

SOUTH CAROLINA'S
HIGHWAY SAFETY AND PERFORMANCE PLAN
FFY 2012

Submitted by the Office of Highway Safety
SC Department of Public Safety

September 1, 2011

NOTE:

The most recent available FARS data was used where applicable and the most recent available State data was used where applicable throughout the FFY 2012 Highway Safety Plan.

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OVERVIEW OF THE SECTION 402 HIGHWAY SAFETY PROGRAM

The Section 402 State and Community Highway Safety Program was established by the US Congress through the Highway Safety Act of 1966. The Act requires that each state shall have a highway safety program designed to reduce traffic collisions, deaths, injuries, and the property damage resulting therefrom. Funds for the program are distributed on a formula basis to all states. The program is administered by the National Highway Traffic Safety Administration (NHTSA) of the US Department of Transportation on the federal level; the program is administered by the Office of Highway Safety of the South Carolina Department of Public Safety on the state level.

Beginning in 2006, the state received and the unit administered approximately \$3.0 million in federal funding for highway safety programs. Forty (40) percent of the funds must be distributed to local political subdivisions. The funds are intended to provide seed money to catalyze innovative programs and leverage other state, local and private resources.

Funding of eligible projects is based on nationally-established priority areas and others which, with additional justification and approval from NHTSA, may be deemed as state-identified "priority areas." Priority areas for Federal FY 2012 include: impaired driving countermeasures, occupant protection, and police traffic services (speed enforcement). Other areas eligible for funding in FFY 2012 include: motorcycle safety, traffic records (statewide) and pedestrian safety.

Legislatively mandated functions of the state highway safety program include:

- * Developing and preparing the annual Highway Safety and Performance Plan.
- * Establishing priorities for highway safety programs funded within the state.
- * Providing information and assistance to prospective aid recipients on program benefits, procedures for participation, and development of plans.
- * Encouraging and assisting local units of government to improve their highway safety planning and administration efforts.
- * Reviewing the implementation of state and local highway safety plans and programs, regardless of funding source, and evaluating the implementation of those plans and programs funded under 23 U.S.C. 402.
- * Monitoring the progress of activities and the expenditure of Section 402 funds contained within the state's approved Highway Safety and Performance Plan.
- * Assuring that independent audits are made of the financial operations of the Highway Safety Unit and the use of Section 402 funds by any subrecipient.
- * Coordinating the agency's Highway Safety and Performance Plan with other federally and non-federally supported programs relating to or affecting highway safety.
- * Assessing program performance through analysis of data relevant to highway safety planning.

Highway safety programs have been successful. In 1966, the motor vehicle death rate in South Carolina was 7.7 fatalities per 100 million vehicle miles of travel; in 2010, the rate, according to preliminary statistics, was 1.63 fatalities per 100 million miles of travel. The federally-funded State and Community Highway Safety grant program has been a major contributor to that decline.

Despite the gains, highway safety remains a significant and costly problem. According to preliminary statistical data for CY 2009, 894 people were killed in South Carolina traffic collisions, or an average of 2.5 per day. There were 48,303 people injured in the state's 106,864 reported collisions. The economic loss to the state for 2009 was approximately \$2.7 billion dollars, not to mention the grief and suffering inflicted on the human victims in these collisions. The projects included in South Carolina's Highway Safety and Performance Plan for FFY 2012 should have a measurable impact on reducing the continuing carnage on South Carolina's streets and highways.

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4- Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II- (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 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 USC 402(b) **(1)** (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (I) (C)), unless this requirement is waived in writing;

This 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 USC 402(b) (1) (D));

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:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.
(23 USC 402 (b)(1)(E));

The State shall 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 USC 402(1)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward 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-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received-

(I) 80 percent or more of its annual gross revenues in Federal awards; and(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.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702);:

The State will provide a drug-free workplace by:

- a. 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;

- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.

 2. The grantee's policy of maintaining a drug-free workplace.

 3. Any available drug counseling, rehabilitation, and employee assistance programs.

 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

- c. 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).

- d. 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.

- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (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.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

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

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

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 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 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 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.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. 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 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 participant further agrees by submitting this proposal that it will include the clause titled "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.

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded 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 record, 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 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 Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
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 and/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, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. 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 "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. (See below)

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 and/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 participation in this transaction 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.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

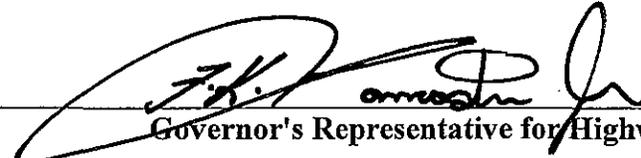
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving-
 - a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –

- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

SOUTH CAROLINA

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2012..

For Fiscal Year

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Date

**FFY 2012 PROCESS TO IDENTIFY
SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS**

Each year the OHS Statistical Analysis Center utilizes crash statistics; Crash Outcome Data Evaluation System data/feedback; SC Department of Transportation (SCDOT) statistical data (e.g., Vehicle Miles Traveled [VMT]); and feedback from Federal, state and local partners to identify highway safety problems in the state. Information from various other sources may also be used in this process, including citation data; information from surveys, conferences, and assessments; feedback from Law Enforcement Networks [LENs]; and SC Department of Alcohol and Other Drug Abuse Services (SCDAODAS) data. Various portions of these data are made available to OHS management and program staff on a daily basis and allow for discussion, analysis, interpretation and application on a regular basis among highway safety staff. This type of regular interchange forms the basic groundwork for Problem Identification in terms of highway safety issues in the State. Information presented in the more formal meetings discussed below is provided first to OHS management staff for purposes of discussion and evaluation and assists the management staff in preparing for these meetings and in maintaining a grasp of current highway safety problems in the state.

A more formal aspect of the Problem Identification process occurs annually, with a Statewide Statistical Overview conducted by the Statistical Research Manager to provide OHS staff with a synopsis of the highway safety problems in general in the state of South Carolina. The overview included an identification of problem or priority counties in the state regarding traffic safety issues and concerns. A general discussion of major problem areas for funding followed. The analysis presented was largely based on traffic data over a three-year period, which showed all counties in the state in six statistical categories regarding fatal and severe injury crashes (number alcohol-related, percentage alcohol-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related). The leading contributing factors for collision types and the areas of the State where these crashes are prevalent, as well as the economic impact and the personal demographics associated with these crashes, were compiled and presented using Power Point, charts, graphs, maps and fact sheets. Statistical Analysis staff included information relative to major priority categories for highway safety funding, including impaired driving, occupant protection, pedestrian and motorcycle safety and police traffic services. OHS staff contributed input and commentary based on experiences with project development in key areas of the state as well as contact with local law enforcement agencies statewide through the Law Enforcement Network System.

A subsequent formal meeting was held which included relevant management, program, and statistical analysis staff, as well as Federal and state partners (NHTSA, FHWA, FMCSA, and SCDOT) to discuss the results of the previous Problem Identification meeting, to present the statistical information from that meeting and to discuss what the State's highway safety problems are and where these problems exist in the state. Meeting participants examined statistical data relative to highway crashes, injuries, and fatalities. At this second meeting, the OHS Statistical Analysis Center also presented and provided analysis relative to traffic crash, injury, and fatality rates associated with collisions, including miles traveled, licensed drivers, and registered vehicles. Other types of information discussed in the second Problem Identification meeting included citation data, commercial motor vehicle statistical data, safety belt and attitudinal survey results, and recommendations from statewide assessments (e.g., alcohol traffic records, motorcycle safety). Meeting participants also discussed relevant countermeasures for addressing the highway safety problems being experienced by the state.

The Problem Identification meetings resulted in a preliminary recommendation of key problems on which to focus highway safety initiatives, and develop grant-funded programs. Priority areas for highway safety initiatives for FFY 2012 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; and Police Traffic Services/Speed Enforcement.

It was the consensus of the OHS staff, based on the meeting outlined above and the review of statewide statistics and project development ideas and efforts, that certain types of projects were strategic to reducing the state's mileage death rate and the number of injury crashes. The OHS staff recommended that proposals for the following projects receive priority attention for FFY 2012 Highway Safety funding:

- * DUI and speeding enforcement projects focusing the traffic enforcement efforts of local and state jurisdictions, as well as multi-jurisdictional projects, on the apprehension of impaired drivers and those exceeding speed limits in the state of South Carolina. These types of projects provide support for the statewide *Sober or Slammer!* Campaign, which is South Carolina's version of the national *Drive Sober or Get Pulled Over*. Campaign. These types of projects must also have components which include Law Enforcement Network participation and participation in statewide sustained impaired driving enforcement initiatives.
- * A project to fund a special DUI prosecutor in each of the sixteen judicial circuits to increase the conviction rate of DUI.
- * Projects to educate young drivers, ages 15 - 24, as to how alcohol impairs driving ability and the consequences of driving while impaired. Proposals will also be entertained for training projects for the state's judiciary and prosecutors, which provide education on how driving ability is impaired at various blood alcohol levels. Law enforcement projects should also include guidelines for conducting public safety checkpoints; the use of horizontal gaze nystagmus as a field sobriety test; the use of passive alcohol sensors for DUI detection; and DUI sentencing alternatives.
- * Extensive training on traffic safety issues for magistrates and judges.
- * Projects to establish or strengthen traffic enforcement units within local law enforcement agencies. Such projects must include a comprehensive enforcement effort, including DUI enforcement, speed enforcement, and occupant protection enforcement at a minimum. Such projects must also include Law Enforcement Network participation and participation in all components of statewide mobilization enforcement initiatives (occupant protection, impaired driving, speed enforcement, etc.).
- * Projects to automate the state's collision and uniform traffic citation report forms.
- * Statewide enforcement campaigns combining education, media, diversity outreach, and enforcement components to improve occupant restraint usage by South Carolina citizens and visitors and to attack the ever-growing impaired driving problem in the state.
- * Extensive training on traffic safety issues for law enforcement.

- * A project to maintain a Traffic Safety Resource Prosecutor in the State of South Carolina to provide training on the prosecution of traffic safety violations, predominantly DUI, occurring in the State of South Carolina and to assist in the actual prosecution of traffic safety violations statewide.
- * Projects to educate parents on the proper use of child safety seats and to promote the proper use of safety belts among all age groups. Projects targeting the usage of safety belts by young drivers and male drivers, ages 15 - 34.
- * Projects addressing pedestrian safety issues, and targeting, in particular, male pedestrians impaired by consumption of alcoholic beverages.
- * Projects addressing the safe operation of motorcycles, encouraging voluntary compliance with helmet laws, promoting rider education, and dealing with impaired riding issues.

An analysis by the Office of Highway Safety, based on state traffic data over a three-year period, shows counties in the state of South Carolina which lead the state in statistical categories regarding fatal and severe injury crashes (number alcohol-related, percentage DUI-related, number speed-related, percentage speed-related, number DUI and/or speed-related, and percentage DUI and/or speed-related). The charts are prepared using the State Collision Master File. The charts display selected characteristics for collisions that involve either a death or an incapacitating injury, which is defined as any injury, other than fatal, which prevents the injured person from walking, driving, or normally continuing the activities he or she was capable of before the injury occurred. Grant projects submitted for FFY 2012 impacting counties listed in red in the charts on Pages 8-10, which lead in the above-referenced statistical categories, will be given priority for federal funding.

