 25 fatalities accounted for only 2.5% of the total fatalities for the state for 2016.

There were 83 bicyclist fatalities in the five-year period from 2012 to 2016, with 25 occurring in 2016, representing a 72.41% increase when compared to the average of the previous four-year period, and a 92.31% increase from the level in 2012. This percentage change is significantly larger than the percentage increase in such fatalities seen nationwide (a 14.44% increase) during the same timeframe (see **Table 32**).

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	734	749	729	829	840	14.44%	10.49%
VMT Rate**	0.02	0.03	0.02	0.03	0.03	50.00%	-20.00%
Pop Rate***	0.23	0.24	0.23	0.26	0.26	13.04%	8.33%
Pct. Of Total	2.17%	2.28%	2.23%	2.34%	2.24%	0.07%	-0.02%

Throughout the last five years (2012-2016), South Carolina's average population-based bicyclist fatality rate (0.34 deaths per 100,000 population) was higher than the national average rate (0.24) during the same timeframe. South Carolina's rate in 2016 (0.50) was 65.29% higher than the prior four-year average, and was 78.57% higher than the 2012 rate. (see **Table 13**). Nationwide, the population-based bicyclist fatality rate increased by 8.33% in 2016 (0.26) compared to the 2012-2015 average and was a 13.04% percentage increase from the rate in 2012.

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	13	15	14	16	25	92.31%	72.41%
VMT Rate**	0.03	0.03	0.03	0.03	0.05	66.67%	66.67%
Pop Rate***	0.28	0.31	0.29	0.33	0.50	78.57%	65.29%
Pct. Of Total	1.51%	1.96%	1.70%	1.63%	2.46%	0.95%	0.76%

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

Traffic Injuries

Based on state data, bicyclist traffic injuries decreased from 2012 to 2015, before increasing in 2016. **Table S-20** shows that total bicyclist traffic injuries in the state for the five-year period was 2,381, or 0.87% of the total traffic injuries in the state for the time period (274,534). Total bicyclist injuries decreased in 2016 (503) as compared to 2012 (507) by 0.79%. However, the number of bicyclist injuries from 2016 represents a 15.37% increase from the number of bicyclist injuries in 2015 (436), and injuries were 7.1% higher than the average number of bicyclist injuries for the period 2011-2014 (469.5).

Year	Non-Severe Injuries	Severe Injuries	Fatal Injuries	Total Bicyclists Injured
2012	422	71	14	507
2013	402	51	15	468
2014	397	56	14	467
2015	377	43	16	436
2016	423	56	24	503
Total	2,021	277	83	2,381

As seen in **Table S-21** in 2012, bicyclists experienced 71 serious traffic-related injuries. When comparing the number of serious injuries that occurred each year to the 71 experienced in 2012, the injuries have decreased to 51 in 2013 before increasing slightly to 56 in 2014, decreasing again in 2015 to 43, and increasing again to 56 in 2016. The number of severe injuries in 2016 was 21.1% lower than in 2012, but 1.4% higher than the average number of bicyclist serious traffic-related injuries for 2012-2015 (55.3).

	2012	2013	2014	2015	2016
South Carolina	71	51	56	43	56

Traffic Collisions

According to state data, SC experienced 2,502 total traffic collisions involving bicyclists during the time period 2012-2016. **Table S-22** shows that, during the five-year period, the state has experienced variation in the number of bicyclist collisions. In 2016, the state's number of bicyclist collisions increased 14.0% compared to the previous year (2015, 457 collisions), and was 3.7% lower than it was in 2012. In 2016, the state's number of bicyclist collisions was 5.2% more than the average number of bicyclist collisions (495.3) for the four-year period 2012-2015.

Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2012	14	493	34	541
2013	15	446	28	489
2014	14	449	31	494
2015	16	417	24	457
2016	24	472	25	521
Total	83	2,277	142	2,502

Table S-23 presents the number of fatal and severe-injury bicycle-related collisions from 2012-2016 by county. Charleston, Horry, Richland, and Beaufort counties had the highest occurrences of bicyclist fatal and severe-injury collisions during this time period with 63, 52, 26, and 29, respectively.

County	2012	2013	2014	2015	2016	2012-2016
Abbeville	0	0	0	0	0	0
Aiken	2	2	1	1	2	8
Allendale	0	0	1	0	0	1
Anderson	2	3	1	1	1	8
Bamberg	1	0	0	0	0	1
Barnwell	0	0	0	0	1	1
Beaufort	6	5	4	6	8	29
Berkeley	4	3	4	2	3	16
Calhoun	0	0	0	0	0	0
Charleston	11	14	12	10	16	63
Cherokee	0	0	1	1	1	3
Chester	0	0	0	0	0	0
Chesterfield	0	0	1	0	1	2
Clarendon	1	1	1	2	0	5
Colleton	2	0	0	1	0	3
Darlington	2	0	0	3	1	6
Dillon	1	0	1	0	0	2
Dorchester	2	2	1	1	3	9
Edgefield	1	0	0	0	0	1
Fairfield	1	1	0	0	0	2
Florence	3	2	2	4	1	12
Georgetown	4	3	1	0	1	9
Greenville	8	2	4	1	4	19
Greenwood	2	1	2	0	0	5
Hampton	0	1	0	0	0	1
Horry	12	14	8	11	7	52
Jasper	0	0	1	0	0	1
Kershaw	0	0	0	0	0	0
Lancaster	0	0	0	1	3	4
Laurens	1	0	2	0	1	4
Lee	1	0	1	0	0	2
Lexington	2	0	2	2	5	11
McCormick	0	1	0	0	0	1
Marion	0	1	0	0	1	2
Marlboro	0	2	0	1	0	3
Newberry	0	1	0	1	1	3
Oconee	0	0	0	1	1	2
Orangeburg	1	2	1	1	2	7
Pickens	0	0	1	0	0	1
Richland	9	1	8	5	3	26
Sahuda	0	1	0	0	0	1
Spartanburg	2	1	3	2	7	15
Sumter	1	1	3	0	3	8
Union	0	1	1	1	1	4
Williamsburg	0	0	1	0	0	1
York	4	1	1	1	1	8
Total	86	67	70	60	79	362

MOPED OPERATORS

Traffic 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 2016 there were 39 moped operator fatalities as a result of motor vehicle collisions in South Carolina. These 39 fatalities accounted for 3.8% of the total fatalities for the state that year. While there had been a significant increase in the number of moped fatalities since 2009, in 2016, moped-operator traffic fatalities increased by 2.6% as compared to 2012 and 12.2% as compared to the average number of moped operator traffic fatalities for the four-year period 2012-2015 (34.75).

	2012	2013	2014	2015	2016	Total
Total Fatalities	863	767	823	979	1,020	4,452
Moped Fatalities	38	24	32	45	39	178
Percent of Total	4.40%	3.13%	3.89%	4.60%	3.82%	4.00%

Traffic Injuries

According to state data, moped operators/riders received 3,564 injuries or possible injuries in traffic crashes during the period 2012-2016 (does not include fatally injured moped operators/riders), representing about 1.3% of all traffic-related injuries during the time period (274,534). Traffic injuries have decreased for moped operators since 2012, with 743 such injuries occurring in 2012 and 684 such injuries occurring in 2016, a decrease of almost 8.0%. This attests, in part, to a slight decrease in moped use across the state during this five-year period (892 total moped operators/riders in 2012 vs. 860 moped operators/riders in 2016.)

Table S-25 shows total moped riders involved in traffic collisions by injury severity. Severe injuries among moped riders decreased from 2012 to 2016, with 162 such injuries occurring in 2012 as compared to 124 in 2016, a decrease of 23.5%. The 2016 figure also represents a decrease in 2016 of 16.9% as compared to the average number of moped-rider traffic severe injuries for the four-year period 2012-2015 (149.25).

Year	Not Injured	Possible Injury	Non-Incapacitating Injury	Severe Injury	Fatal Injury	Total Moped Operators/Riders
2012	111	263	318	162	38	892
2013	116	267	311	148	24	866
2014	136	236	293	159	32	856
2015	137	264	331	128	45	905
2016	137	276	284	124	39	860
Total	637	1,306	1,537	721	178	4,379

As depicted in **Table S-26**, the top six counties for moped-operator fatal and severe-injury collisions accounted for more than 53.5% of the total. These counties were Horry, Greenville, Charleston, Spartanburg, Richland, and Anderson.

County	2012	2013	2014	2015	2016	Total	Cumulative Percent of Total
Horry	36	29	45	28	25	163	18.67%
Greenville	18	23	17	14	21	93	29.32%
Charleston	18	14	18	16	16	82	38.72%
Spartanburg	13	15	12	10	15	65	46.16%
Richland	14	10	8	9	3	44	51.20%
Anderson	5	2	10	7	10	34	55.10%

Traffic Collisions

According to state data, traffic collisions involving moped operators decreased in 2013 and 2014 before increasing again in 2015, and decreasing again in 2016 (see **Table S-27**). The 3,983 total collisions represent only 0.65% of the state's 616,254 total traffic collisions during the 2012-2016 time period. In 2016, the state experienced 791 such collisions, a 2.5% decrease as compared to the number of collisions in 2012 (811). In 2016, the number of moped-operator traffic collisions decreased by 4.6% as compared to 2015, and the 2016 figure was 0.9% lower than the average number of moped-operator collisions for the four-year period 2012-2015 (798).

Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2012	37	694	80	811
2013	25	685	75	785
2014	31	643	93	767
2015	44	681	104	829
2016	40	649	102	791
Total	177	3,352	454	3,983

Table S-28 shows that in South Carolina during the period 2012-2016, the greatest concentration of moped-involved collisions occurred between 3:01 p.m. and 6:00 p.m. (949 or 23.8%). During that same time period, the greatest number of fatal moped-involved crashes occurred between the hours of 6:01 p.m. to 9:00 p.m. (42, or 23.7%).

Time of Day	Total Collisions	Fatal Collision
12:01am - 3:00am	232	9
3:01am - 6:00am	117	11
6:01am - 9:00am	201	9
9:01am - Noon	366	15
12:01pm - 3:00pm	663	17
3:01pm - 6:00pm	949	34
6:01pm - 9:00pm	890	42
9:01pm - Midnight	565	40
Total	3,983	177

PEDESTRIANS

Traffic Fatalities

The State of South Carolina is experiencing a pedestrian safety problem of almost equal magnitude to the challenges being faced with motorcycle safety. **Table 12** shows the number and rate of pedestrian deaths in South Carolina, both of which increased considerably throughout the 2012-2016 period. Overall, the 2016 total (144 fatalities) is 27.15% higher than the prior four-year average (116 fatalities), and 17.1% higher than the 2012 total (123 fatalities).

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	123	100	107	123	144	17.07%	27.15%
VMT Rate**	0.25	0.20	0.21	0.24	0.26	4.00%	15.56%
Pop Rate***	2.61	2.10	2.22	2.51	2.90	11.11%	22.88%
Pct. Of Total	14.25%	13.04%	13.00%	12.56%	14.19%	-0.06%	0.98%

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

Throughout the five years (2012-2016), pedestrian fatalities accounted for, on average, 13.4% of all traffic-related deaths in South Carolina. The 2016 percentage of South Carolina pedestrian fatalities to total traffic fatalities (14.19%) represents a 0.98% increase in this index when compared to the 2012-2016 average (13.21%), and a 0.06% decrease compared to the 2012 proportion (14.25%).

The state's population-based pedestrian fatality rate increased in 2016 (2.90 deaths per 100,000 population) by 22.8% when compared to the prior four-year average (2.36). Over all five years, South Carolina's average population death rate for pedestrians (2.47) was higher than the rate seen for the US as a whole (1.63).

Table 33 indicates that nationwide, pedestrians accounted for an average of 5,198 deaths annually during the 2012-2016 period. Total pedestrian fatalities increased in 2016 (5,987 fatalities) by 19.73% when compared to the 2012-2015 average (5,001). Additionally, the 2016 nationwide population-based fatality rate for pedestrian fatalities (1.85) increased by 17.65% as compared to the previous four-year average (1.57). In the US, pedestrians accounted for an average of 15.05% of all 2012-

2016 traffic-related fatalities. The 2016 proportion of pedestrian fatalities to total traffic fatalities (15.98%) represented a 1.16% increase when compared to the prior four-year average (14.82%).

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	4,818	4,779	4,910	5,495	5,987	24.26%	19.73%
VMT Rate**	0.16	0.16	0.16	0.18	0.19	18.75%	15.15%
Pop Rate***	1.53	1.51	1.54	1.71	1.85	20.92%	17.65%
Pct. Of Total	14.26%	14.53%	15.00%	15.49%	15.98%	1.72%	1.16%

Traffic Injuries

According to state data (see **Table S-29**), the State of South Carolina experienced 4,611 traffic-related injuries (not including fatalities) in the years 2012-2016 involving pedestrians. Of these injuries, 929, or 20.1%, were severe injuries. The number of pedestrian injuries has fluctuated in recent years, with the state in 2016 experiencing 2.8% more pedestrian traffic injuries than occurred in 2012. The 2016 figure of 986 total pedestrian traffic injuries represents an increase (12.2%) from 2015's number of 879. The 2016 figure represents an increase of 8.8% as compared to the average number of pedestrian traffic injuries for the four-year period 2012-2015 (906.25). Serious pedestrian traffic injuries, however, appear to be trending downward. The 2016 figure for serious pedestrian traffic injuries (183) is 11.6% lower than the 2012 figure of 207 and it is 3.5% lower than the average number of pedestrian traffic fatalities for the four-year period 2012-2015 (186.5). However, the 2016 figure represents an increase of nearly 13.0% when compared to the 2015 figure (162).

Year	Not Injured	Possible Injury	Non Incapacitating Injury	Severe Injury	Total Non-fatal Pedestrians
2012	42	417	293	207	959
2013	40	360	303	219	922
2014	38	380	289	158	865
2015	48	392	277	162	879
2016	45	434	324	183	986
Total	213	1,983	1,486	929	4,611

As depicted in **Table S-30**, the top six counties for fatal and severe-injury pedestrian collisions accounted for more than 70% of the total (1,106). These counties were Charleston, Greenville, Richland, Horry, Spartanburg, and Anderson.

County	2012	2013	2014	2015	2016	Total	Cumulative Percent of Total
Charleston	29	43	37	38	35	182	12.08%
Greenville	40	34	28	28	40	170	23.37%
Richland	38	30	20	29	34	151	33.40%
Horry	32	39	21	20	35	147	43.16%
Spartanburg	21	20	6	18	11	76	48.21%
Anderson	11	7	14	7	16	55	51.86%

Traffic Collisions

According to state data, South Carolina experienced 4,939 total traffic collisions involving pedestrians during the time period 2012-2016 (see **Table S-31**). Total collisions involving pedestrians have fluctuated over the recent years, with 1,037 collisions in 2012, 962 in 2013, 923 in 2014, 953 in 2015, and 1,064 in 2016. The number of collisions involving pedestrians increased 11.7% in 2016 compared to 2015 and 2.6% when compared to 2012. The 2016 figure of 1,064 was also 9.8% greater than the average number of traffic collisions involving pedestrians for the four-year period 2011-2014 (968.75).

Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2012	121	890	26	1,037
2013	100	834	28	962
2014	107	795	21	923
2015	126	799	28	953
2016	145	892	27	1,064
Total	599	4,210	130	4,939

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	143.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	15.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	VRU Communication Campaign

5.7.1 Countermeasure Strategy: VRU Communication Campaign

Program area Other

Countermeasure strategy VRU Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Vulnerable Roadway User (VRU) Communication Campaigns serve to increase drivers' awareness of vulnerable roadway users, including bicyclists, pedestrians, and moped operators, as well as improve both VRU and driver compliance with relevant traffic laws. The VRU Communication Campaign is known as "Look!" and will focus on counties that experienced high rates of deaths and serious injuries among vulnerable roadway user groups. A positive traffic safety impact can be achieved through increasing drivers' awareness of these vulnerable roadway user groups and through increasing VRU and driver compliance with relevant traffic laws.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each year the State of South Carolina experiences traffic crashes, injuries, and fatalities which involve individuals whose modes of transportation involve means other than four-wheeled vehicles. These individuals choose to negotiate roadways on foot (pedestrians), or by the mechanism of two-wheeled vehicles (mopeds, bicycles and motorcycles). Unfortunately, each year these most vulnerable of roadway users contribute, sometimes through no fault of their own, to the negative traffic statistics experienced by the state. 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015* (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. 8-25 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. 8-34 to 8-36); *Share the Road* awareness programs, limited evidence of effectiveness (Chapter 9, Section 4.2, p. 9-35 to 9-36); and bicycle safety education for bicycle commuters, limited evidence of effectiveness (Chapter 9, Section 2.2, p. 9-23 to 9-25).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT VRU	Look! Communication Campaign	VRU Communication Campaign

5.7.1.1 Planned Activity: Look! Communication Campaign

Planned activity name Look! Communication Campaign

Planned activity number PIOT VRU

Primary countermeasure strategy VRU Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Look! Communication Campaign Strategies

The Office of Highway Safety and Justice Programs (OHSJP) will launch a billboard campaign in 2019 to focus on safety issues related to vulnerable roadway users, particularly moped riders, bicyclists and pedestrians. The campaign will target focus counties that experienced high rates of deaths and serious injuries among vulnerable roadway user groups during the five-year period from 2012 to 2016. The campaign will support public outreach and enforcement efforts by the SC Highway Patrol to address the increase in deaths occurring in South Carolina among these vulnerable groups. While each board will focus on one vulnerable roadway group, the campaign features a unified and cohesive series of "share the road" messages. That way, roadway users will recognize the compellingly colorful billboard campaign as one theme, which is "Look!" The theme encourages motorists to simply pay attention and "look" for these vulnerable roadway users when they are negotiating the roadways. The billboards, in essence, tell motorists that by looking out for vulnerable roadway users and sharing the road responsibly with them, lives

can be saved. (Boards focusing on motorcycles also feature the same theme and logo, but funding for the boards will be taken from another source.)