While project applications were considered from all national and state identified program areas, the group recommended that projects considered strategic to reducing the number of traffic injuries and deaths on South Carolina's streets and highways, as described above, be given priority consideration. Program areas for which applications were accepted are described below:

PRIORITY STATUS

Alcohol Countermeasures: The enforcement, adjudication, education, and systematic improvements necessary to impact impaired and drugged driving. This includes programs focusing on youth alcohol traffic safety issues.

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

Police Traffic Services/Speed Enforcement: The development or enhancement of traffic enforcement programs necessary to directly impact traffic crashes, fatalities, and injuries. Speeding programs are a priority; however, these programs should also include attention to DUI enforcement and occupant protection. Priority will be given to projects with integrated enforcement strategies to effectively combat impaired driving and other aggressive driving behaviors such as speeding. Components of grant proposals may also include efforts to educate and improve the driving skills, attitudes and behaviors of young drivers, ages 15 - 24.

Traffic Records (Statewide Emphasis): The continued development and implementation of programs designed to enhance the collection, analysis, and dissemination of collision data, increasing the capability for identifying and alleviating highway safety problems.

OTHER PROGRAM AREAS FOR CONSIDERATION

Motorcycle Safety: The development and implementation of programs to reduce the frequency of involvement of motorcycles in traffic collisions and to reduce the number of motorcycle related crash injuries and fatalities.

Pedestrian Safety: The development, implementation and evaluation of educational and enforcement programs that will enhance pedestrian safety, thus reducing the occurrence of pedestrian involvement in automobile crashes and the number of pedestrian fatalities occurring as the result of automobile collisions.

All Fatal And Severe Injury Collisions South Carolina 2007 - 2009

COUNTY	2007	2008	2009	Total	Average
Abbeville	29 34	18 41	25 34	72 35	36.0
Aiken	126 10	106 12	117 10	349 10	10.5
Allendale	5 46	10 45	10 45	25 46	45.5
Anderson	168 7	146 7	168 5	482 7	6.5
Bamberg	17 43	13 43	17 42	47 43	42.8
Barnwell	28 35	25 35	24 35	77 33	34.5
Beaufort	109 12	108 11	84 14	301 13	12.5
Berkeley	175 6	154 6	161 6	490 6	6.0
Calhoun	15 44	12 44	17 42	44 44	43.5
Charleston	388 1	321 1	255 1	964 1	1.0
Cherokee	60 25	58 22	49 23	167 23	23.3
Chester	28 35	40 28	32 33	100 31	31.8
Chesterfield	42 29	47 23	37 29	126 27	27.0
Clarendon	41 30	38 29	45 27	124 29	28.8
Colleton	81 18	83 14	80 16	244 17	16.3
Darlington	64 22	63 20	53 22	180 21	21.3
Dillon	19 41	30 33	19 40	68 40	38.5
Dorchester	102 14	105 13	99 1 2	306 12	12.8
Edgefield	22 39	32 32	14 4 4	68 40	38.8
Fairfield	33 31	23 38	1 8	77 33	35.0
Florence	115 11	117 10	108 1 11	340 11	10.8
Georgetown	72 20	46 25	49 23 3	167 23	22.8
Greenville	287 3	243 3	254 2	784 3	2.8
Greenwood	57 26	63 20	70 1 9	190 20	21.3
Hampton	33 31	20 39	24 40	77 35	36.3
Horry	345 2	273 2	241 3	867 2	2.3
Jasper	64 22	45 26	46 2 5	155 25	24.5
Kershaw	66 21	47 23	57 2 1	170 22	21.8
Lancaster	84 17	77 19	68 2 0	229 19	18.8
Laurens	79 16	79 17	34 2 8	232 18	18.0
Lee			133 2	72 35	37.0
Lexington	165 8	144 8	133 8	442 8	8.0
McCormick	13 45	9 46	6	31 45	45.5
Marion	33 31	18 41	9 4 1	86 32	33.8
Marlboro	25 37	24 37	35 3 6	72 35	36.3
Marionberry	46 27	35 31	23 3 0	117 30	29.5
Mecklenburg	63 24	45 26	38 3 8	146 26	26.0
Oconee	106 13	80 16	95 2 3	281 14	14.0
Orangeburg	88 15	79 17	93 1 5	248 15	15.5
Pickens	270 4	220 4	222 4	712 4	4.0
Richland	20 40	25 35	222 3 7	67 42	38.5
Spartanburg	205 5	172 5	142 7	519 5	5.5
Union	85 16	81 15	79 17	245 16	16.0
Union	25 37	26 34	21 3 8	72 35	36.0
Union	44 28	36 30	46 2 5	126 27	27.5
Williamsburg	163 9	132 9	127 9	422 9	9.0
York					
Total	4,124	3,587	3,464	11,175	

County names in red are ranked in the top 15 in the above categories 3 or more times.

Fatal & Severe Injury DUCrashes South Carolina 2007 - 2009

COUNTY	2007	RANK	2008	RANK	2009	RANK	2007 to 2009	RANK	ALL 07 to 09	RANK	% DUI 07 - 09	RANK	Average Rank
Abbeville	10	29	5	37	5	36	20	36	72	35	27.8%	17	31.7
Aiken	41	8	43	8	37	8	121	8	349	10	34.7%	6	8.0
Allendale	0	46	4	39	2	42	6	44	25	46	24.0%	27	40.7
Anderson	44	7	46	7	42	6	132	6	482	7	27.4%	18	8.5
Bamberg	3	41	2	44	4	40	9	43	47	43	19.1%	39	41.7
Barnwell	7	35	9	27	10	30	26	32	77	33	33.8%	8	27.5
Beaufort	17	21	19	17	14	24	50	22	301	13	16.6%	43	23.3
Berkeley	32	10	38	9	42	6	112	9	490	6	22.9%	31	11.8
Calhoun	8	33	3	41	5	36	16	39	44	44	36.4%	3	32.7
Charleston	46	6	49	6	34	10	129	7	964	1	13.4%	44	12.3
Cherokee	17	21	14	23	14	24	45	23	167	23	26.9%	20	22.3
Chester	10	29	13	24	11	28	34	26	100	31	34.0%	7	24.2
Chesterfield	7	35	9	27	12	27	28	29	126	27	22.2%	32	29.5
Clarendon	12	27	8	30	9	32	29	28	124	29	23.4%	28	29.0
Colleton	13	26	19	17	24	15	56	19	244	17	23.0%	30	20.7
Darlington	26	12	21	15	18	21	65	17	180	21	36.1%	4	15.0
Dillon	3	41	6	35	5	36	14	40	68	40	20.6%	36	38.0
Dorchester	19	19	21	15	23	17	63	18	306	12	20.6%	36	19.5
Edgefield	9	32	7	32	2	42	18	37	68	40	26.5%	23	34.3
Fairfield	10	29	5	37	9	32	24	33	77	33	31.2%	9	28.8
Florence	25	13	33	11	34	10	92	11	340	11	27.1%	19	12.5
Georgetown	19	19	9	27	16	23	44	24	167	23	26.3%	24	23.3
Greenville	70	2	60	2	65	1	195	1	784	3	24.9%	25	5.7
Greenwood	15	24	12	25	17	22	44	24	190	20	23.2%	29	24.0
Hampton	7	35	3	41	3	41	13	41	72	35	18.1%	40	38.8
Horry	77	1	54	4	53	2	184	2	867	2	21.2%	35	7.7
Jasper	14	25	8	30	5	36	27	31	155	25	17.4%	42	31.5
Kershaw	30	11	17	20	27	14	74	13	170	22	43.5%	1	13.5
Lancaster	20	18	17	20	19	20	56	19	229	19	24.5%	26	20.3
Laurens	23	15	27	12	22	18	72	14	232	18	31.0%	10	14.5
Lee	5	38	7	32	10	30	22	34	72	35	30.6%	11	30.0
Lexington	68	3	61	1	47	4	176	3	442	8	39.8%	2	3.5
McCormick	2	45	1	46	1	45	4	46	31	45	12.9%	45	45.3
Marion	3	41	3	41	11	28	17	38	86	32	19.8%	38	36.3
Marlboro	3	41	2	44	1	45	6	44	72	35	8.3%	46	42.5
Newberry	12	27	12	25	9	32	33	27	117	30	28.2%	16	26.2
Oconee	23	15	15	22	14	24	52	21	146	26	35.6%	5	18.8
Orangeburg	24	14	25	13	34	10	83	12	281	14	29.5%	14	12.8
Pickens	17	21	24	14	31	13	72	14	248	15	29.0%	15	15.3
Richland	50	5	57	3	50	3	157	5	712	4	22.1%	34	9.0
Saluda	4	39	6	35	2	42	12	42	67	42	17.9%	41	40.2
Spartanburg	60	4	54	4	44	5	158	4	519	5	30.4%	13	5.8
Sumter	23	15	19	17	24	15	66	16	245	16	26.9%	21	16.7
Union	8	33	7	32	7	35	22	34	72	35	30.6%	11	30.0
Williamsburg	4	39	4	39	20	19	28	29	126	27	22.2%	32	30.8
York	41	8	35	10	36	9	112	9	422	9	26.5%	22	11.2
Total	981		913		924		2,818		11,175		25.2%		

County names in red are ranked in the top 15 in the above categories 4 or more times.

Speed/Too Fast For Conditions Fatal & Severe Injury Crashes South Carolina 2007 - 2009