During FFY 2019, the OHSJP staff will develop a presentation on vulnerable roadway users to present at LEN meetings around the state in those Judicial Circuits in which the priority counties for the above-referenced billboard campaign are located. The presentation will contain a variety of information about vulnerable roadway users, including statistical information regarding traffic crashes, injuries, and fatalities featuring locations, time, and demographic data.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	VRU Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Traffic Fatalities

In South Carolina, FARS annual report file (ARF) state data from our Statistical Analysis & Research Section (SARS) indicates that there were 1,015 traffic fatalities in 2016. This figure represents a 3.7% increase from the 979 traffic fatalities reported for 2015. Based on the number of fatalities and a 5.2% increase in vehicle miles of travel for 2016, the mileage death rate for 2016 is 1.87, which represents a 0.9% decrease from 2015 (1.89). Overall, from 2012 to 2016, fatalities increased by 17.61% in South Carolina, compared to increases of 10.89% nationwide.

Traffic Injuries

Figure S-1 contains South Carolina state statistical data which indicates there were 274,534 persons injured in motor vehicle collisions during a five year period (2012-2016). The crash data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during collisions increased from 50,064 in 2012 to 61,899 in 2016. The 2016 data relative to the actual number of injuries sustained in traffic crashes represents a 23.6% increase when compared to the number of people injured in traffic collisions in 2012. When compared to the average of the four-year period 2012-2015 (53,159 injuries), the 2016 figure represents a 16.4% increase. Of the 274,534 people injured during a vehicle crash from 2012 to 2016, 15,995 people (**Figure S-2**), or 5.8%, sustained severe injuries as a result of a crash.

Figure S-1 Injuries in SC Motor Vehicle Collisions 2012-2016 Data

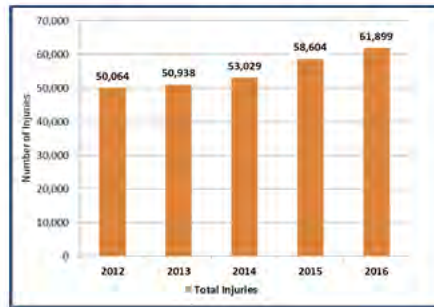
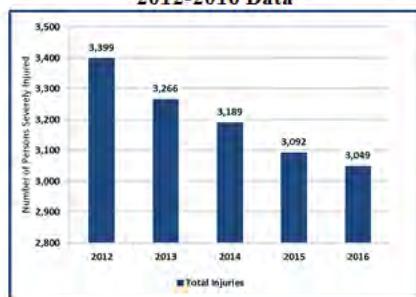


Figure S-2 contains data regarding severe traffic injuries occurring in the state during the years 2012-2016. Of the 274,534 traffic-related injuries occurring during this time period, 15,995, or 5.8%, were severe injuries. There were 3,049 traffic-related severe injuries in 2016, a 10.3% reduction as compared to 2012. The 2016 figure of 3,049 severe traffic-related injuries was also a 5.8% reduction as compared to the average of the four-year period 2012-2015 (3,237 severe injuries).

Figure S-2. Severe injuries SC Motor Vehicle Collisions 2012-2016 Data



Traffic Collisions

From 2012 to 2016, state statistical data listed in **Figure S-3** shows that there were a total of 616,254 vehicle collisions in South Carolina during this five year time period. Of the 616,254 vehicle collisions reported during this time period, 17,133 (**Figure S-4**), or 2.8%, were fatal or severe-injury crashes. From 2012 to 2016, the state has experienced a 30.7% increase in the number of reported vehicle crashes. When compared to the four-year average of traffic crashes occurring from 2012 to 2015 (118,664 collisions) the 2016 figure represents a 19.3% increase. The leading counties for fatal and severe-injury crashes from 2012 to 2016 were, in decreasing order, Horry, Charleston, Greenville, Richland, Spartanburg, Anderson, Berkeley, Lexington, York, Beaufort, Florence, Aiken, Orangeburg, Dorchester, Lancaster, Pickens, Laurens, Sumter, Colleton, Georgetown, Darlington, Greenwood, Jasper, Oconee, and Cherokee.

Figure S-3 Total SC Motor Vehicle Collisions 2012-2016 State Data

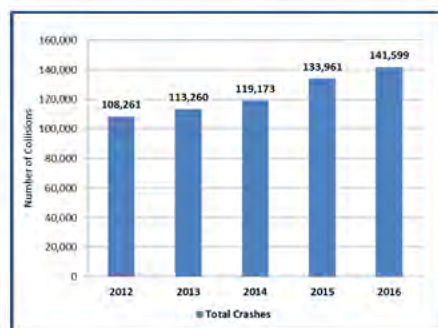


Figure S-4 1SC Fatal and Severe Injury Collisions by County, State Data 2012-2016

County	2012	2013	2014	2015	2016	2012-2016
Horry	322	307	330	299	269	1,527
Charleston	301	314	308	281	272	1,476
Greenville	305	309	277	252	300	1,443
Richland	200	205	180	198	214	997
Spartanburg	195	185	178	202	201	961
Anderson	164	149	139	161	192	805
Berkeley	194	187	153	148	102	784
Lexington	151	142	137	151	142	723
York	124	124	127	125	143	643
Beaufort	102	67	95	107	102	473
Florence	103	93	78	86	91	451
Aiken	73	82	91	96	88	430
Orangeburg	82	97	75	79	96	429
Dorchaster	113	78	70	85	75	421
Lancaster	37	56	83	86	85	367
Pickens	88	68	69	67	61	353
Laurens	67	63	58	67	66	321
Sumter	66	63	58	60	68	315
Colleton	68	57	44	56	66	291
Georgetown	67	71	46	63	43	290
Darlington	46	52	59	52	64	273
Greenwood	39	47	40	62	47	255
Jasper	30	46	46	43	60	245
Oconee	38	27	48	53	51	237
Cherokee	40	39	56	51	48	234
Kershaw	42	50	28	33	56	209
Williamsburg	37	41	42	38	38	196
Chesterfield	34	36	35	44	38	187
Newberry	39	36	26	34	35	170
Chester	27	30	33	39	39	168
Clarendon	29	24	21	32	33	139
Fairfield	28	22	26	22	29	127
Dillon	29	16	27	24	21	117
Barnwell	21	18	32	26	15	112
Marion	24	22	27	23	13	109
Hampton	23	24	20	23	17	107
Marlboro	17	15	26	20	21	99
Union	12	17	18	23	21	91
Abbeville	12	26	13	17	17	85
Calhoun	20	19	18	15	13	85
Edgefield	22	14	8	17	20	81
Saluda	22	15	13	15	13	78
Bamberg	14	20	11	13	16	74
Lee	16	12	16	16	13	73
Allendale	6	11	11	10	9	47
McCormick	5	6	6	10	8	35
Total	3,574	3,402	3,302	3,424	3,431	17,133

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA	Highway Safety Program Administration	

5.8.1 Planned Activity: Highway Safety Program Administration

Planned activity name Highway Safety Program Administration

Planned activity number PA

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 crashes 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 Funding Guidelines 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 2019 with all Project Directors of newly awarded highway safety projects.

Program Administration will continue a sustained DUI enforcement initiative by implementing the 2019 Law Enforcement DUI Challenge known as *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, 2018 through September 1, 2019. According to the *Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015* (Chapter 1, section 2.2), publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal crashes and deterring drunk driving. The 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 2019. 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 2019 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 decrease the upward trend of traffic fatalities from the 2016 preliminary number of 1,020 to 960 by December 31, 2019 with a five year average of 988 from 2015-2019.

Enter intended subrecipients.

The South Carolina Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$173,862.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-ID	Communication and Outreach	Communication and Outreach
PTS-OP	High visibility enforcement of seat belt law	Short-term, High Visibility Seat Belt Law Enforcement
M4HVE	DUI Enforcement Teams	High Visibility DUI Enforcement
M4TR	Impaired Driving Countermeasures Training for Law Enforcement	Law Enforcement Training
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement
PTS-TSO	Traffic Safety Officer Training	Traffic Safety Officer Training
PTS-LEC	Law Enforcement Coordination	Short-term, High Visibility Law Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Analysis of Crashes, Crash Fatalities, and Injuries in Areas of Highest Risk

The state of South Carolina has seen significant fatality reductions in the impaired driving category over the time period 2011-2016. According to 2016 Fatality Analysis Reporting System (FARS) annual report file (ARF) data, the state has experienced a significant decrease in alcohol-impaired driving fatalities (-8 from 2012 to 2016; +39 in 2012; -8 in 2013; -61 in 2014; -30 in 2015;). South Carolina has experienced a 2.59% decline in impaired driving fatalities from 2011 to 2015 compared to a 4.05% increase. See **Table 3**; **Table 5**; **Figure 2** and **Figure 3** for trends.

Table 3. Fatalities by Type

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	863	767	823	979	1,015	17.61%	18.30%
U.S.	33,782	32,893	32,744	35,485	37,461	10.89%	11.07%
Driver Fatalities							
South Carolina	589	535	531	669	674	14.43%	16.01%
U.S.	21,490	20,943	20,788	22,348	23,560	9.63%	10.13%
Passenger Fatalities							
South Carolina	137	112	169	169	166	21.17%	13.12%
U.S.	6,436	6,163	6,040	6,504	6,740	4.72%	7.23%
Motorcyclist Fatalities							
South Carolina	146	149	121	185	185	26.71%	23.13%
U.S.	4,986	4,692	4,594	5,029	5,286	6.02%	9.55%
Pedestrian Fatalities							
South Carolina	123	100	107	123	144	17.07%	27.13%
U.S.	4,818	4,779	4,910	5,495	5,987	24.26%	19.73%
Bicyclist Fatalities							
South Carolina	13	15	14	16	25	92.31%	72.41%
U.S.	734	749	729	829	840	14.44%	10.49%
Impaired Driving Fatalities							
South Carolina	348	339	331	307	331	-4.91%	-0.11%
U.S.	10,336	10,084	9,943	10,320	10,497	1.55%	3.20%
Speeding Fatalities							
South Carolina	322	305	307	366	381	18.32%	17.23%
U.S.	10,329	9,696	9,283	9,723	10,111	-2.11%	3.62%
Unrestrained Occupant Fatalities							
South Carolina	313	242	275	308	315	0.64%	10.72%
U.S.	10,371	9,627	9,413	9,971	10,429	0.56%	5.93%
Young Driver (20 & under) -Involved Fatalities							
South Carolina	126	98	119	121	108	-14.29%	-6.90%
U.S.	4,362	4,047	3,952	4,413	4,591	5.25%	9.48%
Older Driver (65+) -Involved Fatalities							
South Carolina	130	122	136	157	161	23.85%	18.17%
U.S.	5,793	5,959	5,966	6,556	7,093	22.44%	16.88%

Source: The 2016 fatality numbers are from the Fatality Analysis Reporting System (FARS) annual report file (ARF)

Table 5. South Carolina Alcohol-Impaired Driving Fatalities

	2012	2013	2014	2015	2016	% Change: 2012 vs. 2016	% Change: 2016 vs. prior 4-yr Avg.
Total Fatalities	348	339	331	307	331	-4.89%	-0.08%
VMI Rate*	0.71	0.69	0.66	0.59	0.61	-14.08%	-7.92%
Pop Rate**	7.37	7.1	6.86	6.27	6.67	-9.50%	-3.33%
Pct. Of Total	40.32%	44.15%	40.27%	31.36%	32.60%	-7.72%	-6.42%

*Rate per 100 million miles of travel

**Fatality rate per 100,000 population

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

Figure 2. South Carolina Alcohol-Impaired Driving Fatalities

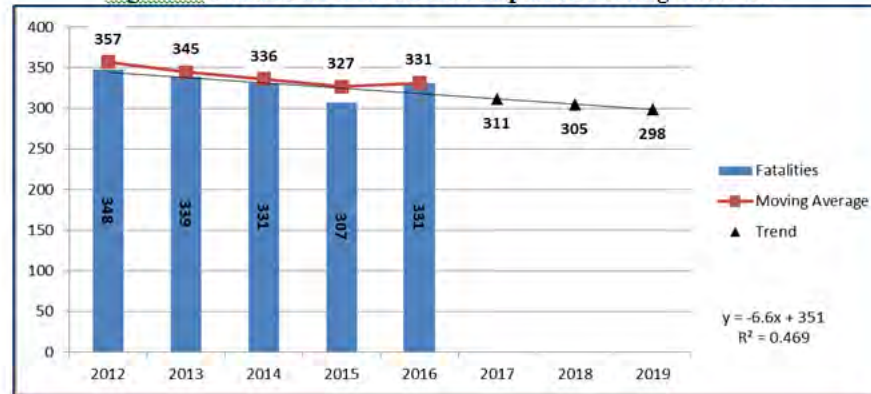
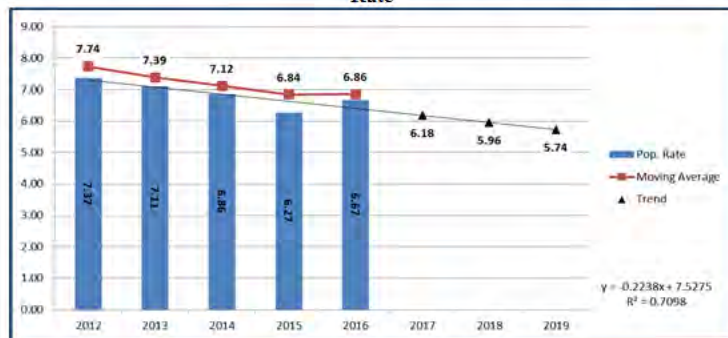


Figure 3. South Carolina Alcohol-Impaired Driving Fatalities, Population Rate



This area has clearly been impacted by the state's sophisticated and well-coordinated Law Enforcement Network system, which enlists approximately 200 state and local law enforcement agencies statewide in singular and multi-jurisdictional enforcement efforts and campaigns focusing on speed, occupant protection, and DUI violators and integrated enforcement efforts year-round. Though the state has experienced the positive gains outlined above, there is still much work to be done to improve highway safety in the state and to continue to drive down traffic collisions, injuries, and deaths on the state's roadways. The state has implemented a variety of enforcement, education, EMS, and engineering efforts to address the highway safety problems that remain. The SC Strategic Highway Safety Plan (SHSP), *Target Zero*, updated in 2015, identified a number of strategies in an effort to improve highway safety in the state, including targeted conventional enforcement of traffic laws (p. 70: 2.1); increasing speed and DUI enforcement in areas identified with a high occurrence of speed- and DUI-related crashes (p. 46: 1.1,1.2; p. 82 1.4); conducting enhanced speed enforcement in work zones (p. 75: 1.2); continuing of blitz enforcement campaigns and waves (p. 83: 5.3); conducting education and awareness campaigns targeting the general public (p. 46: 3.1, 3.2); educating parents about the liability of social hosting (p. 82: 4.2); funding Drug Recognition Expert programs for law enforcement (p. 82: 3.1); aggressive enforcement of the primary safety belt law (p. 33: 2.1-2.3); conducting public safety checkpoints and saturation patrols in high-crash/risk areas for DUI (p. 82: 1.4); and many others. These initiatives demonstrate that not only has the state, and the OHSJP in particular, taken seriously the SHSP document, but the state has used its limited federal and state resources wisely and in partnership among federal, state, and local agencies to improve traffic safety in the state.

The NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015* 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 (ch. 1, 1.1, p. 1-12); publicizing sobriety checkpoints (ch. 1, 2.1, pp. 1-21 to 1-23); ignition interlocks (ch. 1, 4.2, pp. 1-38 to 1-40); speed limit enforcement (ch. 3, 2.3, pp. 3-29 to 3-31); statewide primary safety belt enforcement (ch. 2, 1.1, pp. 2-9 to 2-10), short-term high-visibility belt law enforcement following the national *Click it or Ticket* model (ch. 2, 2.1, pp. 2-13 to 2-14); and communications strategies to lower belt use groups (ch. 2, 3.2, pp. 2-19 to 2-21). The state has also implemented countermeasures deemed likely to be effective, such as high BAC sanctions (ch. 1, 1.3, p. 1-15); mass media campaigns (ch. 1, 5.2, pp. 1-49 to 1-50); communications and outreach supporting enforcement (ch. 3, 4.1, p. 3-38); and sustained enforcement (ch. 2, 2.3, p. 2-17). Also, South Carolina implements countermeasures that have been deemed effective in specific situations, such as combined enforcement emphasizing nighttime safety belt enforcement (ch. 2, 2.2 pp. 2-15 to 2-16). 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 (ch. 2, 7.2, p. 2-31).

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 2019 Highway Safety Plan.

Traffic Fatalities

Total traffic deaths in South Carolina numbered 863 in 2012 before decreasing to 768 in 2013 (the third lowest number of deaths in the prior 50-year state history). Since 2013, the total number of traffic deaths in South Carolina has increased considerably. The year 2014 saw 823 traffic fatalities and 979 traffic fatalities occurred in 2015. The number of traffic fatalities increased significantly in 2016 to 1,015. Overall, there was an increase of 152 deaths in comparing 2012 with 2016. It is not certain what effect changes in the economy or other related factors had on the more unfavorable results of 2016.