COUNTY	2007	RANK	2008	RANK	2009	RANK	07 to 09	RANK	ALL Fatal & Severe Crashes 07 to 09	RANK	% Speed Related 07 - 09	RANK	Average Rank
Abbeville	10	35	10	34	12	29	32	31	72	35	44.4%	5	28.2
Aiken	43	10	27	17	48	7	118	9	349	10	33.8%	29	13.7
Allendale	2	46	6	44	4	46	12	46	25	46	48.0%	3	38.5
Anderson	79	5	58	6	59	4	196	5	482	7	40.7%	10	6.2
Bamberg	7	40	4	46	8	36	19	43	47	43	40.4%	11	36.5
Bamwell	13	33	9	37	8	36	30	33	77	33	39.0%	16	31.3
Beaufort	36	13	36	9	15	27	87	16	301	13	28.9%	41	19.8
Berkeley	55	7	42	8	49	6	146	7	490	6	29.8%	38	12.0
Calhoun	6	42	5	45	5	42	16	44	44	44	36.4%	26	40.5
Charleston	100	3	76	1	51	5	227	4	964	1	23.5%	46	10.0
Cherokee	22	25	21	21	20	19	63	23	167	23	37.7%	21	22.0
Chester	10	35	11	32	10	31	31	32	100	31	31.0%	36	32.8
Chesterfield	18	29	21	21	16	24	55	27	126	27	43.7%	7	22.5
Clarendon	16	30	21	21	20	19	57	25	124	29	46.0%	4	21.3
Colleton	28	18	34	12	23	18	85	17	244	17	34.8%	28	18.3
Darlington	22	25	27	17	20	19	69	21	180	21	38.3%	19	20.3
Dillon	7	40	11	32	7	39	25	41	68	40	36.8%	25	36.2
Dorchester	33	14	32	15	37	11	102	12	306	12	33.3%	31	15.8
Edgefield	11	34	13	30	5	42	29	35	68	40	42.6%	9	31.7
Fairfield	14	31	10	34	6	41	30	33	77	33	39.0%	16	31.3
Florence	32	15	34	12	30	15	96	15	340	11	28.2%	42	18.3
Georgetown	24	21	15	29	10	31	49	29	167	23	29.3%	39	28.7
Greenville	101	2	66	3	69	3	236	3	784	3	30.1%	37	8.5
Greenwood	25	20	19	26	28	17	72	20	190	20	37.9%	20	20.5
Hampton	14	31	8	40	5	42	27	38	72	35	37.5%	23	34.8
Horry	107	1	73	2	71	2	251	1	867	2	29.0%	40	8.0
Jasper	19	27	13	30	7	39	39	30	155	25	25.2%	45	32.7
Kershaw	31	16	23	20	20	19	74	19	170	22	43.5%	8	17.3
Lancaster	24	21	27	17	29	16	80	18	229	19	34.9%	27	19.7
Laurens	37	11	33	14	32	13	102	12	232	18	44.0%	6	12.3
Lee	6	42	7	42	16	24	29	35	72	35	40.3%	12	31.7
Lexington	48	8	35	11	33	12	116	10	442	8	26.2%	44	15.5
McCormick	4	44	7	42	5	42	16	44	31	45	51.6%	1	36.3
Marion	9	37	9	37	9	33	27	38	86	32	31.4%	33	35.0
Marlboro	8	39	10	34	9	33	27	38	72	35	37.5%	23	33.7
Newberry	24	21	20	25	16	24	60	24	117	30	51.3%	2	21.0
Oconee	28	18	19	26	9	33	56	26	146	26	38.4%	18	24.5
Orangeburg	31	16	36	9	39	10	106	11	281	14	37.7%	22	13.7
Pickens	37	11	28	16	32	13	97	14	248	15	39.1%	15	14.0
Richland	89	4	63	4	87	1	239	2	712	4	33.6%	30	7.5
and	4	44	9	37	8	36	21	42	67	42	31.3%	34	39.2
Spartanburg	66	6	63	4	40	8	169	6	519	5	32.6%	32	10.2
Sumter	24	21	21	21	20	19	65	22	245	16	26.5%	43	23.7
Union	9	37	8	40	12	29	29	35	72	35	40.3%	12	31.3
Williamsburg	19	27	17	28	14	28	50	28	126	27	39.7%	14	25.3
York	47	9	44	7	40	8	131	8	422	9	31.0%	35	12.7
Total	1,399		1,181		1,113		3,693		11,175		33.0%		

County names in red are ranked in the top 15 in the above categories 4 or more times.

PROCESS FOR DEVELOPING FFY 2012 PROJECTS

Development of the Funding Guidelines. In conjunction with the Problem Identification process, staff developed the 2012 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.**" (See Item 3, FFY 2012 Funding Guidelines, Page 30). 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, motorcycle safety, occupant protection, pedestrian safety, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years." (See Item 1, FFY 2012 Funding Guidelines, Page 30).

The guidelines: (1) described the highway safety problems identified by Highway Safety staff; (2) discussed the types of projects desired and for which priority would be given, based on the problem identification process; (3) described allowable and unallowable activities/program costs; (4) discussed the areas eligible for funding; (5) provided the criteria by which applications would be reviewed and evaluated; (6) 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 flyer was mailed on December 20, 2010, to more than 250 state and local law enforcement agencies, state agencies, school districts, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state referring them to the Office of Highway Safety web site at www.scdps.org. The web site 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. The application deadline was Friday, March 4, 2011 at 5:00 p.m. Applicants were provided names and telephone numbers of Highway Safety staff to contact for assistance.

Workshops for Potential Applicants. A Funding Guidelines workshop was held in Columbia on January 12, 2011 at the SC Department of Archives with approximately 100 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. The workshop included a complete overview of the online grant application and instructions on how to complete and submit the application. Meeting participants came from across the state and represented all sectors of the highway safety community (engineering, education, enforcement, EMS, etc.). Participants were provided with sample, completed grant applications and other useful information to assist in the preparation of their applications.

PROCESS FOR REVIEWING HIGHWAY SAFETY PROJECT APPLICATIONS, DEVELOPING FINAL RECOMMENDATIONS, AND DETERMINING FUNDING PRIORITIES

The deadline for Highway Safety grant applications for FFY 2012 funding was Friday, March 4, 2011, at 5:00p.m. Sixty-two (62) applications were received by the due date. The Grants Management Information System (GMIS) assigned pre-application numbers to all applications received. All grant personnel had access to the applications through GMIS.

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 national 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 applicant 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.

Individual Review. The first segment of the staffing allowed for the individual to review the application against established criteria; the review also reflected how well the grant application was written. Each individual who reviewed the grant applications had access to the "Review Sheet" housed within GMIS. The Review Sheet contained room for comments regarding each application area and a place for the reviewer to recommend approval or denial for the individual grant. A separate review sheet was documented as individual proposals were discussed containing 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.

Discussion of Review Comments: First Stage. Once all reviewers had completed their individual reviews, a multi-day staffing review was established. The review was conducted April 11-14, 2011. Each Program Manager presented grant applications from respective program areas and others as assigned before a review committee composed of the Grants Administration Manager, Grants Accounting staff, Program Managers, and the Assistant Director of the OHS.

A formal process for discussion of every application was followed. The Program Manager first outlined the highway safety problem identified in the application and discussed the approach proposed to resolve the problem. Using the Review Sheet, each reviewer made a recommendation either to deny or approve the grant application. The Grants Administration Manager and the Assistant Director then provided review comments. Any other Program Manager with prior experience with the applicant or with any information which could affect the decision of the committee might be called upon at this point for comment.

If everyone had concurred in his/her recommendations during the discussion, the Grants Administration Manager summarized the recommendation. If there was no further discussion, all Review Sheets were collected and compiled. This information was then placed in the completed application file.

If there were differing recommendations regarding denial or approval, additional discussion was held. New information provided during the discussion was used to reach a consensus, or presenters were required to gather additional information from applicants prior to reaching a consensus. At the close of discussion and/or information gathering, a vote of all reviewers was taken as to whether to recommend denial or approval.

Discussion of Review Comments – Second Stage. The second stage of the grant review process was based on discussions among the Grants Administration Manager, Assistant Director, and Director of the OHS. After careful consideration of the Funding Guidelines Document and the most current SC Collision Fact Book, general consensus was reached on each of the grant applications, even though individuals may have approved some grants ultimately denied by the group, or vice versa.

Stage two also includes ranking the grant applications based on potential impact. A review of all of the "approved" grant applications was conducted by OHS management staff to determine which applications, based upon the OHS's staff experience and expertise, would have the greatest impact on reducing collisions, injuries, and fatalities on this state's highways. Each of these was ranked according to its degree of impact in this area. A follow-up review of the "denied" grants was conducted to ensure that no grant worthy of funding was denied.

Based upon these reviews, one priority list of projects emerged. This "final" ranking was based upon those projects which would have the greatest affect on reducing collisions, injuries, and fatalities on the state's highways. Ranking priority for projects recommended for funding was given to: (1) on-going grant applications for the overall management and administration of the Highway Safety grant program; (2) continuation grant applications; (3) new grant applications located in the high crash 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 the high crash counties.

Based upon the anticipated FFY 2012 appropriation for Section 402 funds, anticipated carry-forward funds from FFY 2011 grants, as well as anticipated Section 410, Section 408, Section 2010, Section 405, Section 1906, and Section 406 funds, it is expected that a majority of the projects listed in the Highway Safety Plan will receive funding at some point during FFY 2012. The exact number will depend upon the availability of funds, which is unknown at this time.

As the above-mentioned pools of funds become available during FFY 2012, the grant projects listed in the Highway Safety Plan will be considered for funding. Ear-marked funds, the applicant's interest/ability in implementing the grant, and the amount of funds available are factors which may alter the priority in which projects are funded and the amount of the Grant Award (e.g., the total grant award received by an applicant) may be decreased from the amount recommended in this document in order to adjust to a shorter grant period instead of the typical 12-month grant period.

On the following pages are the Summaries of Projects submitted for FFY 2012 Highway Safety funding for every grant application approved. Office of Highway Safety staff provided recommendations for review and approval to the South Carolina Public Safety Coordinating Council pursuant to Section 23-6-520, South Carolina Code of Laws, 1976, as amended. After approval by the Council on August 10, 2011, Highway Safety staff finalized program area plans. Upon receipt of the FFY 2012 Obligation Limitation, grant awards will be issued to those applicants approved through this process.

PROCESS FOR ESTABLISHING PERFORMANCE GOALS

After the problem identification process was complete, Program Managers and the Grants Administration Manager reviewed all the information compiled for their specific areas of responsibility, including statistical information and funding priorities established for FFY 2012. In establishing specific performance goals for program areas, Program Managers and the Grants Administration Manager:

1. Examined collision, citation, and other appropriate data from the past three to five years.
2. Reviewed research and discussion comments regarding system gaps that need to be addressed through the goal-setting process.
3. Reviewed the priorities established during the development of the FFY 2012 Funding Guidelines document and how these could be incorporated into program area goals.
4. Reviewed projects recommended for funding approval and how these projects will impact the identified problems and/or system gaps.
5. Developed both goals and objectives to impact the problems targeted for the assigned program areas.
6. Established a baseline from which progress would be measured; 2007-2009 calendar base year average data will be used to compare progress towards goals. **The most recent available FARS data was used where available and applicable and the most recent available State data was used where available and applicable throughout the FFY 2012 Highway Safety Plan.**
7. Developed performance measures to monitor the state's progress toward accomplishment of goals.

Following the establishment of goals, specific strategies to accomplish the goals were provided. The strategies incorporated activities to be funded through the program, as well as activities to be coordinated statewide by the Office of Highway Safety during FFY 2012.