The only observed statistical declines from 2012 through 2016 were in impaired-driving deaths (-4.89%) and young driver-involved fatalities (-14.29%). The remaining categories all saw increases. The top five increasing categories in traffic fatalities were: Bicyclist Fatalities (92.31%); Motorcyclists (26.71%); Older Driver-Involved Fatalities (23.85%); Passenger Fatalities (21.17%); and Speeding Fatalities (18.32%).

Traffic Injuries

Figure S-1 contains South Carolina state statistical data which indicates there were 274,534 persons injured in motor vehicle collisions during a five year period (2012-2016). The crash data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during collisions increased from 50,064 in 2012 to 61,899 in 2016. The 2016 data relative to the actual number of injuries sustained in traffic crashes represents a 23.6% increase when compared to the number of people injured in traffic collisions in 2012. When compared to the average of the four-year period 2012-

2015 (53,159 injuries), the 2016 figure represents a 16.4% increase. Of the 274,534 people injured during a vehicle crash from 2012 to 2016, 15,995 people (Figure S-2, p. 60), or 5.8%, sustained severe injuries as a result of a crash.

Figure S-1 Injuries in SC Motor Vehicle Collisions 2012-2016 Data

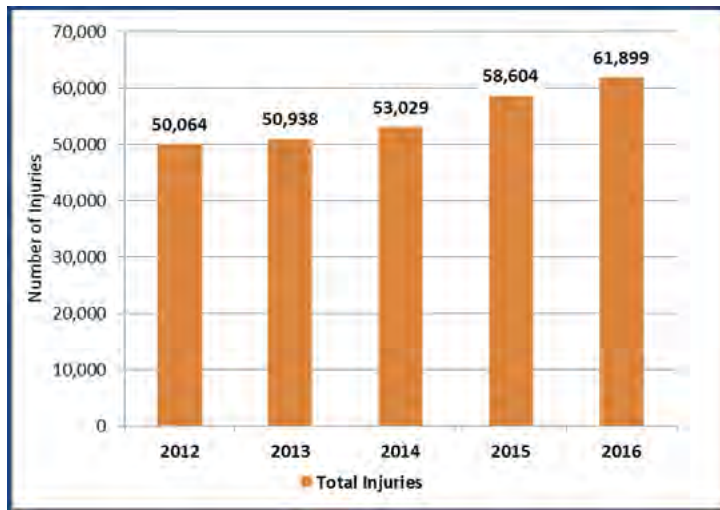
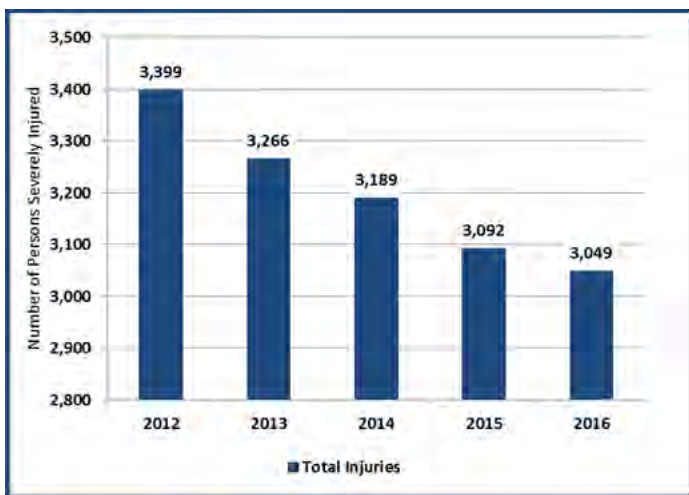


Figure S-2 contains data regarding severe traffic injuries occurring in the state during the years 2012-2016. Of the 274,534 traffic-related injuries occurring during this time period, 15,995, or 5.8%, were severe injuries. There were 3,049 traffic-related severe injuries in 2016, a 10.3% reduction as compared to 2012. The 2016 figure of 3,049 severe traffic-related injuries was also a 5.8% reduction as compared to the average of the four-year period 2012-2015 (3,237 severe injuries).

Figure S-2. Severe injuries SC Motor Vehicle Collisions

2012-2016 Data



Traffic Collisions

From 2012 to 2016, state statistical data listed in **Figure S-3** shows that there were a total of 616,254 vehicle collisions in South Carolina during this five year time period. Of the 616,254 vehicle collisions reported during this time period, 17,133 (**Figure S-4**), or 2.8%, were fatal or severe-injury crashes. From 2012 to 2016, the state has experienced a 30.7% increase in the number of reported vehicle crashes. When compared to the four-year average of traffic crashes occurring from 2012 to 2015 (118,664 collisions) the 2016 figure represents a 19.3% increase. The leading counties for fatal and severe-injury crashes from 2012 to 2016 were, in decreasing order, Horry, Charleston, Greenville, Richland, Spartanburg, Anderson, Berkeley, Lexington, York, Beaufort, Florence, Aiken, Orangeburg, Dorchester Lancaster Pickens, Laurens, Sumter, Colleton Georgetown, Darlington, Greenwood, Jasper, Oconee, Cherokee.

Figure S-3 Total SC Motor Vehicle Collisions 2012-2016 State Data

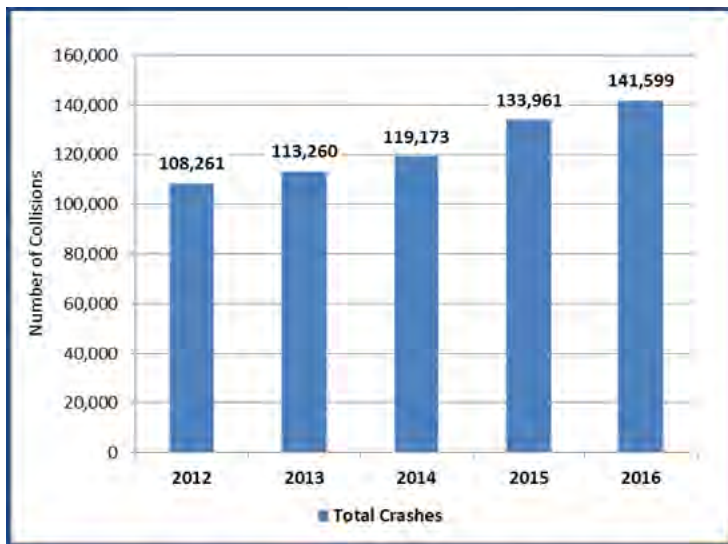


Figure S-4 ISC Fatal and Severe Injury Collisions by County, State Data 2012-2016

County	2012	2013	2014	2015	2016	2012-2016
Horry	322	307	330	299	269	1,527
Charleston	301	314	308	281	272	1,476
Greenville	305	309	277	252	300	1,443
Richland	200	205	180	198	214	997
Spartanburg	195	185	178	202	201	961
Anderson	164	149	139	161	192	805
Berkley	194	187	153	148	102	784
Lexington	151	142	137	151	142	723
York	124	124	127	125	143	643
Beaufort	102	67	95	107	102	473
Florence	103	93	78	86	91	451
Aiken	73	82	91	96	88	430
Orangeburg	82	97	75	79	96	429
Dorchester	113	78	70	85	75	421
Lancaster	57	56	83	86	85	367
Pickens	88	68	69	67	61	353
Laurens	67	63	58	67	66	321
Sumter	66	63	58	60	68	315
Colleton	68	57	44	56	66	291
Georgetown	67	71	46	63	43	290
Darlington	46	52	59	52	64	273
Greenwood	59	47	40	62	47	255
Jasper	50	46	46	43	60	245
Oconee	58	27	48	53	51	237
Charocee	40	39	56	51	48	234
Kershaw	42	50	28	33	56	209
Williamsburg	37	41	42	38	38	196
Chesterfield	34	36	35	44	38	187
Newberry	39	36	26	34	35	170
Chester	27	30	33	39	39	168
Clarendon	29	24	21	32	33	139
Fairfield	28	22	26	22	29	127
Dillon	29	16	27	24	21	117
Barnwell	21	18	32	26	15	112
Macon	24	22	27	23	13	109
Hampton	23	24	20	23	17	107
Marlboro	17	15	26	20	21	99
Union	12	17	18	23	21	91
Abbeville	12	26	13	17	17	85
Calhoun	20	19	18	15	13	85
Edgefield	22	14	8	17	20	81
Saluda	22	15	13	15	13	78
Bamberg	14	20	11	13	16	74
Lee	16	12	16	16	13	73
Allendale	6	11	11	10	9	47
McCormick	5	6	6	10	8	35
Total	3,574	3,402	3,302	3,424	3,431	17,133

Enter explanation of the deployment of resources based on the analysis performed.

Explanation of the Deployment of Resources Based on the Analysis Performed

Evidence-Based Traffic Safety Enforcement Program (TSEP)

For FFY 2019, 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 2019, the SC Public Safety Coordinating Council has approved thirty-six (36) 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 36 enforcement projects, twenty-two (22) are police traffic services projects, which will fund a total of thirty-three (33) traffic officers in municipalities located in the priority counties of Richland, Charleston, Lexington, Aiken, York, Greenville, Dorchester, Berkeley, Anderson, Lancaster, and Beaufort, as well as enforcement projects in seven county sheriffs' offices (Charleston, Dorchester, Georgetown, Spartanburg, Florence, Kershaw, and Oconee counties). The sixteen previously identified counties accounted for 57.8% of all speed-related fatalities in the state in 2016. The projects referenced above include four third-year projects, nine second-year projects, and nine first-year efforts. These projects will also encompass DUI enforcement efforts, however, they will primarily focus on general traffic enforcement to include speeding and occupant restraint violations; the conducting of educational presentations to inform local communities about traffic safety problems and issues; meeting with local judges to instruct them about the projects; media contacts to share success stories and enforcement strategies with the general public; and required participation in the SC Law Enforcement Network.

Of the 36 enforcement projects, fourteen (14) are DUI enforcement projects, which will fund a total of sixteen (16) DUI enforcement traffic officers in the counties of Darlington (2 projects), Charleston (1 project), Berkeley (2 projects), Lexington (2 projects), Spartanburg (1 project), Dorchester (1 project), Florence (1 project), Lancaster (1 project), Beaufort (2 projects), and Aiken (1 project). Three projects will be implemented in county sheriffs' offices. The five previously identified counties accounted for 36.5% of all alcohol-impaired driving fatalities in the state in 2016. The projects referenced above include one third-year project, twelve (12) second-year projects, and one first-year project. The projects will focus exclusively on DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. Project officers will be required to work schedules that are evidence-based, meaning the hours (between 3 PM and 6 AM) which FARS data demonstrates to be those during which the most DUI-related traffic fatalities occur in the state (1,344, or 88.2%, of the 1,524 DUI-related fatalities during the years of 2012-2016). Project officers will also work roadways that have the highest number of DUI-related crashes within their respective jurisdictions.

Law Enforcement Training Projects

The OHSJP will also fund two projects that provide training to law enforcement officers statewide through the SC Criminal Justice Academy. One of the two training projects implemented through the SC Criminal Justice Academy will be funded with Section 402 federal dollars and will focus on comprehensive, advanced training for traffic enforcement officers leading to a Traffic Safety Officer certification and/or a Traffic Safety Instructor Program certification. Training will not only assist officers in enhancing their knowledge and enforcement of traffic laws, but will also provide them with the skills needed to increase conviction rates of traffic law violators. The project will fund four Traffic Safety Instructors. Instructors will train officers from all over South Carolina in a variety of traffic enforcement and investigation areas, including the following:

- DUI Detection and Standardized Field Sobriety Testing (32 hours, 15 classes);
- DUI Detection and SFST Instructor (40 hours, 7 classes);
- SFST Recertification (2 hours, online classes);
- Speed Measurement Device Instructor, RADAR/LIDAR (40 hours, 3 classes);
- Speed Measurement Device Instructor Recertification (4 hours, 2 classes);
- Speed Measurement Device Operator, RADAR/LIDAR (24 hours, 6 classes);
- Speed Measurement Device Recertification, RADAR and/or LIDAR (5 hours, online classes);
- At-Scene Traffic Collision Investigation (80 hours, 4 classes);
- Technical Traffic Collision Investigation (80 hours, 3 classes);
- Traffic Collision Reconstruction (80 hours, 2 classes);
- Motorcycle Collision Investigation (40 hours, 2 classes);
- Pedestrian and Bicycle Collision Reconstruction (40 hours, 2 classes);
- Commercial Vehicle Collision Investigation Level I (40 hours, 1 class);
- Commercial Vehicle Collision Investigation Level II (40 hours, 1 class);
- Safe And Legal Traffic Stops (SALTS) (4 hours, 15 classes);
- Data Master DMT Operator Certification (8 hours, 40 classes);
- Data Master DMT Operator Recertification (3 hours, online classes);
- LIDAR Operator (16 hours, 1 class); and
- RADAR Operator Recertification (3 hours, online classes).

The other training project which will be continued with the SC Criminal Justice Academy focuses on Impaired Driving Countermeasures Training for Law Enforcement and will be funded with Section 405d federal dollars. This project funds one State Impaired Driving Coordinator, who will expend efforts in providing training to state traffic enforcement officers in the areas of Standardized Field Sobriety Tests Instructor (3 classes); Advanced Roadside Impaired Driving Enforcement

(A-RIDE) (10 classes); and Drug Recognition Expert (DRE) (3 classes, 12 students each class). Since this project began several years ago, it has been largely responsible for increasing the number of DRE-certified officers in the state to 141 and the number of DRE-certified instructors to 30. This valuable training is provided to South Carolina's traffic enforcement officers, both state and local, at no cost.

SC Law Enforcement Network

The OHSJP will continue to fund, with Section 402 federal dollars, a Law Enforcement Coordination internal grant which funds one law enforcement liaison, supervised by a retired SC Highway Patrol Captain, whose priorities are to develop and maintain the SC Law Enforcement Network (SCLN) 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 SCLN 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 SCLN system. The OHSJP will continue in FFY 2019 awarding 16 grants of \$10,000 each (\$160,000 total) to an agency within each individual law enforcement network. Each of the 16 individual agencies serves as the Host Agency within its respective network. The purpose of the network, as mentioned above, is to disseminate information among participating law enforcement agencies (state, local, federal) regarding important traffic safety campaigns and other issues that may impact traffic enforcement within each network and to garner law enforcement support of and participation in statewide enforcement mobilization campaigns, including the two DUI annual mobilization crackdowns, known as *Sober or Slammer!*, and the state's high-visibility DUI Challenge enforcement campaign.

The statewide Law Enforcement DUI Challenge has been successful over the last decade with DUI-related traffic fatalities reduced by almost 29%, from 464 in 2007 to 331 in 2016, and the State is hopeful that the positive reductions will continue in FFY 19 and future years. The SCDPS will continue to implement a statewide Law Enforcement DUI Challenge in FFY 2019 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 2019, will conduct special DUI enforcement emphases once a month on weekends from December 2018 to September 2019. 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, Richland, Lexington, Anderson, Spartanburg, Berkeley, Charleston, York, Aiken, Laurens, Florence, Orangeburg, Pickens, Lancaster, Dorchester, Beaufort, Darlington, Greenwood, and Sumter) which represent approximately 83.2% of the state's population (based on the Census population estimate for July 1, 2016) and 78.2% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2012 to 2016 and are designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.

Target Zero Teams

The SC Department of Public Safety (SCDPS), utilizing Section 164 transfer funds from the SC Department of Transportation (SCDOT), will continue to implement a three-year enforcement program. The program, called Target Zero Teams, began June 1, 2015 and will run through October 31, 2018. The project name is derived from the state's "Target Zero Traffic Deaths" umbrella slogan for all highway safety initiatives implemented by SCDPS.

The law enforcement project provides SCDPS with complete funding for six, four-officer teams of SC Highway Patrol Troopers, which devote full-time efforts to the selective, concentrated, and strict enforcement of the state's traffic laws along roadway corridors identified by SCDPS and SCDOT as being highest for the occurrence of fatal and severe-injury collisions within four areas of the state, the Upstate, the Midlands, the Pee Dee, and the Lowcountry. Participating Troopers focus on traffic enforcement and spend little or no time engaging in crash investigation. Roadways have been identified through statistical analysis following strategies employed successfully by other states around the country. SCDOT selected the 16, 10 mile corridors based on an analysis fatal & injury crashes from 2009-2013. The 16 selected corridors accounted for 4.1% of the total traffic fatalities and 4.4% of the total injuries the state during that time period.

The partnering agencies will continue to meet quarterly to review the lists of roadway corridors to be patrolled and to coordinate enforcement activities. SCDPS will provide weekly schedules to SCDOT of enforcement coverage. This will allow for shifting and reassignment of enforcement resources and priorities based on statistical information and enforcement successes. The partnering agreement between SCDPS and SCDOT allows for the project to be renewed for an additional year. Both the commander over the Target Zero Team and a SCDOT representative consistently review the data for the number of traffic collisions, citations, warnings, and arrests for the designated enforcement corridors. It has been SCDOT's policy to conduct formal evaluations on all of their safety improvement projects (which would include the TZ Teams) on a pre- and post- schedule of three years.

The TZ Teams project, combining enforcement and statistical analysis, has the potential to significantly and positively impact traffic-related severe injuries and fatalities statewide.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

How SC Plans to Monitor the Effectiveness of Enforcement Activities, Make Ongoing Adjustments as Warranted by Data and Update the Countermeasure Strategies and Projects in the HSP

The South County Department of Public Safety, Office of Highway Safety and Justice Programs (OHSJP) utilizes several methods to monitor the effectiveness of enforcement activities using data as the basis for adjustments to countermeasure strategies and updates to the HSP. To ensure that the activities required by the grant award are being performed, the Program Coordinators (For Impaired Driving Countermeasures, Police Traffic Services and Occupant Protection) along with the Business Administration Accountant and/or Grants Administration Accountant conduct on-site monitoring visits for 100% of all projects funded in order to provide adequate technical assistance and to ensure compliance with grant guidelines. First year subgrantees are visited at least twice during the grant year. Continuation grant recipients are visited at least once. During the visit, staff assigned to the grant are asked programmatic and financial monitoring questions to determine whether the subgrantee is in compliance with the terms and conditions of the grant award and if the subgrantee has made sufficient progress towards achieving the grant's outlined goals and objectives. The results, as well as any findings or recommendations for improvement, are discussed with the subgrantee and documented in a letter, mailed to the subgrantee, and a copy is placed in the grant file.

Enforcement subgrantees must also submit monthly reports and all subgrantees provide quarterly reports to the OHSJP documenting grant progress. The monthly and quarterly reports are reviewed by the appropriate OHSJP staff including the Program Coordinator, Grants Administration Manager, Highway Safety Program Administrator, and law enforcement staff.

The enforcement subgrantees' specific performance e.g., numbers of citations written for speeding, DUI, seatbelt use, etc. are recorded in a spread sheet. An internal Enforcement meeting is held monthly to review the subgrantees' progress. This Enforcement meeting is attended by the Program Coordinators, a member of the Accounting staff, the Grants Administration Manager, the Highway Safety program Administrator and at least one OHSJP staff member with law enforcement experience. The perspective of law enforcement staff is immensely beneficial to the team in evaluating whether the level of enforcement activity is appropriate for the number of officers assigned to the project. If the team determines that enforcement activity is insufficient, the subgrantee is notified by a phone call (which is followed up by an email) regarding the need to make adjustments. The email is placed in the subgrantee's grant file. Additionally, the Program Coordinators maintain effective working relationships with the subgrantees encouraging them to notify the OHSJP if there are changes that may impact the level of grant activity, e.g., an officer is on leave. These relationships and ongoing communication help to keep the subgrantees on track with meeting the grant requirements.

Any recommended changes made to the OHSJP's Countermeasure Strategies as warranted by data, are discussed by the senior management team in consultation with our regional NHTSA representative .

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Short-term, High Visibility Seat Belt Law Enforcement
Short-term, High Visibility Law Enforcement
Highway Safety Office Program Management
High Visibility DUI Enforcement
Communication Campaign
Communication and Outreach

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-ID	Communication and Outreach	Communication and Outreach
PTS-OP	High visibility enforcement of seat belt law	Short-term, High Visibility Seat Belt Law Enforcement
M4HVE	DUI Enforcement Teams	High Visibility DUI Enforcement
PTS-EU	PTS Enforcement Units	Short-term, High Visibility Law Enforcement
PTS-LEC	Law Enforcement Coordination	Short-term, High Visibility Law Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

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

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area
Occupant Protection (Adult and Child Passenger Safety)

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

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

- Charleston Police Department
- Spartanburg County Sheriff's Department
- Florence County Sheriff's Office
- Lexington Police Department
- Columbia Police Department
- Charleston County Sheriff's Department
- Cayce Public Safety
- Summerville Police Department
- Aiken Department of Public Safety
- Fort Mill Police Department
- Moncks Corner Police Department
- Kershaw County Sheriff's Office
- Dorchester County Sheriff's Office
- Anderson Police Department
- Goose Creek Police Department
- North Augusta Police Department
- Bluffton Police Department
- Lancaster Police Department
- Georgetown County Sheriff's Office
- Mount Pleasant Police Department

Mauldin Police Department
Oconee County Sheriff's Office
South Carolina Department of Public Safety (SCDPS)

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

The state of South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2019 holiday period from May 13 – June 2, 2019, known as Buckle Up, South Carolina. It's the law and it's enforced. (BUSC), modeled after the national Click-It-or-Ticket mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations, and it will focus on nighttime safety belt enforcement to attempt to reduce unrestrained traffic fatalities and injuries, especially during nighttime hours. The 2019 BUSC campaign media plan will similarly follow the media buy plan for the 2018 BUSC campaign. All agencies that participate in the state's FFY 2019 DUI enforcement campaign mobilizations will be encouraged to participate in the BUSC efforts. The SC Highway Patrol (SCHP), the SC State Transport Police (STP), and the Law Enforcement Network system in South Carolina, which is composed of local law enforcement agencies statewide, have indicated that they will again participate in 2019. This level of participation will again allow the OHSJP to cover 100% of the state's population. The campaign mobilizations will include elements of paid and earned media, enforcement, and diversity outreach. The funding expended during the BUSC portion of the effort will be utilized for advertising, which will focus on the enforcement of safety belt and child passenger safety seat laws. The Law Enforcement Support Services section of the OHSJP will work to recruit and encourage agencies to conduct and report special enforcement activities focusing on occupant protection violations during the BUSC campaign. Additionally, all Police Traffic Services FFY 2019 sub-grantees will have an objective to participate in the BUSC campaign and have another objective specifically related to increasing occupant protection violation enforcement activities. According to the U.S. Census Bureau's 2016 population estimates, South Carolina has a significant minority population: 27.5% African American and 5.5% Hispanic. For this reason, the State has focused placement of paid media on stations and during time slots that attract African American, Hispanic, youth, and rural male audiences. These demographic groups have shown statistically lower safety belt use rates than non-minority, urban, and female counterparts. The data presented on Table S-8 indicate that South Carolina's diversity outreach efforts have been successful. In 2017, belt usage among drivers in rural areas surpassed belt usage among urban drivers in 2017 (94.3% vs. 91.7%), and the gap between belt usage among white and nonwhite drivers has increased from 2016 (94.1% for white vs. 86.8% for non-white). In 2017, belt usage among nonwhite drivers differed from belt usage among white drivers by 7.3%. Also in 2017, belt usage among non-white drivers (86.8%) decreased by 6.8% when compared to 2016 usage rates (93.6%). Any campaign on-air messages, on both radio and television, will continue to be translated/dubbed in Spanish and aired on Hispanic television and radio stations statewide, when utilized. The paid media components of this effort will include paid social media and outdoor advertising. In the past the effort has also included airing television and radio spots to alert the general public of the enforcement mobilization, but this method was not utilized in the media buy plan for 2018. All paid media will be used to send the message that law enforcement in the state is serious about enforcing the state's occupant protection laws. The campaign will utilize the state's enforcement slogan, Buckle up, South Carolina. It's the law, and it's enforced. (BUSC). The enforcement mobilization will be coordinated through the SC Highway Patrol and the SC Law Enforcement Network (SCLN). Saturation patrols and direct enforcement strategies will be employed to focus on occupant protection violations. South Carolina will also conduct pre- and post-campaign observational surveys in order to effectively evaluate the success of the program and determine the state's safety belt usage rate. The OHSJP will continue to utilize, in the development of paid media for the BUSC enforcement mobilization, research conducted in surveys and focus groups of younger drivers in May 2018. Online surveys and interviews with drivers ages 16-35 were conducted to determine how the agency could best develop campaign media messages which resonate with the focus populations, attempt to bring about behavioral change. Campaign media messages will focus on the life-saving capabilities of the state's primary enforcement safety belt law and alert the listening and/or viewing audiences to the aggressive, specialized enforcement being conducted by law enforcement agencies during the Memorial Day enforcement mobilization. Also, for the 2019 BUSC campaign, the OHSJP will again emphasize nighttime seat belt usage. Consideration will be given to creating and developing a new commercial spot for the Memorial Day 2019 enforcement mobilization crackdown. Statistical information shows that seat belt usage rates decrease significantly after dark, and a large percentage of traffic fatalities occur between the hours of 6 PM and 6 AM. This existing spot focuses on nighttime seat belt enforcement, utilizing members of the SC Highway Patrol and other local agencies to illustrate nighttime enforcement procedures for non-compliance with the state's primary seat belt law. In addition, for 2019, the state will use its adopted umbrella message of "Target Zero" relating to all campaign efforts and its corresponding logo will be incorporated with all campaign materials. Law enforcement agencies that fully participate in all campaigns efforts, including the BUSC campaign will be recognized and awarded with a plaque for their efforts during the campaign periods.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
VRU Communication Campaign
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-1	Increasing the number of Inspection Stations	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 181

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 94

Populations served - rural 87

Populations served - at risk 181

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
VRU Communication Campaign
Child Restraint System Inspection Station(s)
Child passenger safety technicians

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 18

Estimated total number of technicians 90

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
11/9/2017
2/8/2018
3/8/2018
5/31/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: J.D. Connelly

Title of State's Traffic Records Coordinator: State Traffic Records Manager

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

TRCC – Executive Group

The Honorable Donald W. Beatty
SC Chief Justice
SC Judicial Department
Citation & Adjudication

Christy Hall, P. E., Secretary
SC Department of Transportation
Crash & Roadway Systems

Colonel Kevin A. Shwedo (ret., U.S. Army),
Executive Director
SC Department of Motor Vehicles
Crash, Driver & Vehicle Services

Mr. David Wilson
Acting Director
SC Department of Health and
Environmental Control
Injury Surveillance Systems

Mr. Leroy Smith, Director
SC Department of Public Safety
TRCC, Crash & Citation

TRCC – Working Group Designees

SC Department of Health and
Environmental Control
Core System-Injury Surveillance Systems
Mr. Victor Grimes, EMS and Trauma
Mr. Rich Wisniewski, EMS and Trauma

SC Department of Transportation
Core Systems-Crash & Roadway
Mr. Doug Harper, Chief Information Officer
Mr. Brett Harrelson, P. E., Traffic Safety
Mr. Todd Anderson, P. E., Road Data Services
Mrs. Emily Thomas, SHSP Manager

SC Judicial Department
Core Systems-Citation/Adjudication
Mr. Mark Crenshaw, Courts Administration
Mr. Terry Leverette, Courts Administration
Mr. Bob McCurdy, Courts Administration

Law Enforcement Representatives
Core Systems-Crash & Citation
Captain David Biggers, Technical Services
Rock Hill Police Department (RHPD)
Captain Kevin Baker, Fusion Center
SC State Law Enforcement Division (SLED)
Sgt. Stephen Craven, Admin/Regulatory Comp.
SC Highway Patrol (SCHP)
Deputy Brian Borough, Traffic Safety
Lexington County Sheriff's Office (LCSO)

SC Department of Motor Vehicles
Core Systems Crash, Driver and Vehicle
Ms. Annie Phelps, Driver Services
Ms. Shirley Rivers, Driver Services
Mr. Bill Wannamaker, Financial Resp.
Mr. Frank Rodgers, IT-Director

TRCC Coordinator
Lt. Doug Connelly (SCDPS-OHSJP)

SC Department of Public Safety
Core Systems Crash, Citation
Mr. David Findlay, State Transport Police
Officer Wilson Matthews, SCCATTS
Larry Long, Statistician
Regina Crolley, OIT-Director

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

2018-2019 TRSP APPROVED.pdf

SC_signed MOE_FFY 2019.pdf
405c 2018 Progress Report Citation Data Interface SCDPS SCJD SCDMV.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Crash Recommendations

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

- Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

- Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation / Adjudication Recommendations

- Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS / Injury Surveillance Recommendations

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Crash Recommendations

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

Response: SCDPS, SCDOT and SCDMV are reviewing the current structures of the Crash data system to develop a data dictionary. This

recommendation is slated for future development within the TRCC.

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

Response: The *SCCATTS Enhancements/Reporting Equipment* project is included in the current TRSP to enhance the interfaces between SCDPS, SCDMV, SCDHEC and SCDOT “Crash-Roadway and Injury Surveillance Systems”. These interfaces will enhance the capabilities of SCCATTS for data sharing of elements collected between the systems that relate to crash records.

[Project Description in 2018-2019 TRSP Appendix C]

3. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The Office of Highway Safety and Justice Programs hired a full time Data Traffic Records Analyst for the SCCATTS. This analyst has been charged with developing programs and initiatives to identify best practices for ensuring optimal data collection for “Crash Systems” reporting. The TRCC will also enact a regular agenda item for the reporting of data quality initiatives and problems at each regularly schedule TRCC meeting.

Vehicle Recommendations

1. Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: SCDMV and the TRCC are reviewing the current structures of the descriptions and contents of the Vehicle data system to develop a comprehensive data dictionary and best practices included in the advisory for this system. This recommendation is slated for future development within the TRCC.

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

Response: SCDMV and the TRCC are reviewing the guidelines of the Vehicle data system to incorporate best practices included in the recommendations of the advisory for this system. This recommendation is slated for future development within the TRCC.

3. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

Driver Recommendations

1. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: SCDMV is reviewing the current structures of the Driver data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.

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

Response: The e-Citation database project was completed in January 2018. This project enhanced the interfaces between SCDPS, SCDMV, and SCJD “Driver and Citation/Adjudication” systems. These new interfaces between the Core Systems will enhance the process flow for records directly associated with Citation/Adjudication Driver data systems. Two new projects included in the current TRSP address enhancing these new interfaces that are now being utilized to improve Timeliness, Accuracy, Completeness and Uniformity. They are the *SCUTTIES e-Citation Enhancements* project and the *Phoenix e-Citation Enhancements* project. [Project Descriptions in 2018-2019 TRSP Appendix C]

3. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program.

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

Roadway Recommendations

1. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: SCDOT is reviewing the current structures of the Roadway data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.

2. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

Citation/Adjudication Recommendations

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

Response: SCJD is reviewing the current structures of their data system to develop a detailed data dictionary. This recommendation is slated for future development within the TRCC.

2. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The e-Citation database project was completed in January 2018. This project enhanced the interfaces between SCDPS, SCDMV, and SCJD “Driver and Citation/Adjudication” systems. These new interfaces between the Core Systems will enhance the process flow for records directly associated with Citation/Adjudication and Driver data systems. Three new projects included in the current TRSP address enhancing these new interfaces that are now being utilized to improve Timeliness, Accuracy, Completeness and Uniformity. They are the *SCUTTIES e-Citation Enhancements* project, *Phoenix e-Citation Enhancements* project and the *CMS-SCUTTIES Enhancement* project. [Project Descriptions in 2018-2019 TRSP Appendix C]

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

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

EMS/Injury Surveillance System Recommendations

1. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: SCDHEC is in the processing of reviewing their Injury Surveillance and Emergency Medical Systems to develop projects to enhance interfaces between their systems and the Crash System to accurately report injury surveillance data. The current TRSP *Emergency Medical Services Patient Tracking System* project will be the initial step in the process. This project will track the patient from crash to discharge and will improve proper coding data collection for injuries related to crash victims. [Project Description in 2018-2019 TRSP Appendix C]

2. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

Data Use and Integration Recommendations

1. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The current TRSP has several projects targeting the integration of Traffic Records Systems to enhance the data sharing and accessibility of data collected from all Core Systems. The projects addressing these issues include the SCCATTS, CMS, SCUTTIES and Phoenix system enhancement projects. In addition, the EMS Patient Tracking System would be a first step in integrating the ISS and Crash systems for improved data collection of injury records. The TRSP also includes the *Traffic Records Dashboard* project. This dashboard would give stake-holders and limited public access to data records based on security protocols. [Project Descriptions in 2018-2019 TRSP Appendix C]

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
ISS-1	EMS Patient Tracking System	Improves accuracy of a core highway safety database
PP-2	Phoenix e-Citation Enhancements	Improves accuracy of a core highway safety database
SCUTTIES-3	SCUTTIES e Citation Enhancements	Improves accuracy of a core highway safety database
SCCATTS-4	SCCATTS Enhancements/Reporting Equipment	Improves accuracy of a core highway safety database
CMS-1	CMS-SCUTTIES Enhancements	Improves accuracy of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Crash Recommendations

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

Response: SCDPS, SCDOT and SCDMV are reviewing the current structures of the Crash data system to develop a data dictionary. This recommendation is slated for future development within the TRCC.

2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The Office of Highway Safety and Justice Programs hired a full time Data Traffic Records Analyst for the SCCATTS. This analyst has been

charged with developing programs and initiatives to identify best practices for ensuring optimal data collection for “Crash Systems” reporting. The TRCC will also enact a regular agenda item for the reporting of data quality initiatives and problems at each regularly schedule TRCC meeting.

Vehicle Recommendations

1. Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCDMV and the TRCC are reviewing the current structures of the descriptions and contents of the Vehicle data system to develop a comprehensive data dictionary and best practices included in the advisory for this system. This recommendation is slated for future development within the TRCC.
2. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCDMV and the TRCC are reviewing the guidelines of the Vehicle data system to incorporate best practices included in the recommendations of the advisory for this system. This recommendation is slated for future development within the TRCC.
3. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

Driver Recommendations

1. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCDMV is reviewing the current structures of the Driver data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.
2. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program.
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

Roadway Recommendations

1. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCDOT is reviewing the current structures of the Roadway data system to develop a comprehensive data dictionary. This recommendation is slated for future development within the TRCC.
2. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

Citation/Adjudication Recommendations

1. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: SCJD is reviewing the current structures of their data system to develop a detailed data dictionary. This recommendation is slated for future development within the TRCC.
2. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Response: The TRCC will enact a regular agenda item for data quality discussion, planning and review for each of the Core Data Systems within the Traffic Records System. These discussions and problem identification will be used to develop best practices to ensure data quality for all systems.

EMS/Injury Surveillance System Recommendations

1. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.

A direct copy of this information is provided in Appendix C of the State's Approved 2018-2019 TRSP. The information provided below is a snapshot of each project's contribution to the anticipated improvements in each of the State's core safety databases.

SC TRCC administers programs and projects that benefit multiple Traffic Records Systems. These programs/projects are approved by designated members of the TRCC.