Traffic Safety Performance (Core Outcome) Measures* For South Carolina

Core Outcome Measures		Year					
		2004	2005	2006	2007	2008	2009
Traffic Fatalities	Total	1,046	1,044	1,045	1,077	921	894
	Rural	887	970	904	966	878	878
	Urban	159	124	141	111	43	16
	Unknown	0	0	0	0	0	0
Fatalities Per 100 Million Vehicle Miles Driven	Total	2.11	2.21	2.08	2.11	1.86	1.82
	Rural	2.76	3.96	3.64	3.81	3.63	3.62
	Urban	.91	0.50	.56	0.43	0.17	.06
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	826	843	771	800	658	673
	Restrained	216	251	261	247	215	249
	Unrestrained	579	548	457	492	412	381
	Unknown	31	44	53	61	31	43
Alcohol-Impaired Driving Fatalities (BAC=.08+)**	Total	368	436	419	464	400	377
Speed-Related Fatalities	Total	463	481	419	454	350	337
Motorcycle Fatalities	Total	88	106	110	131	123	108
	Helmeted	16	26	28	31	29	25
	Unhelmeted	72	78	82	96	91	82
	Unknown	0	2	0	4	3	1
Drivers Involved in Fatal Crashes	Total	1,349	1,422	1,399	1,412	1,164	1,151
	Aged Under 15	0	3	0	2	4	3
	Aged 15-20	164	164	164	168	137	125
	Aged Under 21	164	167	164	170	141	128
	Aged 21 and Over	1,178	1,239	1,214	1,220	1,006	1,019
	Unknown Age	7	16	21	22	17	4
Pedestrian Fatalities	Total	86	98	128	108	101	89

*These Performance Measures Were Developed By The National Highway Traffic Safety
Administration (NHTSA)
and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025)
**Based on the BAC of All Involved Drivers and Motorcycle Riders Only

Performance Goals and Trends

Crash Data / Trends

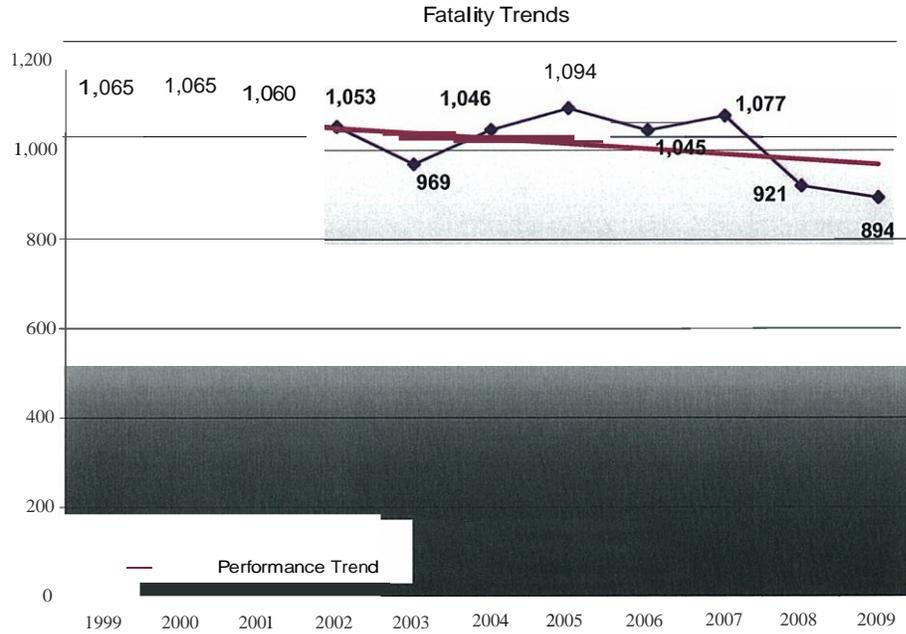
Crash Data / Trends	Progress Report Data 2004-2008								2007-2009 3 yr. Average
	2004	2005	2006	2007	2008	2009	2010	2011	
Fatalities (Actual)	1,046	1,094	1,045	1,077	921	894			964
Fatality Rate $\frac{\text{Fatalities}}{\text{VMT(Totl)}}$	2.11	2.21	2.08	2.11	1.86	1.82			1.93
Rural	2.76	3.96	3.64	3.81	3.63	3.62			3.69
Urban	0.91	0.50	0.56	0.43	0.17	0.06			0.22
# of Serious Injuries	4,211	4,143	4,091	4,104	3,513	3,448			3,688
# of Fatalities Involving Driver or Motorcycle Operator w/ >.08 BAC	368	436	419	464	400	377			414
# of Unrestrained Passenger Vehicle Occupant Fatalities	579	548	457	492	412	381			428
# of Speeding-Related Fatalities	463	481	419	454	350	337			380
# of Motorcyclist Fatalities	88	106	110	131	123	108			121
# of Unhelmeted Motorcyclist Fatalities	72	78	82	96	91	82			90
# of Drivers Age 20 or Younger Involved in Fatal Crashes	164	167	164	170	141	128			146
# of Pedestrian Fatalities	86	98	128	108	101	89			99
% Observed Belt Use for Passenger Vehicles - Front Seat outboard Occupants	65.7%	69.7%	72.5%	74.5%	79.5%	81.5%	85.4%	86.0%	
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities			27,352	108,964	232,707	265,952	279,294		
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities			3,765	6,554	20,331	26,589	29,081		
# of Speeding Citations Issued During Grant-funded Enforcement Activities			95,902	188,097	438,058	521,114	482,403		

* The increase in the number of citations can be partially attributed to the grants issued to the Law Enforcement Network to increase enforcement efforts.

Performance Goals and Trends

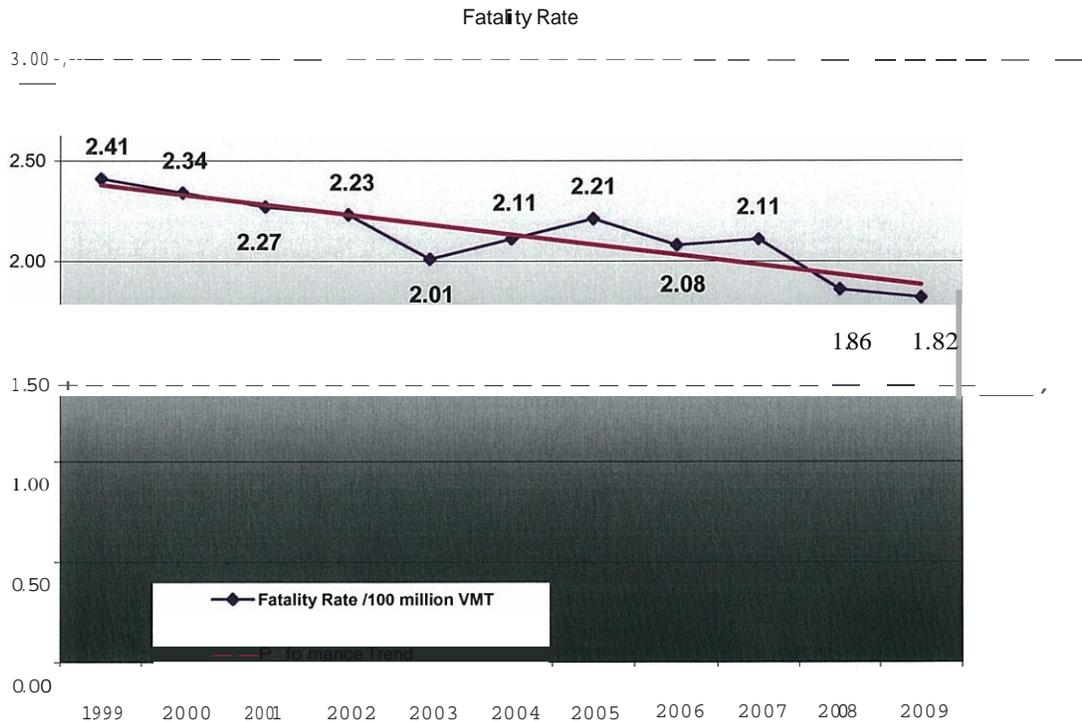
Goal: Fatalities

To decrease the three-year (2010-2012) average number of traffic fatalities by 15% from the baseline three-year (2007-2009) average of 964 to 819 fatalities by December 31, 2012.



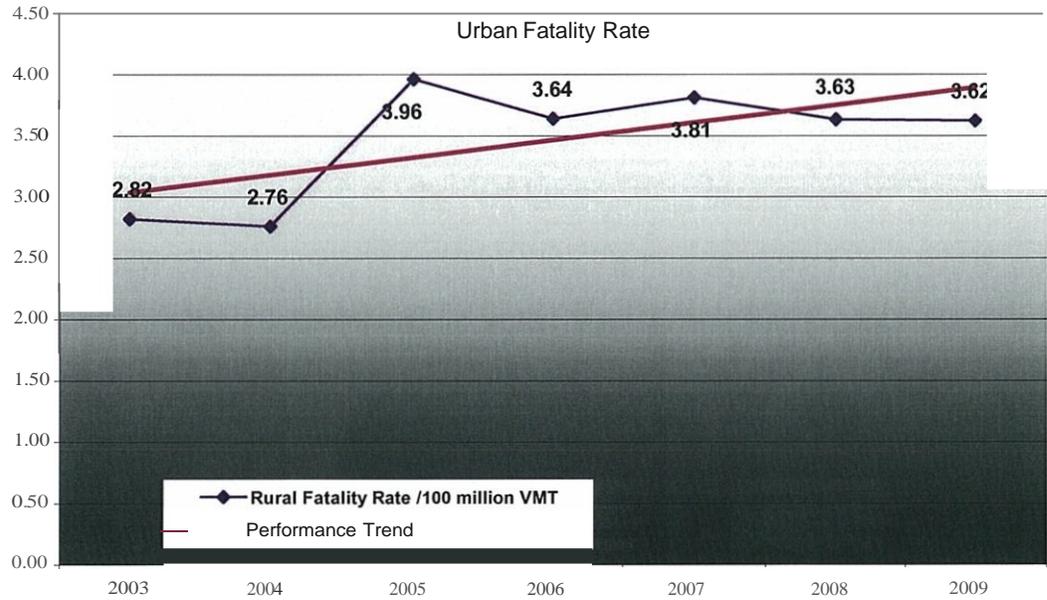
Goal: Fatality RateNMT

To decrease the three-year (2010-2012) average fatality rateNMT by 5% from the baseline three-year (2007-2009) average of 1.93 to 1.83 fatalitiesNMT by December 31, 2012.



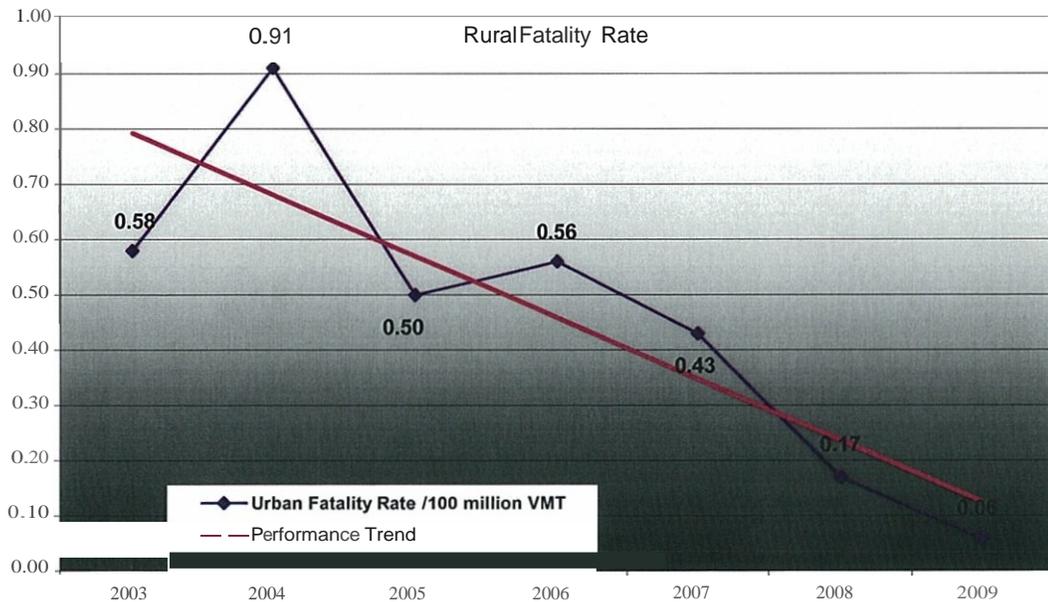
Goal: Rural Fatality Rate/VMT

To decrease the three-year (2010-2012) average rural fatality rate NMT by 5% from the baseline three-year (2007-2009) average of 3.69 to 3.51 fatalities NMT by December 31, 2012.



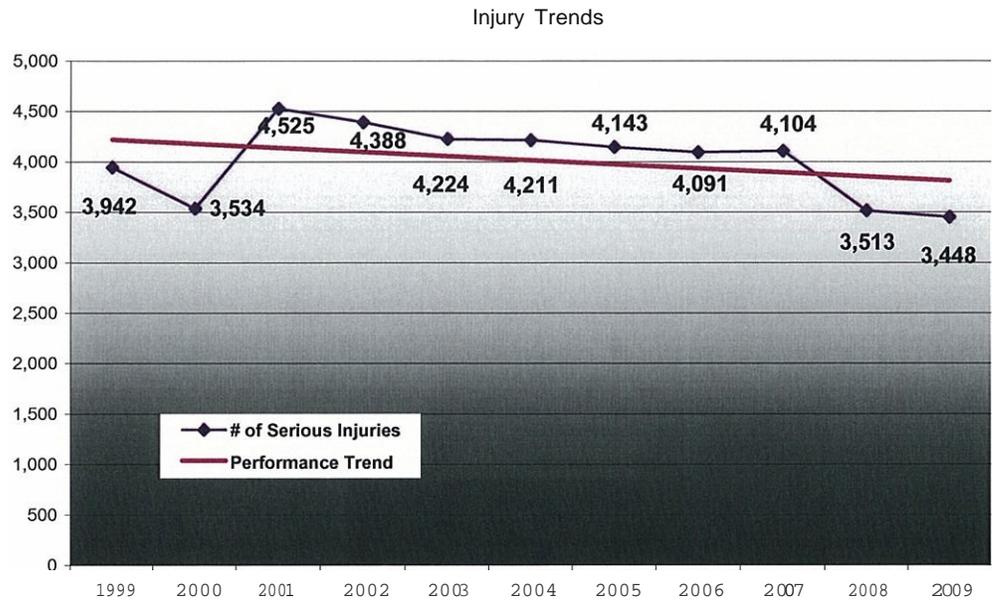
Goal: Urban Fatality Rate/VMT

To decrease the three-year (2010-2012) average urban fatality rate NMT by 5% from the baseline three-year (2007-2009) average of 0.22 to 0.21 fatalities NMT by December 31, 2012.



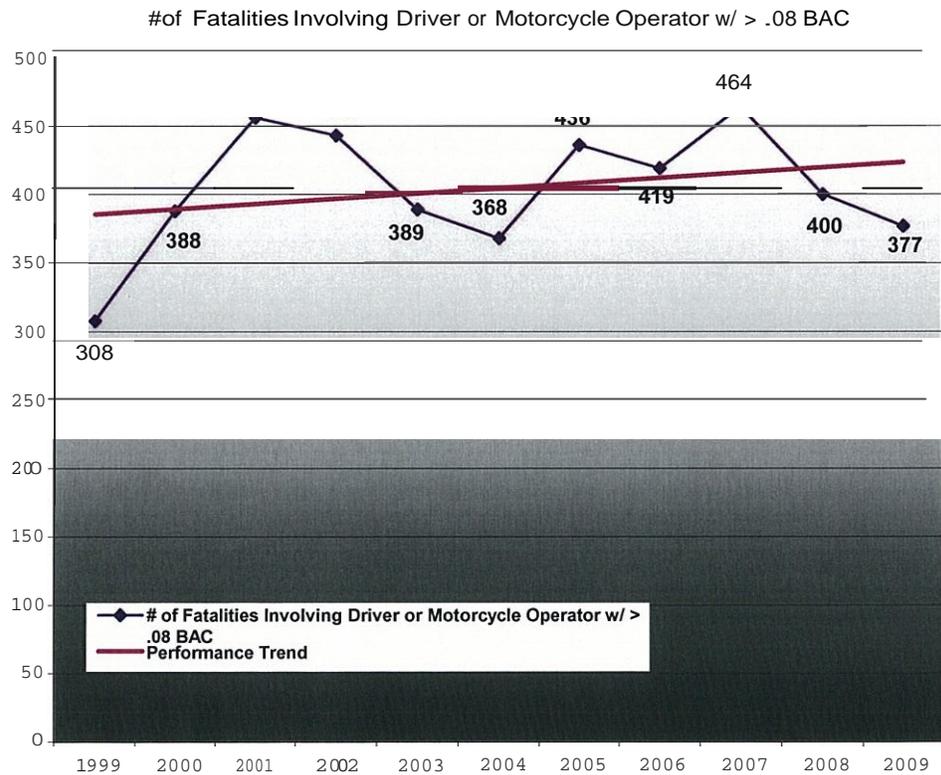
Goal: Injuries

To decrease the three-year (2010-2012) average number of serious traffic injuries by 5% from the baseline three-year (2007-2009) average of 3,688 to 3,504 by December 31, 2012.



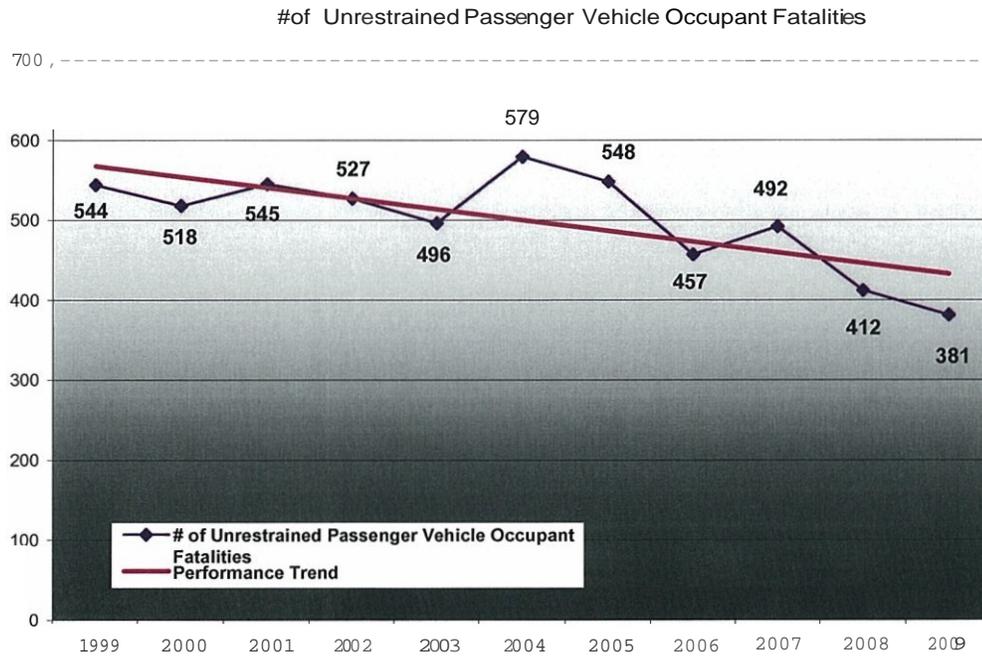
Goal: Fatalities at .08 or Above

To decrease the three-year (2010-2012) average number of alcohol-impaired driving fatalities by 5% from the baseline three-year (2007-2009) average of 414 to 393 alcohol-impaired driving fatalities by December 31, 2012.



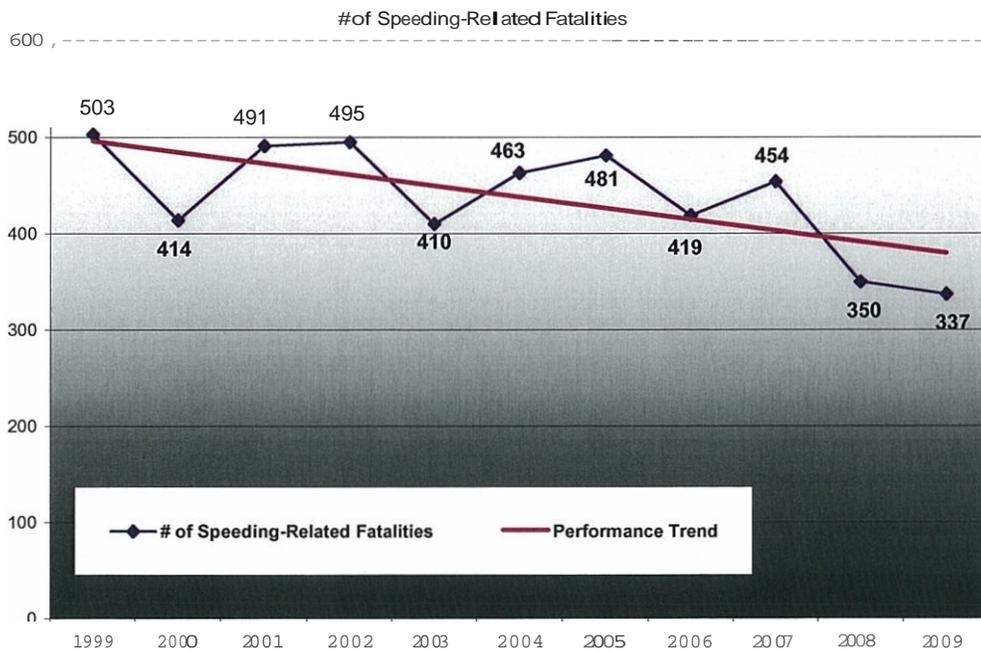
Goal: Unrestrained Fatalities

To decrease the three-year (2010-2012) average number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the baseline three-year (2007-2009) average of 428 to 385 by December 31, 2012.



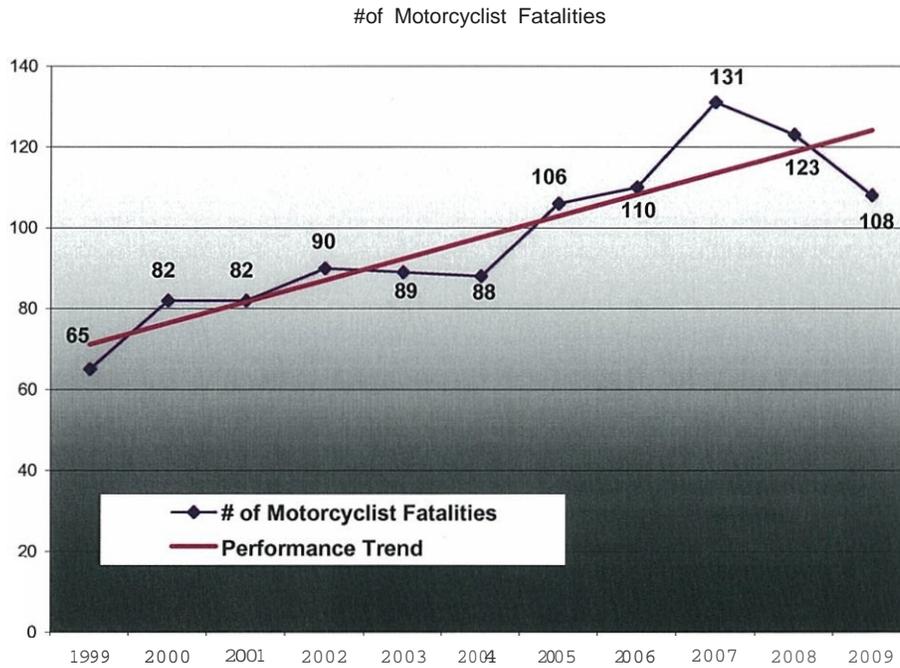
Goal: Speeding-Related Fatalities

To decrease the three-year (2010-2012) average number of speed-related fatalities by 15% from the baseline three-year (2007-2009) average of 380 to an average of 323 by December 31, 2012.