Recurring Program title: OHSJP Staffing

Description: a recurring program that addresses TRS Goal #3: Improve management and coordination of traffic records systems. The core traffic records system components affected, applicable performance measures, project goal and program information are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

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

Program Information:

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

Project title: Traffic Records Dashboard

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Develop user-enabled dashboard for data analysis with a user quality acceptance rate of 70% for FY 2020.

Project Status: Ongoing project: SC requested and was granted a NHTSA GO Team to study the feasibility of a Traffic Records Dashboard. The project is now moving into an exploratory mode to determine the best application for the foundation of a state Traffic Records dashboard. A sub-Working Group has been formed and a proof of concept is now being developed.

SCDHEC's Injury Surveillance Systems (ISS) injury coding and tracking for traffic related incidents.

Project Title: EMS Patient Tracking System

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: To reduce the number of improper injury status codes on traffic collisions by 10% before October 2019.

Project Status: Under development. Original RFP is being updated with new criteria.

SCDMV's **Phoenix System** for driver and vehicle records services.

Project Title: Automate Failure to Pay UTT Process

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

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

Project Status: The final process is in development, including an MOA with SCJD and SCDMV.

Project Title: Phoenix e-Citation Enhancements

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Enhance Phoenix to further automate the processing of e-Citations.

Project Status: Project under development.

Project Title: Data Quality Improvements: Citations & Collisions

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

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

Project Status: Project under development.

SCDMV's South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES) for citation records processing.

Project Title: SCUTTIES Business Application Manager

Project Description: This project addresses TRS Goal #3: Improve management and coordination of traffic records systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Fill position for SCUTTIES Business Application Manager prior to October 2019

Project Status: In process

Project Title: Citation Reports

Project Description: Currently SCUTTIES offers a simplified solution for reporting. As we move toward a data warehouse and as we fully implement SCUTTIES there is an anticipated requirement that more statistical reporting will be required from the legislature and other interested parties. If we are required to provide additional reporting prior to the data warehouse implementation this will require development time from either a .net developer or DBA. Until such a time as these reports are requested by interested third parties we will expend our efforts toward building the data warehouse. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Project Under development.

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

Project Title: SCUTTIES e-Citation Enhancements

Project Description: This project addresses aims to add additional edits for both citations and dispositions as they are required, including general support for enhancements, additional vendor certification, and general problem solving. This can be achieved through hiring a .net contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status: Project is under development

Project Title: Court Ishmael Orders: Electronic Process

Project Description: Currently, Ishmael orders are received in paper format when a court makes a change to a previously disposed citation. Automating this process would be a joint effort between SCDMV and SCJD. The solution to this problem is to use SCUTTIES Business Application Manager as the business analyst and hire a .net contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Automate the Ishmael process from courts to SCDMV by September 2019

Project Status: Project under development

SCDOT's Roadway Component for maintaining, compiling and analyzing traffic records data for highway safety purposes

Project Title: Local Agency Data Collection/Road Location Coding

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Complete local agency data collection in all 46 counties by 2019.

Project Status: To date, SCDOT has completed local agency data collection in 29 counties. However, with the completion of the GIS data extraction, we expect to be able to complete an additional 9 counties in 2018 and then the final 8 counties in 2019. We will then begin a process to keep this data updated.

Project Title: Horizontal Curve Roadway Identification

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Obtain horizontal curve data for SC roadways. Use information to analyze and identify problem areas to reduce curve-related collisions by October 2019.

Project Status: Software solution has been identified; SCDOT is in the process of developing RFP to proceed with data collection.

Project Title: Intersections with Traffic Signals Database

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Create a database within the Roadway Component that will contain traffic control information for intersections. Develop application to allow this data to auto populate e-Collision forms. This application will decrease the number of inaccurately reported collision signal intersection data elements by 10%.

Project Status: Project is currently in planning stages and under development.

Project Title: Rural/Urban Designation & Roadway Surface Type

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Increase the percentage of accurate rural/urban designation and roadway surface type reported to FARS by 15%.

Project Status: This project is in the initial stages of development.

Project Title: Roadway & Crash Management Program Enhancement/Update

Project Description: While a current system exists for the management of South Carolina's roadway inventory, the need for enhancements in the form of safety analysis capabilities is crucial. One of SCDOT's key strategic goals is to improve safety along the state's roadways and to develop and implement safety programs to achieve that goal. A more robust data-driven analysis approach would be an improvement to SCDOT's roadway safety efforts. Additionally, when collision data are received from SCDPS, modifications may be made to allow for the exact placement of a collision on the state's roadway line work. The current system lacks the ability to both save these modifications and to provide an avenue back to SCDPS to allow the official record to be updated. The solution is to develop a software solution, adjacent to SCDOT's current roadway inventory system, which will: integrate traffic collision data to the roadway attributes to perform analysis using both crash criteria and roadway characteristics, address issues of data validation, identify and rank locations with the highest frequency of fatal and severe injury collisions, evaluate potential countermeasures, perform benefit/cost analysis, and project evaluation. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Develop new safety analyst application that will allow for a more robust system of traffic collision problem identification and solutions.

Project Status: Project is in the design phase.

SCDPS's South Carolina Collision and Ticket Tracking System (SCCATTS) application for collection and e-Reporting of crash, citation and public contact/warnings.

Project Title: SCCATTS Software Application Enhancement/Upgrade

Project Description: The current SCCATTS Application for electronic Traffic Records report submission and data processing is the ReportBeam product. This product, purchased through federal grant funds, is hosted by SCDPS OIT for South Carolina state and local law enforcement traffic records processes. It was purchased in 2009 and is aged and has security vulnerabilities. The product is used by law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to the South Carolina Department of Motor Vehicles (SCDMV), South Carolina Judicial Department (SCJD), and South Carolina Department of Transportation (SCDOT). The solution is to immediately address the security concerns of the SCCATTS applications vulnerabilities and begin the process to identify possible new solutions for SCCATTS applications currently hosted by SCDPS and interfaced with SCDMV, SCJD, and SCDOT. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

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

Project Status: The Report Beam developer Apteau, is in the process of upgrading the current application to meet security needs. SCDPS has begun the process for determining next generation application for SCCATTS.

Project Title: Online Collision Sales

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: To increase the number of crash reports sold by 15% through an online process by October 2020.

Project Status: Project is still in planning and development stage. Memorandum of Agreements are being reviewed and updated.

Project Title: Field Deployment to L/E Agencies

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports.

Project Status: SCCATTS has been deployed to 126 agencies across the state. SC now receives 91 % of all collision reports electronically through SCCATTS. On average 60% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title: SCCATTS Enhancements/Reporting Equipment

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Continually upgrade components of SCCATTS and related TRS as requirements change through rollout of different applications within SCCATTS initiative.

Project Status: SCCATTS has been deployed to more than 90 agencies across the state. SC now receives 91 % of all collision reports electronically through SCCATTS. More than 50% of all citations are received electronically through the SCCATTS application.

Project Title: Collision Report Revision

Project Description: This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2019. Improve the overall collection of crash related injury coding for collision reporting.

Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to lack of personnel available to address project properly. Scheduled to be reinstated for 2018-2019 development.

SCJD's Case Management System (CMS) citation and adjudication processing.

Project Title: CMS-SCUTTIES Enhancements

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integration

Project Goal: To enhance processes in the interface between SCJD's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.

Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title: PDF Citation

Project Description: This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis. The core traffic records system components affected, applicable performance measures, project goal and project status are listed in the table below.

Core Traffic Records System Components Affected (Check all that apply):

Collision, Citation / Adjudication, Roadway, Injury Surveillance, Driver, Vehicle

Performance Measure(s):

Timeliness Accuracy Completeness Uniformity Accessibility Data Integratio

Project Goal: To allow for a PDF copy of the UTT to be generated for administrative purpose

Project Status: This project is in initial stages of development.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

2018-2019 TRSP APPROVED.pdf

SC_signed MOE_FFY 2019.pdf

405c 2018 Progress Report Citation Data Interface SCDPS SCJD SCDMV.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 4/27/2017

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - High-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Enter date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted within three years prior to the application due date. (§ 405(d))

Date of Last NHTSA Assessment: 11/18/2016

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

The State of South Carolina has an impaired driving task force known as the South Carolina Impaired Driving Prevention Council (SCIDPC), which was formed in August 2004 based on a recommendation submitted by an Impaired Driving Assessment conducted in the state in 2002 by a team of NHTSA experts led by Judge Mike Witte of the State of Indiana. The SCIDPC is a multi-agency, multi-disciplinary task force, made up of representatives from law enforcement, the criminal justice system (prosecution, adjudication and probation), driver licensing, treatment and rehabilitation, ignition interlock program, data and traffic records, public health, and communication, which has sought to utilize a variety of approaches in attacking the DUI problem in the state.

The SCIDPC is composed of representatives from various agencies, and each member agency/organization brings different perspectives and experiences to the task force.

The essential purpose of the SC Impaired Driving Prevention Council (SCIDPC) is to provide leadership and guidance for citizens seeking to reduce the number of DUI-related collisions, injuries, and fatalities in the state. The SCIDPC assists in the drafting and review of the Impaired Driving Countermeasures Plan. Prior to the SCIDPC meeting, the Impaired Driving Countermeasures Program Coordinator sends the relevant sections of the plan to the Chairs and Co-Chairs to update with information resulting from the committee's work. OHSJP staff compiles the information into a draft and disseminates the draft to the SCIDPC for review and comment. During the SCIDPC meeting, OHSJP staff review the statutory requirements for a high-range state and the key areas of the IDPC plan. Changes resulting from any discussion of the plan are made to the draft. After all concerns and questions are addressed, the Chair, following parliamentary procedure, (Roberts Rules of Order) requests the Council's approval of the plan. The meeting is recorded and minutes are drafted by an OHSJP staff person who serves as the secretary. The SC Impaired Driving Prevention Council approved the 2019 Impaired Driving Countermeasures Plan on June 15, 2018.

In FFY 2019, the OHSJP will continue to work to ensure that the SCIDPC and its membership remain viable. The SCIDPC and the OHSJP will also continue to diligently work together to ensure that impaired driving countermeasures remain a top priority for the State of South Carolina.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/15/2018

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

First	Last	Title	Organization
Douglas	Lax	Compliance Associate	SC Trucking Association, Inc.
Brad	Hutto	State Senator	SC Senate
Patrick	Dennis	Chief Counsel Judiciary Committee	SC House of Representatives
Steve	Phillips		AAA Carolinas
J. J.	Gentry	State Senator	SC Senate/Senate Judiciary Committee
Dan	Hinton	Safety & Traffic Operations Engineer	Federal Highway Administration
Steven	Burritt	Program Director	Mothers Against Drunk Driving

			(MADD)
Alan	Wilson	Attorney General	Office of the SC Attorney General
Russell	Rush	Division Director	SC. Dept. of Corrections
Mia	Masella		Fifth Circuit Pre-Trial Intervention
Walter	Leverette	Summary Court Representative	SC Court Administration
Matthew	Buchanan	General Counsel	SC Dept. of Probation, Parole, and Pardon Services
Thomas	Nicholson	Legal Counsel	SC Dept. of Probation, Parole, and Pardon Services
Dick	Jenkins		Retired from SCDOT
Shirley	Rivers	Deputy Director/ Procedures & Compliance	Department of Motor Vehicles
Val	Valenta	General Counsel	SC Department of Motor Vehicles
Brett	Harrelson	State Safety Engineer	SC Dept. of Transportation (SCDOT), Highway Safety Office
Emily	Thomas	SHSP Manager	SCDOT Highway Safety Office
Annie	Phelps	Director of Procedures & Compliance	SC Department of Motor Vehicles
Jim	Gordon		South Carolina State University
Richard	Podmore	Director of Safety & Information	SC Department of Education
Tim	Camp	State Director	Department of Education
Sandy	Richardson	Regional Program Manager	USDOT - NHTSA
Bob	McCurdy	Senior Staff Attorney	SC Court Administration
Jarrod	Bruder	Executive Director	SC Sheriff's Association
Joe	Keel		Retired
Mark	Keel	Chief	SC Law Enforcement Division
Leroy	Smith	Director of SCDPS	SC Dept. of Public Safety
Leroy	Taylor	Colonel	State Transport Police, SCDPS

LaToya	Grate	Highway Safety Program Administrator	SCDPS, Office of Highway Safety and Justice Programs (OHSJP)
Phil	Riley	Director of OHSJP	SCDPS, OHSJP
Cheryl	Worrell	Grants Administration Manager	SCDPS, OHSJP
David	Ross	Director	SC Commission on Prosecution Coordination
Mattison	Gamble	Traffic Safety Resource Prosecutor	SC Commission on Prosecution Coordination
Sara Lee	Drawdy	Asst. Solicitor	13th Circuit Solicitor's Office
William	Bilton (Chair)	Asst. Solicitor/Director of Affiliate Services	5th Circuit Solicitor's Office
Dennis	Fowler	Cherokee County Coroner	SC Coroner's Association
Leonard	Bradley	Richland County Coroner	Richland County Coroner's Office
Laura	Stuckey	Executive Director	Behavioral Health Services Association
Melissa	Reck	Training & Development Coordinator	SC National Safety Council
Dan	Walker	Research & Evaluation Coordinator	SC DAODAS
Janet	Martini	Executive Director	Keystone Substance Abuse Services
Michelle	Nienhius	Manager of Prevention Services	SC Dept. of Alcohol and Other Drug Abuse Services (SC DAODAS)
Lee	Dutton	Chief of Staff	SC DAODAS
Burke	Fitzpatrick	Division Director	Office of the SC Attorney General
C.N.	Williamson	Colonel	SCDPS, SC Highway Patrol
F	O'Neal		
Larry	Barker		State Office of Victim Assistance
M	Gamble		
Michael	George		SC DAODAS
Shawnee	Garrick	Planning and Evaluation Coordinator/Acting Impaired Countermeasures	SCDPS, OHSJP

		Driving Program Coordinator	
Crystal	Salley	Victim's Advocate	SC Dept. of Public Safety Families of Highway Fatalities
Vacant	Vacant	Program Coordinator	SCDPS, OHSJP
Vacant	Vacant		SC Criminal Justice Academy

Strategic plan details

Select whether the State will submit updates to a Statewide impaired driving plan that was previously submitted under 23 C.F.R. 1300.23(f)(1). If the State is relying on a previously submitted plan, the State must provide updates to its Statewide impaired driving plan that meet the requirements of 23 C.F.R. 1300.23(e)(1) and updates to its assessment review and spending plan that meet the requirements of 23 C.F.R. 1300.23(f)(1).

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Indicate either new or updated submission

Submit updates

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	54
Criminal justice system:	70
Communication program:	107
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	111
Program evaluation and data:	117

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data. The plan must also include the following: (i) Review that addresses in each plan area any related recommendations from the assessment of the State's impaired driving program; (ii) Detailed project list for spending grant funds on impaired driving activities listed in 23 C.F.R. 1300.23(j)(4) must include high-visibility enforcement efforts, at the level of detail required under 23 C.F.R. 1300.11(d); and (iii) Description of how the spending supports the State's impaired driving program and achievement of its performance targets, at the level of detail required under 23 C.F.R. 1300.11(d).

Documents Uploaded
IDC-Attachment 10.pdf
IDC - Attachments 1-9 Updated dcj.pdf
FFY 2019 IDCP.pdf
SC_signed MOE_FFY 2019.pdf

Assessment recommendations

Enter a direct copy of the section of the statewide impaired driving plan that contains a review that addresses in each plan area any related recommendations from the assessment of the State's impaired driving program.

After each listed recommendation, printed in bold, a corresponding strategy for implementation is provided as part of the state's Impaired Driving Countermeasures Plan.

Program Management and Strategic Planning

Recommendations:

Convene a Governor's Alcohol and Drug Impaired Driving Task Force that includes both traditional and non-traditional members such as highway safety experts, law enforcement, judiciary, driver licensing services, treatment, alcohol beverage control, businesses, insurance companies, medical and health care representatives, advocacy groups, the media, and higher education, to review existing laws and regulations and make recommendations to the Governor and State Legislature.

The OHSJP will consider seeking an Executive Order from the Governor that will convene a Governor's Alcohol and Drug Impaired Driving Task Force that will secure a vast array of experts and professionals to review existing laws and regulations and make recommendations to the Governor and State Legislature.

Conduct a survey for the members of the South Carolina Impaired Driving Prevention Council that have not regularly attended meetings during the past two years to seek their input on methods to increase participation in the meetings.

The OHSJP will conduct a survey for the members of the SCIDPC in order to gather input on methods to increase participation in the meetings.

Identify locations in South Carolina where South Carolina Impaired Driving Prevention Council meetings might be held, making attendance more convenient for members residing outside of the Columbia area.

The OHSJP will conduct a survey for the members of the SCIDPC in order to gather input on potential meeting locations in order to increase participation in the meetings.

Provide teleconferencing for South Carolina Impaired Driving Prevention Council members that are unable to participate in person at meetings.

The SCIDPC will provide teleconferencing for the members of the SCIDPC in order to increase participation in the meetings.

Fill the vacant South Carolina Impaired Driving Prevention Council positions.

The SCIDPC will submit letters to agency directors to replace and/or place members on the SCIDPC membership list in an effort to increase participation in the meetings.

Continue to evolve the problem identification process in the Office of Highway Safety and Justice Programs by taking advantage of new and emerging data sources in impaired driving.

The OHSJP will continue to evolve its Problem Identification process to include more input from local traffic safety stakeholders statewide and to utilize new and emerging sources of available impaired driving data.

Integrate medical data into the planning process to enhance the needs for better and more accurate impaired driving analyses.

The OHSJP's Statistical Analysis and Research Section will work to integrate medical data into the planning process to enhance the needs for better and more accurate impaired driving analyses.