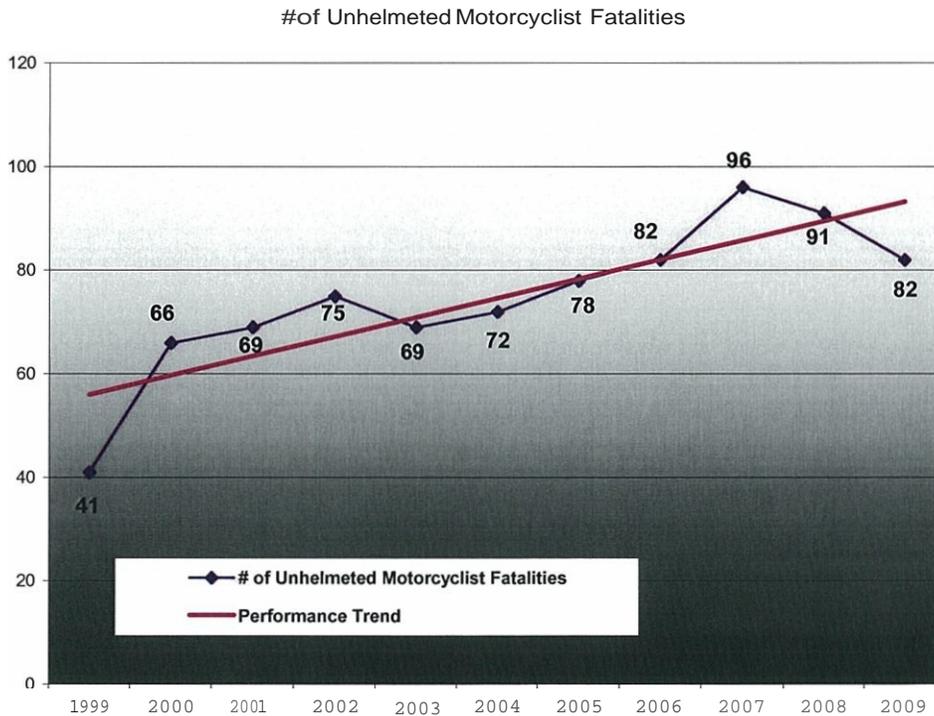
Goal: Motorcyclist Fatalities

To decrease the three-year (2010-2012) average number of motorcyclist fatalities by 5% from the baseline three-year (2007-2009) average of 121 to 115 motorcyclist fatalities by December 31, 2012.



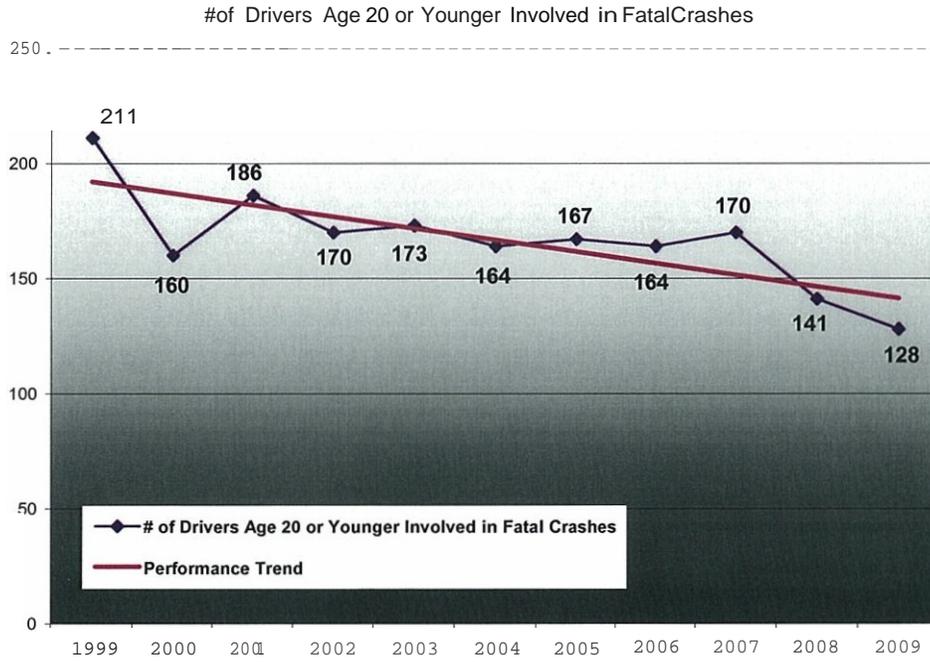
Goal: Unhelmeted Motorcyclists

To decrease the three-year (2010-2012) average number of unhelmeted motorcyclist fatalities by 5% from the baseline three-year (2007-2009) average of 90 to 85 unhelmeted motorcyclist fatalities by December 31, 2012.



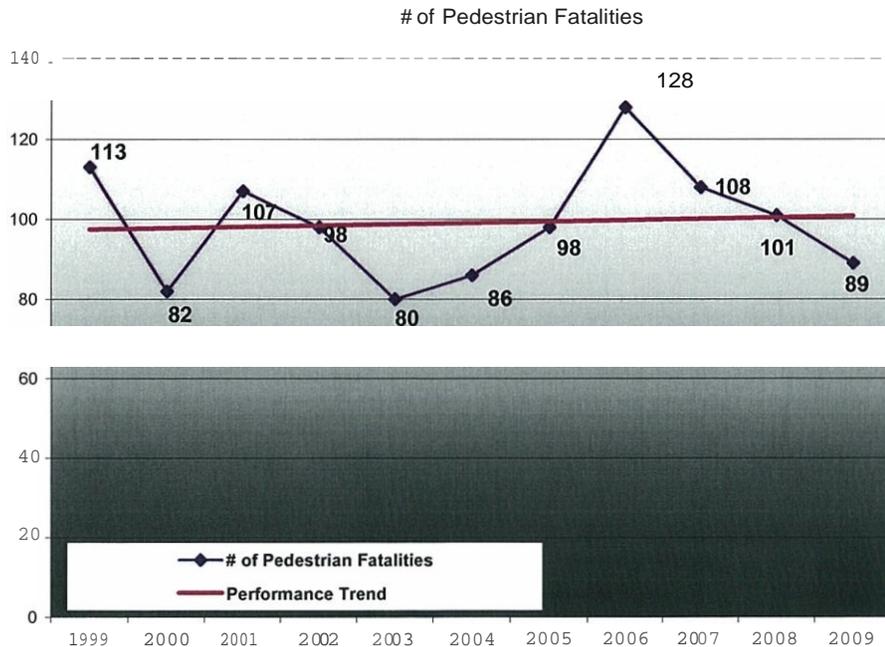
Goal: Drivers 20 or Under

To decrease the three-year (2010-2012) average number of drivers age 20 or younger involved in fatal crashes by 10% from the baseline three-year (2007-2009) average of 146 to 131 by December 31, 2012.



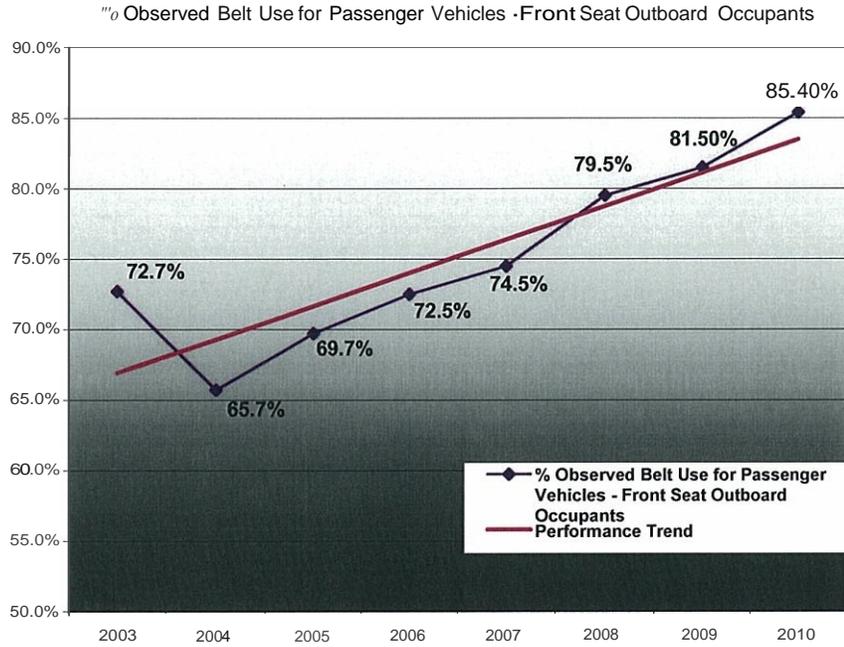
Goal: Pedestrian Fatalities

To decrease the three-year (2010-2012) average number of pedestrian fatalities by 10% from the baseline three-year (2007-2009) average of 99 to 89 pedestrian fatalities by December 31, 2012.



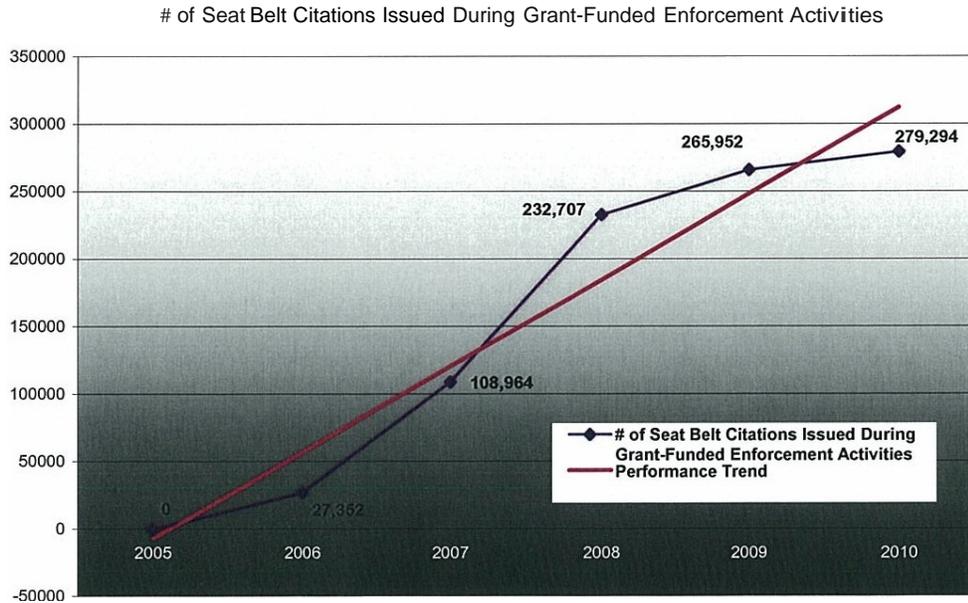
Goal: Observed Belt Use

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 2 percentage points from the 2011 calendar base year usage rate of 86% to 88% by December 31, 2012.