Require convicted Driving Under the Influence offenders to pay fines and fees that support the Impaired Driving Countermeasures Program.

The OHSJP will continue to research through the SCIDPC the prospects of legislative change to allow convicted DUI offenders to pay the costs of supporting impaired driving countermeasures programs within the state. However, the prospects of securing this type of change continue to appear, at this time, to be minimal.

Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner.

Evaluate the performance measures that are common to South Carolina's HSP, SHSP and the state's Highway Safety Improvement Plan (HSIP) regarding the number of Traffic Fatalities, the number of Severe Traffic Injuries and the Traffic Fatality VMT Rate. The Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) are responsible for the development of the HSIP. The SCDPS, SCDOT, FHWA and other local, state and federal agencies and safety advocates collaborated on the creation of the Strategic Highway Safety Plan (SHSP). The state's Highway Safety Plan, though developed by the OHSJP, reflects multiple partnerships among a variety of federal, state, and local agencies. The number of Traffic Fatalities, number of Severe Traffic Injuries, and Traffic Fatality VMT Rate performance measures are mutually identified in each plan (HSP, HSIP and SHSP) with evidence-based targets within emphasis areas that were developed through extensive data analysis. The state views the coordination of the HSP with the SHSP as an effort to build a unified State approach to highway safety and can be used to determine impaired driving program effectiveness.

Prevention

Recommendations:

Enact Alli's Law or similar legislation to require responsible beverage server training as a condition of liquor licensure.

The OHSJP will work through the SCIDPC Enforcement Committee and Legislative Committee in order to continue to address the need for legislative action for (S. 115) Alli's Law; Responsible Alcoholic Server Training Act, as it is currently pending legislation. This law would allow for future administrative and/or criminal penalties to ensue, as it mandates a training program to hold servers and establishments accountable.

Provide local Alcohol and Drug Commissions with timely and accurate impaired driving- related information to be integrated into school-based prevention programs.

The OHSJP will continue to provide timely and accurate impaired-driving data to local Alcohol and Drug Commissions as needed.

Add impaired driving and other traffic safety learning objectives to the South Carolina Health and Safety Education Standards.

The OHSJP staff is exploring the possibility of increasing partnerships with agencies, such as the SC Department of Education, local school districts, and colleges/universities to get information regarding DUI issues and countermeasures before student populations in the state. The OHSJP will work with the SCDOE through the SCIDPC to determine the possibility of adding impaired driving and other traffic safety learning objectives to the SC Health and Safety Education Standards.

Provide Drug Impairment Training for Educational Professionals to school counselors, teachers, and administrators throughout South Carolina.

The OHSJP will work with the SC Department of Education (SCDOE) to determine the efficacy of expanding the DITEP program into local school districts to increase the number of educational professionals (school counselors, teachers, and administrators) trained in this discipline.

Establish statewide and local student organizations to address impaired driving.

The OHSJP staff is exploring the possibility of increasing partnerships with agencies, such as the SC Department of Education, MADD SC, SC National Safety Council, local school districts, and colleges/universities to get information regarding DUI issues and countermeasures before student populations in the state.

Coordinate one-shot or single session prevention strategies with evidence-based prevention programs in schools.

The OHSJP staff is exploring the possibility of increasing partnerships with agencies, such as the SC Department of Education, local school districts, and colleges/universities to coordinate one-shot or single session prevention strategies with evidence-based prevention programs in schools regarding DUI issues and countermeasures.

Establish a statewide college impaired driving and/or underage drinking prevention consortium to address the drinking culture on South Carolina college campuses.

The OHSJP staff will explore the possibility of increasing partnerships with agencies, such as the SC Department of Education, MADD SC, local school districts, Higher Education Commission, and colleges/universities to get information regarding DUI issues and countermeasures before student populations in the state.

Integrate impaired driving information into drug free workplace, employee assistance, and other programs for employees.

The OHSJP staff will explore working with the SC National Safety Council to produce an electronic newsletter/flyer to be sent to employers, school districts, and other interested stakeholders statewide containing strategic traffic safety information, including impaired driving data, for distribution to employees and students alerting them to the DUI problems in the state and proposing appropriate countermeasures that could be implemented at school or in the workplace.

Provide employers with impaired driving media materials for inclusion in company newsletters, posting in facilities and employee work areas, and use in employee safety training.

The OHSJP staff will work with the SC National Safety Council to explore the possibility of producing an electronic newsletter/flyer to be sent to employers, school districts, and other interested stakeholders statewide containing strategic traffic safety information, including impaired driving data, for distribution to employees and students alerting them to the DUI problems in the state and proposing appropriate countermeasures that could be implemented at the workplace.

Support and expand the resources of Alcohol and Drug Commissions, Alcohol Enforcement Teams, and Law Enforcement Networks.

The OHSJP will continue to support the SCDAODAS AET project focusing on educational and enforcement strategies to reduce underage alcohol consumption and underage DUI. The OHSJP will continue to provide grant funding for the Law Enforcement Networks (LEN) to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the system. The OHSJP will continue to provide training to LENs through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer Certification courses.

Provide timely and accurate impaired driving information and technical assistance to Alcohol and Drug Commissions and Alcohol Enforcement Teams.

The OHSJP will continue its partnering efforts with other entities in the state which are concerned with impaired driving issues and will provide accurate and timely data/information regarding impaired driving issues, including local Alcohol and Drug Commissions and Alcohol Enforcement Teams as needed.

Ensure that all designated driver programs stress “no use” of alcohol messages for the designated driver.

The OHSJP will work toward ensuring that any designated-driver programs implemented through the OHSJP and partners, stress a “no use” of alcohol message for designated-driver programs.

Ensure alternative transportation programs do not encourage or enable excessive drinking.

The OHSJP will attempt to address the above issue through the SCIDPC and partnering agencies.

Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals or unintentionally promote over-consumption.

The OHSJP will work through the SCIDPC and partnering agencies to address the issues contained in this recommendation.

Enact statewide social host liability laws that include liability for serving to adults who are visibly impaired.

The OHSJP will present a list of legislative issues for the FFY 2019 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Enact comprehensive dram shop liability laws.

The OHSJP will present a list of legislative issues for the FFY 2019 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Conduct an assessment of the availability and product placement of alcoholic beverages that resemble non-alcoholic beverages.

The SCIDPC will work closely with the SC Law Enforcement Division (SLED) to determine the opportunity for an assessment of the availability and product placement of alcoholic beverages that resemble non-alcoholic beverages.

Criminal Justice System

Recommendations:

Repeal the statutory videotaping requirements of the entire traffic stop, including the field sobriety testing and advice of rights.

The OHSJP will present a list of legislative issues for the FFY 2019 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Convene a Governor's DUI and Drugs Task Force that includes both traditional and non-traditional members such as highway safety experts, law enforcement, judiciary, driver licensing services, treatment, alcohol beverage control, businesses, insurance companies, medical and health care representatives, advocacy groups, the media, and higher education, to review existing laws and regulations and make recommendations to the Governor and State Legislature.

The OHSJP will consider seeking an Executive Order from the Governor that will convene a Governor's Alcohol and Drug Impaired Driving Task Force that will secure a vast array of experts and professionals to review existing laws and regulations and make recommendations to the Governor and State Legislature.

Emphasize year-round high visibility impaired driving enforcement by all law enforcement agencies in South Carolina.

The OHSJP will continue its partnering efforts with other law enforcement agencies in South Carolina to emphasize year-round high visibility impaired driving enforcement, relying heavily on the SC Highway Patrol and the Law Enforcement Networks (LEN) to assist them in their ongoing enforcement efforts.

Engage more Sheriffs Offices in traffic enforcement activities.

The OHSJP will continue its partnering efforts with Sheriff's Offices in traffic enforcement activities, largely through the assistance of the LEN

Increase the number of law enforcement agencies that participate in the Law Enforcement DUI Challenge *Sober or Slammer!*.

The OHSJP will continue to provide grant funding for the Law Enforcement Networks (LEN) to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the Law Enforcement DUI Challenge *Sober or Slammer!*.

Evaluate the effectiveness of funding special DUI enforcement teams as opposed to providing funding for more law enforcement agencies to garner more participation in DUI enforcement activities.

The OHSJP will work with the SCDOT to evaluate the effectiveness of funding the special DUI enforcement teams known as the Target Zero Teams, a project funded from 2015 through 2018 by the SCDOT, as opposed to providing funding for more law enforcement agencies to garner more participation in DUI enforcement activities

Expand the Drug Recognition Expert program in South Carolina.

The SC Criminal Justice Academy (SCCJA) is the training facility for all law enforcement in the state. The Drug Recognition Expert (DRE) program is continually expanding as the focus on impaired driving remains a State concern.

Distribute contact lists and explore the feasibility of on-call procedures to make Drug Recognition Experts more accessible.

The OHSJP will work with the SCCJA regarding a distribution list and the SCCJA currently utilizes a DRE point of contact for regions in order to facilitate the accessibility and availability of DREs.

Give training priority to those agencies that are willing to share their Drug Recognition Expert resources with neighboring jurisdictions.

The OHSJP will work with the SCCJA in an attempt to address the above issue, although the SCCJA currently utilizes a "most qualified" criterion in order to effectively maintain the program in the State.

Increase the number of Solicitors to handle DUI cases.

The State of South Carolina resumed funding effective July 1, 2013 for a specialized DUI prosecutor in each of the 16 judicial circuits in the state. In SFY 2018, the state will continue this funding. Additional funding will be provided by the OHSJP during FFY 2019 to continue a DUI prosecutor to prosecute DUI-related traffic cases made by the Berkeley County Sheriff's deputies in in Berkeley County in an effort to increase DUI convictions within this county and reduce the number of DUI

case dismissals. The OHSJP will also continue to fund in FFY 2019 a DUI Prosecutor in the Sixth Circuit Solicitor's Office, which includes Chester, Fairfield, and Lancaster counties, and provide funding for a DUI Prosecutor in the City of Beaufort, and an additional DUI Prosecutor in Florence County

Repeal the statutory videotaping requirements of the entire traffic stop, including the field sobriety testing and advice of rights.

The OHSJP will present a list of legislative issues for the FFY 2019 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Provide paralegal assistants to the police who prosecute in the summary courts.

The OHSJP will work with the SC Commission on Prosecution Coordination's Traffic Safety Resource Prosecutor (TSRP) to determine what additional assistance may be provided to law enforcement officers in the prosecution of DUI cases when required. The TSRP is available to provide certain assistance to law enforcement officers in the prosecution of DUI cases when requested.

Work more closely with the South Carolina Office of Court Administration to improve access to court data.

The OHSJP will work with the TRCC and the SC Office of Court Administration to improve access to court data.

Establish a Judicial Outreach Liaison position with a focus on the summary courts.

The OHSJP will work through the SCIDPC and partnering agencies to address the issues contained in this recommendation.

Expand the use of the Ignition Interlock Device program to include all first time offenders upon conviction regardless of blood alcohol concentration.

The OHSJP will present a list of legislative issues for the FFY 2019 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Conduct an evaluation study of the Ignition Interlock Device program to quantify recidivism based on enrollment, length of the program, and as compared to other sanctions and treatment options.

The OHSJP will work with the SC Department of Probation, Parole, and Pardon Services (SCDPPPS) to attain access to any and all evaluations conducted to quantify recidivism based on enrollment, length of the program, and as compared to other sanctions and treatment options.

Enact Alli's Law or similar legislation to require responsible beverage server training as a condition of liquor licensure.

The OHSJP will work through the SCIDPC Enforcement Committee and Legislative Committee in order to continue to address the need for legislative action for (S. 115) Alli's Law; Responsible Alcoholic Server Training Act, as it is currently pending legislation. This law would allow for future administrative and/or criminal penalties to ensue, as it mandates a training program to hold servers and establishments accountable.

Evaluate inexperienced/young driver statistics to identify the degree to which increasing the minimum age for licensure (at each graduated stage) would reduce traffic crashes, injuries, and fatalities.

The OHSJP will work with the SCIDPC and the SCDMV to research the prospects of evaluating inexperienced/young driver statistics to identify the degree to which increasing the minimum age for licensure (at each graduated stage) would reduce traffic crashes, injuries, and fatalities.

Communication Program

Recommendations:

Increase impaired driving message exposure on earned media by partnership with the contracted media consultant and buyer.

The OHSJP will continue to work with the contractor regarding the highway safety messaging to paint the picture for the general public of the extreme danger caused by the impaired driver.

Evaluate the Office of Highway Safety and Justice Programs' media plan to ensure its messages are reaching target audiences.

The OHSJP will continue to evaluate and ensure its highway safety messages reach target audiences and supports law enforcement and prevention partners in their ongoing efforts. The OHSJP has adopted "Target Zero" as its over-arching theme for all campaign activities. The state is committed to the elimination of traffic fatalities over time in the state.

Plan and coordinate simultaneous press events during Sober or Slammer mobilizations and utilize the services of the Governor and other high ranking state officials to deliver the message that impaired driving will be met with strong law enforcement.

The state will continue the media campaign focusing on *Sober or Slammer!* (SOS!) for FY 2019, including radio, outdoor advertising, paid social media, and television advertising during strategic points throughout the year, including the two traditional DUI enforcement crackdowns during Christmas/New Year's 2018-2019 and Labor Day 2019.

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

Recommendations:

Require completion of the Alcohol and Drug Safety Action Program as a condition of license reinstatement for DUI offenders whose license is suspended for an alcohol driving offense.

The OHSJP will present a list of legislative issues for the FFY 2019 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Expand the South Carolina Screening, Brief Intervention Referral and Treatment project in all hospital emergency departments in South Carolina.

The OHSJP will continue to work with SCDAODAS to research the possibility of having screening and brief intervention referral and treatment available in all hospital emergency departments in South Carolina.

Implement Screening, Brief Intervention Referral and Treatment in all healthcare settings such as family practices, as well as on college and high school campuses and jails throughout South Carolina.

The OHSJP will continue to work with SCDAODAS to research the possibility of having screening and brief intervention referral and treatment available in settings as recommended. It should be noted that the SCDAODAS has been awarded a cooperative agreement from SAMHSA to implement SBIRT in health care sites. The funding period is from August 1, 2013 – July 31, 2018. Formal SBIRT protocols have been implemented in sixteen health care sites to date: Barnwell County (Southern Palmetto Hospital ED, Southern Palmetto Hospital Barnwell clinic, and Healthwise Family Medicine); Georgetown County (St. James Santee Family Health Center: Georgetown, Sampit, and Choppee sites); Greenville County (New Horizon Family Health Services, and Greenville Health System Internal Medicine); Horry County (Little River Medical Center: Little River, Loris, Health Access, South Strand, Carolina Forest, and Myrtle Beach sites, along with Grand Strand Regional Medical Center ED); and York County (North Central Family Medical Center). Though each site receives varying amounts of funding, all sites receive ongoing training and technical assistance from the SCDAODAS SC SBIRT state team. Plans to expand to additional healthcare sites are underway.

Through RPTIF grants from DHHS, Clarendon County has implemented SBIRT in its ED and outpatient clinic, and Spartanburg County has implemented SBIRT in its county jail.

The state's goal is to implement SBIRT in all health care facilities in South Carolina. However, funds and resources limit the state's ability at this time to implement the SBIRT program in all health care facilities in the state.

Enact legislation designating impaired driving as a mandatory reportable condition for all healthcare providers.

The OHSJP will present a list of legislative issues for the FFY 2019 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Repeal the South Carolina alcohol exclusion statutes.

On May 4, 2017, the House voted and passed S. 9 ; AN ACT TO AMEND THE CODE OF LAWS OF SOUTH CAROLINA, 1976, BY ADDING SECTION 38-71-380 SO AS TO PROVIDE THAT THE OPTIONAL INTOXICANTS AND NARCOTICS EXCLUSION PROVISION CONTAINED IN CERTAIN INSURANCE POLICIES THAT REQUIRE THE REPLICATION OF EXACT LANGUAGE AS PROVIDED IN SECTION 38-71-370 DOES NOT APPLY TO A MEDICAL EXPENSE POLICY, AND TO DEFINE MEDICAL EXPENSE POLICY. - ratified title.

Require completion of the Alcohol and Drug Safety Action Program as a condition of license reinstatement for DUI offenders whose license is suspended for an alcohol driving offense.

The OHSJP will present a list of legislative issues for the FFY 2019 year during the meetings of the SC Impaired Driving Prevention Council (SCIDPC).

Implement additional DUI Courts and conduct an evaluation to determine effectiveness and identify replication issues.

The OHSJP provided grant funding during FFY 2014 for the development and implementation of a Pilot DUI Court in the Twelfth Judicial Circuit, composed of Florence and Marion Counties, and in the Fifth Judicial Circuit, which consists of Kershaw and Richland Counties. Both judicial circuits successfully completed NHTSA's required DWI Court training and implemented the DUI Court program. The OHSJP provided grant funding from FFY 2015 through FFY 2017 for the continuation of the DUI Courts. The DUI Courts are designed to prosecute, adjudicate, and monitor DUI cases and to reduce DUI recidivism.

Program Evaluation and Data**Recommendations:**

Conduct an evaluation of the Ignition Interlock Device and Alive at 25 programs to quantify their effectiveness and suggest any revisions; such an analysis may include crash/arrest recidivism or behavioral measures.

The OHSJP will refer this recommendation to the SCIDPC and the agencies directly involved with the ignition interlock program in the state to research the practicality of conducting the above recommendation.

Continue to focus problem identification and program evaluation analyses on injuries of all levels (specifically serious injuries) in addition to fatalities.

The OHSJP will continue to evolve its Problem Identification process to include more input from local traffic safety stakeholders statewide and to utilize new and emerging sources of available impaired driving data (to include all levels of injuries).

Pursue medical data access (pre-hospital, trauma registry, emergency department, and inpatient) and collaboration to enhance traffic safety efforts; this partnership may be fostered through the Traffic Records Coordinating Committee.

The OHSJPs' Statistical Analysis and Research Section, through the Traffic Records Coordinating Committee, will pursue medical data access and collaboration to enhance traffic safety efforts.

Evaluate continuously the Fatality Analysis Reporting System data to ensure the most accurate estimate of alcohol-related fatalities is resulting from the imputation model.

The OHSJPs' Statistical Analysis and Research Section will continue to evaluate the Fatality Analysis Reporting System data to ensure the most accurate estimate of alcohol-related fatalities is resulting from the imputation model.

Support the implementation of the South Carolina Uniform Traffic Ticket Information Exchange System to serve as a comprehensive citation tracking system.

The South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES) was deployed on January 1, 2018. The system was deployed to serve as a comprehensive citation tracking system.

Incorporate information about injuries of all levels (specifically serious injuries) in addition to fatalities into products shared with partners and the public.

The OHSJP will continue incorporating information about injuries of all levels (specifically serious injuries) in addition to fatalities into products shared with partners and the pub

Planned activities

Enter a direct copy of the section of the statewide impaired driving plan that includes the planned activities for spending grant funds on impaired driving activities authorized under 23 C.F.R. 1300.23(j)(4). Planned activities described in this section must include high visibility enforcement efforts and must meet the level of detail required under 23 C.F.R. 1300.11(d).

Of the four impaired driving countermeasures strategies identified, the State of South Carolina will continue to effectively implement *Deterrence* of high quality in the areas of Enforcement, with the SC Highway Patrol (SCHP) and law enforcement agencies across the state utilizing high-visibility saturation patrols (pp.1-21 to 1-27), as well as Prosecution and Adjudication, with continuation of the Court Monitoring Program (pp.1-29 to 1-34).

A high-visibility DUI enforcement and education initiative known as the *Sober or Slammer!* campaign (corresponding to the national *Drive Sober or Get Pulled Over* campaign) on a statewide level utilizing strategies that have proven to yield results. The campaign runs from December 1 of the federal fiscal year through Labor Day. According to the *Countermeasures That Work* guide (Chapter 1, section 2.2, p. 1-24), publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal crashes and deterring drunk driving. The state encourages and requires campaign participants to utilize high visibility enforcement and safety checkpoint strategies in their DUI enforcement efforts statewide. The State also conducts an occupant protection enforcement mobilization in the time period leading up to and after the Memorial Day holiday in May each year. The statewide campaign, known as *Buckle up, South Carolina. It's the law and it's enforced.*, mirrors the national *Click it or Ticket* campaign. The campaign focuses on occupant protection enforcement generally and on nighttime safety belt enforcement at the state and local level, which results in, not only increased citations for safety belt violations, but increased opportunity for DUI arrests as well. All major mobilizations include outreach components that focus on the diverse population of our state.

Communication and Outreach is a countermeasure strategy used to reduce impaired driving, and outreach is incorporated into each high-visibility enforcement mobilization. For example, the *Sober or Slammer!* campaign, modeled after and conducted with the national *Drive Sober or Get Pulled Over* campaign, combines enforcement, education, media, and diversity outreach components to attempt to reduce impaired driving crashes, injuries, and fatalities in the state. Participation of state and local law enforcement agencies throughout every judicial circuit in the state is encouraged. With the decline in the number of alcohol-impaired traffic fatalities in the state, communication and outreach strategies have proven to be highly effective for South Carolina (CTW, 2015, pp. 1-46, and 1-49 to 1-50).

Additional detail on the previously identified Impaired Driving Countermeasure Strategies the State plans to implement in FFY 2019 and the corresponding planned activities for spending grant funds on impaired driving activities is provided below.

A. Enforcement

The State will continue to implement a statewide Law Enforcement DUI Challenge (*Sober or Slammer!* comparable to the national *Drive Sober or Get Pulled Over* campaign). The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic crashes, injuries, and fatalities in FFY 2019. 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 2019, will conduct special DUI enforcement emphases once a month on weekends from December 2018 to September 2019. The weekend enforcement efforts will be supported by radio and possibly television advertising announcing the enforcement beginning on Wednesday of each week preceding the scheduled enforcement weekends. 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, Richland, Lexington, Spartanburg, Anderson, Berkeley, Charleston, York, Aiken, Florence, Laurens, Orangeburg, Lancaster, Beaufort, Dorchester, Pickens, Darlington, Sumter, and Kershaw) which represent which represent approximately 83.2% of the state's population (based on the Census population estimate for July 1, 2016) and 78.2% of the state's alcohol-impaired driving fatalities and severe injuries over the five-year period 2012 to 2016 and are designated within the state's Highway Safety Plan and the Impaired Driving Countermeasures Plan.

A high-visibility statewide enforcement and education campaign *Buckle up, SC. It's the law and it's enforced.*, is conducted each year around the Memorial Day holiday modeled after the national *Click it or Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. In FFY 2019, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries especially during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is obvious that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI, as well. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

For FFY 2019, the SC Public Safety Coordinating Council has approved thirty-six (36) 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 36 enforcement projects, fourteen (14) are DUI enforcement projects, which will fund a total of sixteen (16) DUI enforcement traffic officers in the counties of Darlington (2 projects), Charleston (1 project), Berkeley (2 projects), Lexington (2 projects), Spartanburg (1 project), Dorchester (1 project), Florence (1 project), Lancaster (1 project), Beaufort (2 projects), and Aiken (1 project). Of the 14 projects, three will be implemented in county sheriffs' offices. The projects referenced above include one third-year project, 12 second-year projects, and one first-year project. The projects will focus exclusively on DUI enforcement and the enforcement of traffic behaviors that are associated with DUI violators; educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. Project officers will be required to work schedules that are evidence-based, meaning the hours (between 3 PM and 6 AM) which FARS data demonstrates to be those during which the most DUI-related traffic fatalities occur in the state (1,344, or 88.2%, of the 1,524 DUI-related fatalities during the years of 2012-2016). Project officers will also work roadways that have the highest number of DUI-related crashes within their respective jurisdictions.

During the FFY 2019 grant cycle, each DUI enforcement grant will participate in at least 12 public safety checkpoints; have an appropriate, corresponding increase in the number of DUI arrests; conduct a minimum of 6 educational presentations on the dangers of DUI; and issue at least 12 press releases to the local media and/or social media detailing the activities of the grant projects. The 14 DUI enforcement officers funded by the grant are required to be Standardized Field Sobriety Testing (SFST) certified.

Additionally, of the 36 approved enforcement projects, twenty-two (22) are Police Traffic Services projects, which will fund a total of thirty-three (33) traffic officers in municipalities located in the priority counties of Richland, Charleston, Lexington, Aiken, York, Greenville, Georgetown, Dorchester, Berkeley, Anderson, Lancaster, and Beaufort, as well as enforcement projects in seven county sheriffs' offices (Charleston, Dorchester, Georgetown, Spartanburg, Florence, Kershaw, and Oconee counties). The projects referenced above include four third-year projects, nine second-year projects, and nine first-year efforts. 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.

B. Communication and Outreach Enforcement

In FFY 2019, 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 2019 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 2019, 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. Those times will coincide with monthly enforcement weekends designated by the South Carolina Highway Patrol, which, will span from December 2018 through September 2019. 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 the designated special enforcement weekends. 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.

C. Prosecution

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

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

Another important component in the prosecution of impaired drivers is the placement of a DUI prosecutor in each circuit. These assistant solicitors are specially trained to handle and effectively prosecute driving under the influence cases. These positions are funded by the state, with one in each judicial circuit at the level of \$73,690 per circuit. While the OHSJP does not fund these assistant solicitors, it has provided funding for a dedicated DUI Prosecutor to prosecute DUI-related cases made by the South Carolina Highway Patrol (SCHP) in Berkeley County since FFY 2015. In FFY 2019, the OHSJP will fund a DUI Prosecutor in the Sixth Circuit Solicitor’s Office, which includes Chester, Fairfield, and Lancaster counties. The DUI Prosecutor will dedicate 100% of his/her time to the prosecution of DUI cases. Special DUI Prosecutors will also be funded in the City of Beaufort Police Department, and the Berkeley and Florence County Sherriff’s Offices. These prosecutorial projects will decrease the amount of time a Law Enforcement Officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals.

The planned prosecution activities for FFY 2019 will provide assistance to a variety of professionals from law enforcement to the judiciary. These projects will provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. The training programs will provide knowledge and training on the DUI law and proper roadside procedures for prosecutors, judges, and law enforcement officers that will assist in making quality DUI cases that will result in an increased number of DUI convictions statewide. The increased number of stakeholders educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways, higher conviction rates for impaired drivers, and a decrease in the number of impaired driving crashes, injuries, and fatalities.

D. Adjudication

Mother’s Against Drunk Driving (MADD) SC’s Court Monitoring Program provides data on how many cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. MADD SC will continue its court monitoring program utilizing volunteers to record data on DUI court cases to gather relevant statistics, so that areas of improvement within the court system and laws can be identified. During FFY 2019, the OHSJP will utilize grant funding for the continuation of MADD’s Coastal Court Monitoring program, which will be entering its second year of operation. This program serves the priority counties of Horry, Berkeley and Charleston. The OHSJP will also utilize grant funding for MADD’s new court monitoring effort in the priority counties of Greenville, Richland, Lexington and Spartanburg.

The planned impaired driving prevention activities (High-visibility enforcement efforts, adjudication and prosecution, and communication and outreach) will be supported by approving more than \$6 million in grant funding to state and local agencies in FFY 2019. The commitment of funding levels to attack the problem of impaired driving in the state has been consistent over the last eight years. The state will utilize Section 402 funding, Section 405(d) impaired driving funding, and Section 405(b) funding in FFY 2019 to fund a variety of projects to combat DUI, including DUI enforcement teams, police traffic services projects, prosecution and adjudication efforts, and major campaign initiatives, such as *Sober or Slammer!*, the state’s equivalent to the national *Drive sober or get pulled over*.

Submit the planned activities for spending grant funds on impaired driving activities authorized under 23 C.F.R. 1300.23(j)(4). Planned activities described in this section must include high visibility enforcement efforts and must meet the level of detail required under 23 C.F.R. 1300.11(d).

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PIOT-ID	Communication and Outreach	Communication and Outreach
M4X	Court Monitoring	Court Monitoring
M4HVE	DUI Enforcement Teams	High Visibility DUI Enforcement
M4CS	Prosecution	Prosecution
M4TR	Impaired Driving Countermeasures Training for Law Enforcement	Law Enforcement Training

Planned activity support

Enter a direct copy of the section of the statewide impaired driving plan that contains a description of how spending supports the State’s impaired driving program and achievement of its performance targets.

Each countermeasure strategy and project South Carolina plans to implement to reach the performance targets will be accomplished utilizing Section 402 and Section 405 funding streams during the FFY 2019 grant year. The systematic data collection and analysis used in the project selection process supports the successful implementation of an evidence-based traffic safety enforcement program in this state. The OHSJP's annual Highway Safety Plan (HSP) which serves as a programmatic roadmap for educational and highway safety enforcement initiatives implemented throughout the fiscal year with Section 402 and 405 funds received from the National Highway Traffic Safety Administration (NHTSA). The HSP outlines the strategic approach South Carolina takes to address traffic-related crashes and fatalities during the FFY 2019 year through data-driven, evidence-based performance measures and practices.

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	No

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	The South Carolina Technical College System of the State Board for Technical and Comprehensive Edu.
State authority name/title:	Rosline Sumpter/Curriculum and Research Coordinator

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course
---------------------	---

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Aiken County	4245
Anderson County	5646
Beaufort County	3553
Charleston County	6766
Florence County	2639
Greenville County	10383
Greenwood County	1464
Horry County	11055
Orangeburg County	1304
Richland County	5962
Spartanburg County	7204
York County	7202
Horry County	11055

Enter the total number of registered motorcycles in State.

115951

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: State Board for Technical and Comprehensive Edu.

State authority name/title: Rosline Sumter/Curriculum and Research Coordinator

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	156.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	112.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
Horry County	179
Greenville County	168
Charleston County	157
Richland County	123
Spartanburg County	86
Lexington County	82
York County	65

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 1393

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Motorcyclist Awareness Campaign

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
------------------------------------	-----------------------	------------------------

MSTF	Motorcycle Safety Taskforce	Motorcyclist Awareness Campaign
VMS	Variable Message Signs	Motorcyclist Awareness Campaign
M9MA	Motorcyclist Awareness Campaign	Motorcyclist Awareness Campaign
MC	Motorcyclist Awareness Campaign	Motorcyclist Awareness Campaign

12 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)

Official documents

Official documents

Select what type of official documents will be uploaded that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law	Yes
Regulation	No
Binding policy directive	No
Letter from the Governor	No
Court order	No
Other	No

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
 - <http://www.scstatehouse.gov/code/t56c005.php>

Upload official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Documents Uploaded
SC Code of Laws Title 56.pdf

13 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded
SC_signed Certifications and Assurances_FFY 2019.pdf
SC_signed MOE_FFY 2019.pdf

Traffic Records System Performance Measures

Traffic Records Systems (TRS) are typically made up of components that serve primary functions other than highway traffic safety improvement. Because of this, it may not be immediately obvious to the data custodians responsible for day-to-day management of the traffic records components that their data are part of the Traffic Records System. Data collected for one purpose (e.g., asset management, driver licensing, medical billing, etc.) may or may not be suitable for use in highway safety decision making. Treating such a diverse system as a unified whole requires that collectors, managers, and users come together to discuss needs and how best to meet the needs of decision-makers at a reasonable cost. To assist in this dialog, states develop measures of how well the traffic records data meet the needs of their users. The performance measures developed for this purpose are intended to measure the quality of the data in ways that are operationally meaningful. These measures could be used by front-line managers to gauge day-to-day operations and convey meaningful information to users. NHTSA has identified six performance attributes in the *Model Performance Measures for State Traffic Records Systems*.

1. **Timeliness:** Timeliness reflects the span of time between the occurrence of an event and entry of information into the appropriate database. Timeliness can also measure the time from when the custodial agency receives the data to the point when the data is entered into the database.
 - **Commercial Driver's license.** SCDMV has ten days to transmit the traffic violation conviction of any commercial driver's license to that driver's home state DMV. The standard is 90% of the time. The SCDMV has moved from 4% compliance to 82% compliance. The 90% compliance must be met by 2019.
2. **Accuracy:** Accuracy reflects the degree to which the data is error-free, satisfies internal consistency checks, and does not exist in duplicate within a single database. Error means that the recorded value for some data element of interest is incorrect. Error does not that 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.
 - **SCUTTIES.** The citation data is verified against the DMV file to check for accuracy. If the citation does not pass validation, it is returned to the agency with an explanation of the error. If the record already exists in the database, the new record will be rejected.

3. **Completeness:** Completeness reflects both the number of records that are missing from the database (e.g., events of interest that occurred but were not entered into the database) and the number of missing (blank) data elements in the records that are in a database.
 - **Validation Rules.** Electronic reports which are created in Report Beam must meet certain validation rules which check for required data. If any of the required data is missing, the report will not be accepted into the system. Collision reports submitted on paper are checked by DMV personnel and if there is any missing required data, the reports are returned to the originating agency for correction.
4. **Uniformity:** Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard. Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures.
 - **TR-310 Collision Report.** All agencies in South Carolina use the same form for reporting collisions. Most of these reports are generated electronically (90%). A TR-310 manual instructs the officers how the information should be entered.
5. **Integration:** Integration reflects the ability of records in a database to be linked to a set of records in another of the core databases, or components thereof, using common or unique identifiers. Integration differs in one important respect from the first four attributes of data quality. By definition, integration is a performance attribute that always involves two or more traffic records subsystems.
 - **SCCATTS/SCUTTIES/CMS.** The South Carolina Collision and Ticket Tracking System (SCCATTS) collects citation data electronically. That data is then transmitted to the Department of Motor Vehicles South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES). The data is validated and then made available on demand to the Court's System's Case Management System (CMS). The courts then transmit the citation disposition data to SCUTTIES and then SCUTTIES transmits that data to SCCATTS to be added to the citation.
6. **Accessibility:** Reflects the ability of legitimate users to successfully obtain desired data. For every database and file in a traffic records system, there is a set of legitimate users who are entitled to request and receive data. The accessibility of the database or sub-file is determined by obtaining the users' perceptions of how well the system responds to their requests.
 - **SCCATTS and SCUTTIES databases.** Users of the Report Beam software program within SCCATTS can access their entire agency's data. This data can be imported into their Records Management System (RMS) to be used as they see fit. Validated users can access the SCUTTIES

database and run a variety of reports for the citation data in the database. This data can then be exported to an Excel spreadsheet for further analysis.

The first five of these six types of performance measures are measured by the usage and examination of the data within each component's dataset. The accessibility performance attribute is measured in terms of customer satisfaction related to the retrieval of data. These performance attributes are to be specific and well-defined, performance-based, and practical.



South Carolina Department of Public Safety

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HENRY MCMASTER
GOVERNOR

LEROY SMITH
DIRECTOR

June 21, 2018

Ms. Carmen Hayes, Regional Administrator
National Highway Traffic Safety Administration
Atlanta Federal Center
61 Forsyth Street, SW, 17T30
Atlanta, Georgia 30303

RE: Maintenance of Effort

Dear Ms. Hayes:

This letter is provided to affirm that the South Carolina Department of Public Safety's (SCDPS) Office of Highway Safety and Justice Programs (OHSJP) remains the lead entity for meeting federal maintenance of effort (MOE) requirements. This determination was made based on the fact that OHSJP administers the Section 402 and Section 405 grant funds for the state of South Carolina.