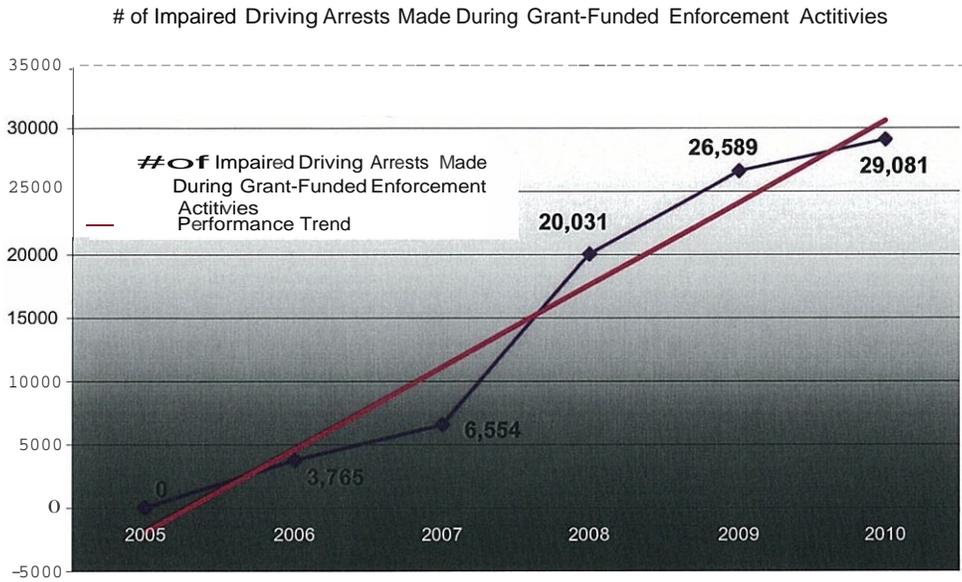
Goal: Seat Belt Citations

To increase the number of grant-funded seat belt citations issued by 5% from 279,294 in 2010 to 293,258 in 2012.



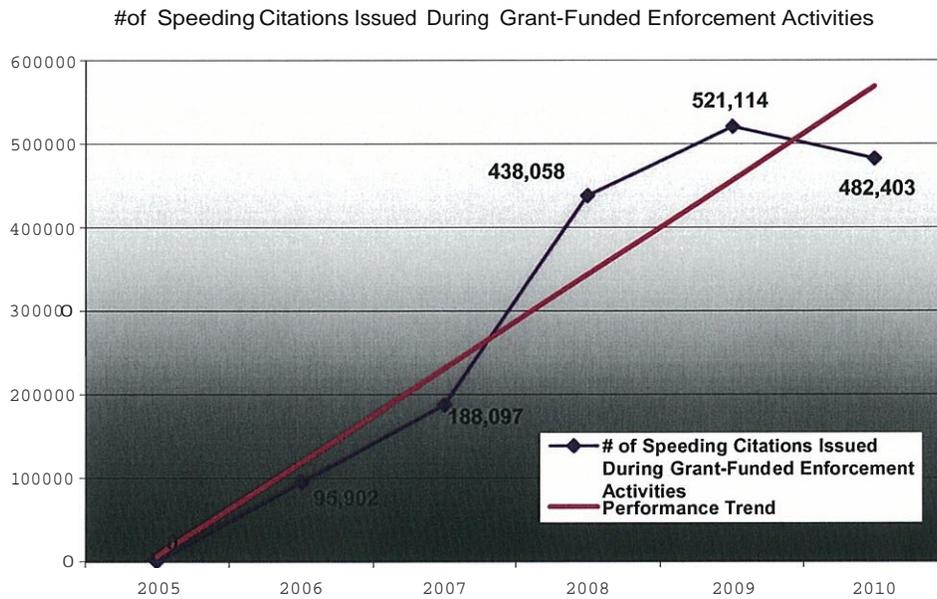
Goal: Impaired Driving Arrests

To increase the number of grant-funded impaired driving arrests made by 5% from 29,081 in 2010 to 30,535 in 2012.



Goal: Speeding Citations

To increase the number of grant-funded speeding citations issued during the FY 2012 grant year. To increase the number of grant-funded speeding citations issued by 5% from 482,403 in 2010 to 506,523 in 2012.



Performance Measures

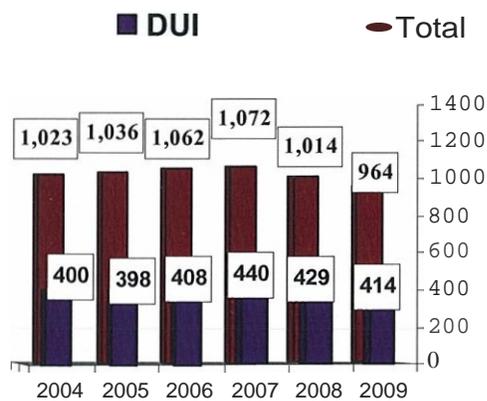
1. Number of traffic fatalities (actual)
2. Fatality rate per 100M VMT
3. Number of serious injuries in traffic crashes
4. Number of fatalities in crashes involving driver or motorcycle operator with a BAC of .08 or above
5. Number of unrestrained passenger vehicle occupant fatalities
6. Number of speeding-related fatalities
7. Number of motorcyclist fatalities
8. Number of unhelmeted motorcyclist fatalities
9. Number of drivers age 20 or younger involved in fatal crashes
10. Number of pedestrian fatalities
11. Percent observed belt use for passenger vehicles – front seat outboard occupants
12. Number of seat belt citations issued during grant-funded enforcement activities
13. Number of impaired driving arrests made during grant-funded enforcement activities
14. Number of speeding citations issued during grant-funded enforcement activities

PROGRAM ADMINISTRATION

Problem Analysis:

The 402 State and Community Highway Safety Program in South Carolina is administered by the Office of Highway Safety (OHS) of the SC Department of Public Safety (SCDPS). The mission of the OHS 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 OHS coordinates highway safety programming focused on public outreach and education, aggressive traffic law enforcement, promotion of new safety technologies, the integration of public health strategies and techniques, collaboration with safety and business organizations, the implementation of engineering-related countermeasures, and cooperation with state and local governments. Programming resources are directed to national and state-identified priority areas previously outlined in this document.

Three Year Average Traffic Fatalities



*Data Source NHfSA

Note: The three year average for Total Fatalities has declined by 4.9% from 2008 to 2009. The three year average for DUI Total Fatalities has declined by 3.5% from 2008 to 2009.

Primary activities of the Unit include:

- * **Problem Identification:** Includes identification of actual and potential traffic safety hazards and effective countermeasures.
- * **Administration:** Includes preparation of the Annual Highway Safety and Performance Plan and distribution and administration of federal funds to state, local and private agencies.
- * **Monitoring and Evaluation:** Includes monitoring and evaluation of approved highway safety projects, as well as other highway safety initiatives conducted through other sources of funding, and the preparation of an annual evaluation of the Highway Safety and Performance Plan.

* **Public Information and Education:** Includes development and coordination of numerous public awareness activities with particular emphasis on impaired driving, occupant protection, speed reduction, and other similar efforts.

Goals:

1. To decrease the three-year (2010-2012) average number of traffic fatalities by 15% from the baseline three-year (2007-2009) average of 964 to 819 fatalities by December 31, 2012.
2. To decrease the three-year (2010-2012) average fatality rate NMT by 5% from the baseline three-year (2007-2009) average of 1.93 to 1.83 fatalities NMT by December 31, 2012.
3. To decrease the three-year (2010-2012) average rural fatality rate NMT by 5% from the baseline three-year (2007-2009) average of 3.69 to 3.51 fatalities NMT by December 31, 2012.
4. To decrease the three-year (2010-2012) average urban fatality rate NMT by 5% from the baseline three-year (2007-2009) average of 0.22 to 0.21 fatalities NMT by December 31, 2012.

Objectives:

1. To decrease traffic fatalities by 5%, from 894 in 2009 to 849 by December 31, 2012.
2. To decrease traffic-related severe injury crashes by 5%, from 2,804 in 2009 to 2,664 by December 31, 2012.
3. To maintain an effective staff to administer the Highway Safety Program in South Carolina throughout the FY 2012 grant year.
4. To prepare and submit to NHTSA the FY 2013 Highway Safety Plan for South Carolina by September 1, 2012.
5. To evaluate the effectiveness of programs and their impact upon the performance goals by preparing and submitting to NHTSA the FY 2012 Annual Report for South Carolina by December 31, 2012.

Performance Measures:

Goals:

1. A comparison of the 2007-2009 calendar base year average for traffic fatalities will be made to the most current available FARS data.
2. A comparison of the 2007-2009 calendar base year average for fatalities NMT will be made to the most current available FARS data.

Objectives:

1. A comparison of the number of traffic fatalities from the previous year will be made to the most current available statewide data.
2. A comparison of the number of traffic-related serious injury crashes from the previous year will be made to the most current available statewide data.
3. Maintain the level of staff to effectively manage all OHS initiatives.
4. Submit the FY 2013 Highway Safety Plan to NHTSA by the assigned deadline.
5. Conduct program evaluations and produce annual reports on program effectiveness by the assigned deadline.

Strategies:

1. Highway Safety staff will monitor traffic crash and other appropriate data on an on-going basis in order to make course corrections as necessary.
2. Project personnel will be trained in project management and financial management of grants in order to obtain maximum performance.
3. Highway Safety staff will conduct a Problem Identification meeting to identify highway safety problems in the state.
4. Highway Safety staff will conduct project development to encourage potential subgrantees in identified problem areas to submit grant applications and provide technical assistance.
5. Highway Safety staff will conduct a Funding Guidelines Workshop to inform potential subgrantees of the funding priorities for FFY 2013 and to provide instructions and guidance on completing and submitting the grant application.
6. Highway Safety staff will review all applications submitted by the established deadline and participate in the staffing process for FFY 2013.
7. Highway Safety staff will monitor 100% of all projects funded in order to provide adequate technical assistance and to insure compliance with grant guidelines.
8. 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 OHS and the SCDPS. The theme will follow a previously successful highway safety initiative entitled, Highways or Dieways? The Choice Is Yours.

In particular, staff 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 reach national safety belt usage goals.

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), which have traditionally shown a lower rate of safety belt and child passenger safety restraint usage than non-minority counterparts.