Per 23 CFR 1300, OHSJP, as the lead entity for MOE requirements, will maintain aggregate expenditures at or above the baseline years of Federal Fiscal Year 2014 and Federal Fiscal Year 2015 for the following programs: Occupant Protection, Traffic Safety Information Systems, and Impaired Driving Countermeasures.

Please contact me or Phil Riley if you have any questions regarding the above matter. Thank you for your support, and we look forward to our continued partnership with the National Highway Traffic Safety Administration to eliminate traffic-related fatalities.

Sincerely,


Leroy Smith
Director

LS/pr



SOUTH CAROLINA HIGHWAY PATROL



STATE TRANSPORT POLICE



BUREAU OF PROTECTIVE SERVICES



IMMIGRATION ENFORCEMENT UNIT



Internationally Accredited Law Enforcement Agency

U.S. Department of Transportation National Highway Traffic Safety Administration

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
FAST Act NHTSA 402								
Planning and Administration								
	PA-2019-HS-01-19	OHSJP PLANNING AND ADMINISTRATION	\$.00	\$173,862.00	\$.00	\$173,862.00	\$173,862.00	\$.00
Planning and Administration Total			\$.00	\$173,862.00	\$.00	\$173,862.00	\$173,862.00	\$.00
Motorcycle Safety								
	MC-2019-HS-04-19	OHSJP PIOT MOTORCYCLE	\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$.00
Motorcycle Safety Total			\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$.00
Occupant Protection								
	OP-2019-HS-02-19	OHSJP OCCUPANT PROTECTION	\$.00	\$29,033.25	\$.00	\$116,133.00	\$116,133.00	\$.00
	OP-2019-HS-17-19	SC DHEC OPERATION SAFE RIDE	\$.00	\$42,642.75	\$.00	\$170,571.00	\$170,571.00	\$170,571.00
Occupant Protection Total			\$.00	\$71,676.00	\$.00	\$286,704.00	\$286,704.00	\$170,571.00
Pedestrian/Bicycle Safety								
	PS-2019-HS-04-19	OHSJP PIOT PEDESTRIAN/BICYCLE	\$.00	\$10,000.00	\$.00	\$40,000.00	\$40,000.00	\$.00
Pedestrian/Bicycle Safety Total			\$.00	\$10,000.00	\$.00	\$40,000.00	\$40,000.00	\$.00
Police Traffic Services								
	PT-2019-HS-05-19	OHSJP POLICE TRAFFIC SERVICES	\$.00	\$28,183.25	\$.00	\$112,733.00	\$112,733.00	\$.00
	PT-2019-HS-06-19	OHSJP LAW ENFORCEMENT COORDINATION	\$.00	\$118,720.50	\$.00	\$474,882.00	\$474,882.00	\$474,882.00
	PT-2019-HS-07-19	SCCJA TRAFFIC SAFETY OFFICER PROGRAM	\$.00	\$93,450.00	\$.00	\$373,800.00	\$373,800.00	\$373,800.00
	PT-2019-HS-08-19	Charleston County Sheriff's Office	\$.00	\$44,525.50	\$.00	\$178,102.00	\$178,102.00	\$178,102.00
	PT-2019-HS-09-19	City of Columbia	\$.00	\$34,781.50	\$.00	\$139,126.00	\$139,126.00	\$139,126.00
	PT-2019-HS-10-19	City of Anderson	\$.00	\$31,682.00	\$.00	\$126,728.00	\$126,728.00	\$126,728.00
	PT-2019-HS-11-19	Goose Creek Police Department	\$.00	\$32,042.50	\$.00	\$128,170.00	\$128,170.00	\$128,170.00
	PT-2019-HS-12-19	City of Cayce	\$.00	\$38,496.50	\$.00	\$153,986.00	\$153,986.00	\$153,986.00

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	PT-2019-HS-13-19	Dorchester County Sheriff's Office	\$.00	\$23,005.25	\$.00	\$92,021.00	\$92,021.00	\$92,021.00
	PT-2019-HS-14-19	City of North Augusta	\$.00	\$35,380.25	\$.00	\$141,521.00	\$141,521.00	\$141,521.00
	PT-2019-HS-15-19	City of Bluffton	\$.00	\$33,870.25	\$.00	\$135,481.00	\$135,481.00	\$135,481.00
	PT-2019-HS-16-19	City of Charleston	\$.00	\$38,936.50	\$.00	\$155,746.00	\$155,746.00	\$155,746.00
	PT-2019-HS-18-19	Town of Summerville	\$.00	\$40,878.00	\$.00	\$163,512.00	\$163,512.00	\$163,512.00
	PT-2019-HS-19-19	Lancaster Police Department	\$.00	\$28,711.00	\$.00	\$114,844.00	\$114,844.00	\$114,844.00
	PT-2019-HS-20-19	Georgetown County Sheriffs Office	\$.00	\$63,767.75	\$.00	\$255,071.00	\$255,071.00	\$255,071.00
	PT-2019-HS-21-19	Florence County Sheriffs Office	\$.00	\$50,889.00	\$.00	\$203,556.00	\$203,556.00	\$203,556.00
	PT-2019-HS-22-19	Aiken Department of Public Safety	\$.00	\$43,813.25	\$.00	\$175,253.00	\$175,253.00	\$175,253.00
	PT-2019-HS-28-19	City of North Augusta (radar)	\$.00	\$968.00	\$.00	\$3,874.00	\$3,874.00	\$3,874.00
	PT-2019-HS-31-19	Mount Pleasant Police Department	\$.00	\$42,795.25	\$.00	\$171,181.00	\$171,181.00	\$171,181.00
	PT-2019-HS-32-19	City of Mauldin	\$.00	\$30,864.75	\$.00	\$123,459.00	\$123,459.00	\$123,459.00
	PT-2019-HS-33-19	Oconee County Sheriffs Office	\$.00	\$29,331.75	\$.00	\$117,327.00	\$117,327.00	\$117,327.00
	PT-2019-HS-35-19	Lexington Police Department	\$.00	\$48,023.75	\$.00	\$192,095.00	\$192,095.00	\$192,095.00
	PT-2019-HS-36-19	Spartanburg County Sheriffs Office	\$.00	\$33,198.25	\$.00	\$132,793.00	\$132,793.00	\$132,793.00
	PT-2019-HS-38-19	Fort Mill Police Department	\$.00	\$14,903.25	\$.00	\$59,613.00	\$59,613.00	\$59,613.00
	PT-2019-HS-40-19	Moncks Corner Police Department	\$.00	\$18,606.75	\$.00	\$74,427.00	\$74,427.00	\$74,427.00
	PT-2019-HS-41-19	Kershaw County Sheriffs Office	\$.00	\$17,845.75	\$.00	\$71,383.00	\$71,383.00	\$71,383.00
	Police Traffic Services Total		\$.00	\$1,017,670.50	\$.00	\$4,070,684.00	\$4,070,684.00	\$3,957,951.00
	Traffic Records							
	TR-2019-HS-03-19	OHSJP Traffic Records Improvements	\$.00	\$17,687.50	\$.00	\$70,750.00	\$70,750.00	\$.00
	Traffic Records Total		\$.00	\$17,687.50	\$.00	\$70,750.00	\$70,750.00	\$.00
	Safe Communities							
	SA-2019-HS-04-19	OHSJP PUBLIC INFORMATION, OUTREACH AND T	\$.00	\$120,324.50	\$.00	\$481,298.00	\$481,298.00	\$.00

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	Safe Communities Total		\$.00	\$120,324.50	\$.00	\$481,298.00	\$481,298.00	\$.00
	FAST Act NHTSA 402 Total		\$.00	\$1,423,720.50	\$.00	\$5,173,298.00	\$5,173,298.00	\$4,128,522.00
	FAST Act 405b OP High							
	405b High HVE							
	M1HVE-2019-HS-02-19	Occupant Protection BUCKLE UP CAMPAIGN	\$.00	\$103,500.00	\$.00	\$414,000.00	\$414,000.00	\$.00
	405b High HVE Total		\$.00	\$103,500.00	\$.00	\$414,000.00	\$414,000.00	\$.00
	405b High OP Information System							
	M1OP-2019-HS-02-19	Occupant Protection BUCKLE UP SURVEYS	\$.00	\$21,500.00	\$.00	\$86,000.00	\$86,000.00	\$.00
	405b High OP Information System Total		\$.00	\$21,500.00	\$.00	\$86,000.00	\$86,000.00	\$.00
	405b High Alcohol							
	M1*AL-2019-HS-25-19	405B Impaired Driving Countermeasures	\$.00	\$115,000.00	\$.00	\$460,000.00	\$460,000.00	\$.00
	405b High Alcohol Total		\$.00	\$115,000.00	\$.00	\$460,000.00	\$460,000.00	\$.00
	FAST Act 405b OP High Total		\$.00	\$240,000.00	\$.00	\$960,000.00	\$960,000.00	\$.00
	FAST Act 405c Data Program							
	405c Data Program							
	M3DA-2019-HS-03-19	OHSJP Traffic Records Improvements	\$.00	\$356,767.00	\$.00	\$1,427,068.00	\$1,427,068.00	\$.00
	405c Data Program Total		\$.00	\$356,767.00	\$.00	\$1,427,068.00	\$1,427,068.00	\$.00
	FAST Act 405c Data Program Total		\$.00	\$356,767.00	\$.00	\$1,427,068.00	\$1,427,068.00	\$.00
	FAST Act 405d Impaired Driving High							
	405d High HVE							
	M4HVE-2019-HS-24-19	City of North Charleston DUI Team	\$.00	\$64,686.75	\$.00	\$258,747.00	\$258,747.00	\$.00
	M4HVE-2019-HS-25-19	Impaired Driving Countermeasures Program	\$.00	\$43,171.25	\$.00	\$172,685.00	\$172,685.00	\$.00
	M4HVE-2019-HS-28-19	City of North Augusta	\$.00	\$34,411.75	\$.00	\$137,647.00	\$137,647.00	\$.00
	M4HVE-2019-HS-37-19	City of Darlington	\$.00	\$13,875.50	\$.00	\$55,502.00	\$55,502.00	\$.00

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	M4HVE-2019-HS-43-19	Town of Irmo	\$.00	\$22,179.00	\$.00	\$88,716.00	\$88,716.00	\$.00
	M4HVE-2019-HS-44-19	City of Cayce	\$.00	\$20,297.50	\$.00	\$81,190.00	\$81,190.00	\$.00
	M4HVE-2019-HS-45-19	Spartanburg PD	\$.00	\$16,767.00	\$.00	\$67,068.00	\$67,068.00	\$.00
	M4HVE-2019-HS-46-19	City of Goose Creek	\$.00	\$17,221.00	\$.00	\$68,884.00	\$68,884.00	\$.00
	M4HVE-2019-HS-47-19	Berkeley Co SO	\$.00	\$19,928.75	\$.00	\$79,715.00	\$79,715.00	\$.00
	M4HVE-2019-HS-48-19	Florence CO SO	\$.00	\$16,643.00	\$.00	\$66,572.00	\$66,572.00	\$.00
	M4HVE-2019-HS-49-19	Lancaster CO SO	\$.00	\$23,025.25	\$.00	\$92,101.00	\$92,101.00	\$.00
	M4HVE-2019-HS-50-19	Town of Summerville	\$.00	\$20,725.00	\$.00	\$82,900.00	\$82,900.00	\$.00
	M4HVE-2019-HS-51-19	City of Beaufort	\$.00	\$27,014.75	\$.00	\$108,059.00	\$108,059.00	\$.00
	M4HVE-2019-HS-52-19	Bluffton Police Department	\$.00	\$17,167.75	\$.00	\$68,671.00	\$68,671.00	\$.00
	M4HVE-2019-HS-54-19	City of Hartsville	\$.00	\$14,737.50	\$.00	\$58,950.00	\$58,950.00	\$.00
	405d High HVE Total		\$.00	\$371,851.75	\$.00	\$1,487,407.00	\$1,487,407.00	\$.00
	405d High Court Support							
	M4CS-2019-HS-27-19	SC Commission on Prosecution Coordinatio	\$.00	\$31,380.75	\$.00	\$125,523.00	\$125,523.00	\$.00
	M4CS-2019-HS-29-19	City of Beaufort DUI Prosecutor	\$.00	\$11,672.00	\$.00	\$46,688.00	\$46,688.00	\$.00
	M4CS-2019-HS-30-19	Florence CO Prosecutor	\$.00	\$21,635.00	\$.00	\$86,540.00	\$86,540.00	\$.00
	M4CS-2019-HS-39-19	Sixth Circuit Solicitor's DUI Office	\$.00	\$23,839.00	\$.00	\$95,356.00	\$95,356.00	\$.00
	M4CS-2019-HS-53-19	Berkeley County DUI Prosecutor	\$.00	\$15,453.00	\$.00	\$61,812.00	\$61,812.00	\$.00
	405d High Court Support Total		\$.00	\$103,979.75	\$.00	\$415,919.00	\$415,919.00	\$.00
	405d High Paid/Earned Media							
	M4PEM-2019-HS-25-19	Impaired Driving Countermeasures PAID ME	\$.00	\$210,000.00	\$.00	\$840,000.00	\$840,000.00	\$.00
	405d High Paid/Earned Media Total		\$.00	\$210,000.00	\$.00	\$840,000.00	\$840,000.00	\$.00
	405d High Training							
	M4TR-2019-HS-26-19	CJA Impaired Driving Countermeasures Tra	\$.00	\$49,163.00	\$.00	\$196,652.00	\$196,652.00	\$.00

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405d High Training Total			\$.00	\$49,163.00	\$.00	\$196,652.00	\$196,652.00	\$.00
405d Impaired Driving High								
	M4X-2019-HS-23-19	Mothers Against Drunk Driving Midlands	\$.00	\$19,524.75	\$.00	\$78,099.00	\$78,099.00	\$.00
	M4X-2019-HS-42-19	Mothers Against Drunk Driving Coastal	\$.00	\$17,971.75	\$.00	\$71,887.00	\$71,887.00	\$.00
405d Impaired Driving High Total			\$.00	\$37,496.50	\$.00	\$149,986.00	\$149,986.00	\$.00
FAST Act 405d Impaired Driving High Total			\$.00	\$772,491.00	\$.00	\$3,089,964.00	\$3,089,964.00	\$.00
FAST Act 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2019-HS-04-19	PIOT MOTORCYCLE AWARENESS	\$.00	\$20,000.00	\$.00	\$80,000.00	\$80,000.00	\$.00
405f Motorcyclist Awareness Total			\$.00	\$20,000.00	\$.00	\$80,000.00	\$80,000.00	\$.00
FAST Act 405f Motorcycle Programs Total			\$.00	\$20,000.00	\$.00	\$80,000.00	\$80,000.00	\$.00
NHTSA Total			\$.00	\$2,812,978.50	\$.00	\$10,730,330.00	\$10,730,330.00	\$4,128,522.00
Total			\$.00	\$2,812,978.50	\$.00	\$10,730,330.00	\$10,730,330.00	\$4,128,522.00

**Certifications and Assurances for Highway Safety Grants
(23 U.S.C. Chapter 4 and Sec. 1906, Pub. L. 109-59, as Amended)**

[The Governor's Representative for Highway Safety must sign these Certifications and Assurances each fiscal year. Requirements that also apply to subrecipients are noted under the applicable caption, and must be included in agreements with subrecipients.]

State: South Carolina

Fiscal Year: 2019

By applying for Federal grants under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office, through the Governor's Representative for Highway Safety, agrees to the following conditions and requirements.

GENERAL CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—

- I have reviewed the information in support of the State's application for 23 U.S.C. Chapter 4 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- In addition to the certifications and assurances contained in this document, I am aware and I acknowledge that each statement in the State's application bearing the designation "CERTIFICATION" or "ASSURANCE" constitutes a legal and binding Certification or Assurance that I am making in connection with this application.
- As a condition of each grant awarded, the State will use the grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants, including but not limited to—
 - 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
 - Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
 - 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
 - 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
 - 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award. If NHTSA seeks clarification of the State's application, I authorize the State Highway Safety Office to provide additional information in support of the State's application for a 23 USC Chapter 4 and Section 1906 grant.

SECTION 402 CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—

- The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
- The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
- At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
- The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
- The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
- The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;

- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
- The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
- The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

**In my capacity as Governor's Representative for Highway Safety, I—
[CHECK ONLY ONE]**

certify that automated traffic enforcement systems are not used on any public road in the State;

OR

am unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore the State will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1 of the fiscal year of the grant.

OTHER REQUIRED CERTIFICATIONS AND ASSURANCES

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

Intergovernmental Review of Federal Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRs.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

Nondiscrimination

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);

- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

The Drug-Free Workplace Act of 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace;
 - The grantee's policy of maintaining a drug-free workplace;
 - Any available drug counseling, rehabilitation, and employee assistance programs;
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace;

5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

Political Activity (Hatch Act)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

Certification Regarding Federal Lobbying
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Restriction on State Lobbying
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

Certification Regarding Debarment and Suspension
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Buy America Act**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

Prohibition on Using Grant Funds to Check for Helmet Usage**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

Policy on Seat Belt Use

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

Policy on Banning Text Messaging While Driving

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

I understand that the information provided in support of the State's application for Federal grant funds and these Certifications and Assurances constitute information upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

06/22/2018

Date (MM/DD/YYYY)

Leroy Smith

Printed Name of Governor's Representative for Highway Safety