Staff will also continue a sustained DUI enforcement initiative by implementing the 2012 Law Enforcement DUI Challenge on a statewide level utilizing strategies similar to those utilized in FFY 2011. The campaign will run from December 1, 2011 through September 3, 2012 and will continue to feature high-visibility enforcement and earned media statewide, but will focus on eighteen (18) targeted counties (Aiken, Anderson, Beaufort, Berkeley, Charleston, Darlington, Florence, Greenville, Horry, Kershaw, Lancaster, Laurens, Lexington, Orangeburg, Richland,

Spartanburg, Sumter and York) that represent 76% of the State's population and have seen approximately 70% of the State's alcohol impaired driving fatalities over the three-year period 2007-2009. The campaign anticipates participation of more than 200 local law enforcement agencies statewide, as well as the SC Highway Patrol and the State Transport Police. Thus, the campaign will literally touch all citizens of the state in each of the state's forty-six (46) counties. The campaign will once again feature two major DUI enforcement crackdowns during Christmas/New Year's 2011-2012 and Labor Day 2012 holiday periods. Participating law enforcement agencies will engage in at least quarterly specialized impaired driving enforcement activity (saturation patrols and sobriety checkpoints), as well as an additional four nights of specialized impaired driving enforcement activity during the two enforcement mobilization crackdowns. Participating law enforcement agencies seeing a reduction in Network-wide impaired driving statistics will become eligible to win significant law enforcement equipment after the completion of the campaign. The OHS will utilize at least half of its Section 410 High Fatality Rate State funding for the rollout of the campaign.

9. Highway Safety staff will also coordinate and cooperate with other NHTSA national or regional enforcement strategies (i.e., *100 Days of Summer Heat* and *Hands Across the Border*).
10. All major mobilization emphases of the OHS will include diversity outreach components in order to focus on the diverse population of the state and to reach out specifically to African American and Hispanic citizens in seeking their support and assistance in delivering highway safety messages to all citizens and visitors of the state. The OHS will incorporate into its diversity outreach strategies information gleaned from quantitative research conducted by Apter, International during the FFY 2007 grant year. The Apter research sought to find answers as to why people, particularly teens, African Americans, Hispanics, and rural residents are more likely not to use appropriate occupant restraints. The research also attempted to gain clues as to why drivers take specific risks on the highways relative to drinking and driving. The somewhat startling results obtained by the research have been and will continue to be used to develop strategies to encourage behavioral change. The information will be utilized in all efforts of the OHS relative to enforcement mobilization strategies, particularly in terms of media outreach.
11. Highway Safety staff will develop/implement technical training programs as needed to support local project initiatives.
12. The OHS 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 OHS will forward the information to highway safety project directors or those 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 information package outlining procedures for requesting assistance.
13. Staff of the OHS will plan and conduct Pre-Work Conferences, to include information and guidelines previously addressed during a Project Management Course, with all Project Directors of the FFY 2012 highway safety projects.

14. 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. LENs provide significant enforcement assistance to the SCDPS and the OHS in their attempts to reduce traffic-related crashes, injuries and fatalities. They also allow for the sharing and dissemination of information among member agencies, as well as promoting multi-jurisdictional enforcement strategies and efforts. The OHS will continue to provide mini-grant funding for the LENs to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the system. The OHS will continue to provide training to LENs through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer certification courses.
15. Highway Safety staff will continue to provide Law Enforcement Liaison services to both state and local law enforcement agencies.
16. The OHS will conduct periodic surveys to track driver attitudes and awareness concerning impaired driving, safety belt use and speed issues utilizing in part recommended questions developed by NHTSA and GHSA.
17. The OHS and the SC Department of Transportation (SCDOT) have developed a strong partnership to enhance traffic safety initiatives through a variety of activities:
 - a. dissemination of information to the public regarding highway safety and engineering issues through the use of message signs, radio stations, social web sites and presentations. The SCDOT message boards are used during each enforcement campaign to keep the various safety messages front and center for the target audience.
 - b. maintain a Strategic Highway Safety Plan (SHSP) Manager position housed in the OHS and funded by the SCDOT to update the state's SHSP (first developed in 2007) and to coordinate the implementation of various projects designed to impact goals in the SHSP.
 - c. continue implementation of the SCCATTS project to create a fully electronic traffic records system.
 - d. continue the implementation of the Safety Improvement Team (SIT), a \$1.75 million initiative funded by the SC Department of Transportation (SCDOT), for enforcement efforts in and around work zones.
 - e. continue the implementation of the Safety Corridor Enforcement Program, a two-year, \$1.50 million initiative funded by SCDOT for enforcement (i.e., overtime) efforts in high fatality and severe injury corridor locations.

PROJECT TO BE IMPLEMENTED:

Project Number: 2H12001
Subgrantee: SC Department of Public Safety: Office of Highway Safety
Project Title: Highway Safety Planning and Administration

Project Description: The project will provide funding for staff time and expenses incurred by the Office of Highway Safety which are directly related to the planning, development, coordination, monitoring, evaluating, and auditing of projects under the Section 402 Program. The Director of the OHS, Assistant Director and Grants Administration Manager employed under the grant will ensure that programmatic/financial monitoring is conducted on 100% of all highway safety grants. Project staff will continue to provide the administrative functions for the operation of the Section 402 program.

Budget: The project will fund Personnel @ \$315,728 (includes salaries and fringe benefits for one [1] director [50%], one [1] assistant director, and one [1] grants administration manager); Contractual Services @ \$10,000 (includes funding to utilize the State's "Beeline" contract to continue the implementation and maintenance of the GMIS for the OHS); and Other @ \$30,060 (includes indirect cost, printing, postage, telephone, Enterprise Software maintenance/data supplies, tort insurance, office supplies, long distance, cellular phone service, aircard and the toll free line).

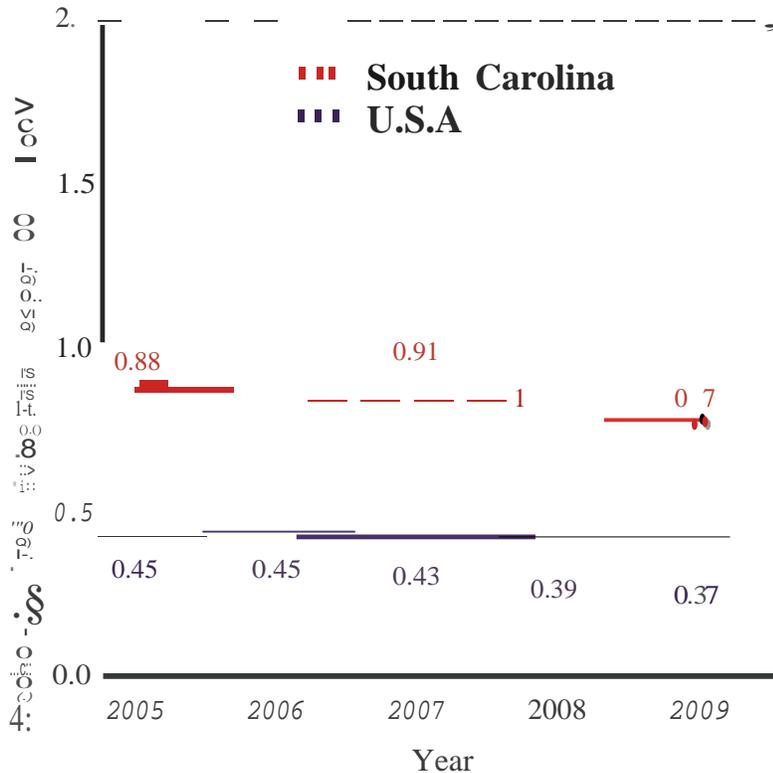
Program Administration: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H12001	South Carolina Department of Public Safety: Office of Highway Safety	Highway Safety Planning & Administration	\$177,894/ \$177,894	Section 402/ State Funds
402 Total			\$177,894	
Total All Funds			\$355,788	

ALCOHOL COUNTERMEASURES

Problem Analysis:

Alcohol-Impaired Driving Fatalities per 100 Million VMT



Statistics from the SC Department of Public Safety's (SCDPS) Statistical Analysis Center indicate that there were 5,447 DUI-related crashes in the state in 2009. According to the National Highway Traffic Safety Administration (NHTSA), in 2009 there were 357 drivers with a BAC of .08 or higher involved in fatal collisions in South Carolina that resulted in the deaths of 377 people. Of the 5,447 DUI-related crashes, 2,577 were injury crashes resulting in 3,809 injuries. The term "DUI-related crash" encompasses crashes with DUI as a contributing factor. It does not include impaired pedestrians or bicyclists, and the occasional impaired passenger who causes a crash. DUI continues to be the number one contributing factor in fatal crashes in South Carolina. The contributing factor of Too Fast for Conditions is the second most common contributing factor in DUI-related crashes and the next is "Run off Road". The following chart indicates that the number for fatal and severe injuries in the top (worst) 15 counties in DUI-related crashes (based on 2009 DUI data) has declined by 3.5% from 2008 to 2009. In the State of South Carolina, DUI is defined as a collision with at least one driver with a BAC of .01(+) and/or drugs in their system at the time of the collision.

Strong efforts continue to increase BAC level reporting for drivers involved in fatal crashes. According to data from the Fatality Analysis Reporting System (FARS), South Carolina's percentage of known BAC levels for drivers in fatal crashes was 44% in 2009. This is a 1 percentage point increase over the percentage for 2008. There were a total of 1,151 drivers involved in fatal crashes in South Carolina during 2009. According to the National Highway Traffic Safety Administration's (NHTSA) National Center for Statistics and Analysis, 357 of these drivers showed a BAC of .08 or greater which means that 31% of all drivers in fatal crashes were legally impaired at the time of the crash. This represents a decrease over 2008, when 32% of all drivers in fatal crashes were legally drunk.

**Top Fifteen Counties for Fatal and Severe Injury Crashes:
South Carolina 2007 - 2009**

County	2007	2008	2009	Total
Greenville	70	60	65	195
Horry	77	54	53	184
Lexington	68	61	47	176
Spartanburg	60	54	44	158
Richland	50	57	50	157
Anderson	44	46	43	133
Charleston	46	49	34	129
Aiken	41	43	38	122
Berkeley	32	38	42	112
York	41	35	36	112
Florence	25	33	34	92
Orangeburg	24	25	34	83
Kershaw	30	17	27	74
Pickens	17	24	32	73
Laurens	23	27	22	72

In addition to the fatal and severe injury Dill crashes outlined in the chart above, the OHS reviews the counties with the highest reported frequencies of Dill-related collisions and fatalities which, during the three-year period 2007-2009, were Harry, Lexington, Greenville, Charleston, Spartanburg, Richland, Berkeley, Orangeburg, Aiken and Florence counties. During the three-year period, Harry County had the highest number of DUI-related fatal crashes with 90, followed by Lexington with 81, Greenville with 80, Charleston with 78, and Spartanburg with 61. According to the daily vehicle miles driven in 2009, Jasper, Charleston, Harry, Berkeley, Lee, Dorchester, Darlington, Clarendon, Sumter, and Lexington counties experienced the highest vehicle mileage death rates in DUI-related collisions. Due to the high number of Dill-related crashes in these counties, priority will be given to applications that propose initiatives targeting these counties.

From 2007-2009, a total of 2,892 people died in South Carolina traffic collisions, and 144,490 people were injured in these crashes. Of those killed during this time period, 1,241 (or 42.91%) died in a Dill-related traffic crash. A total of 11,314 of those injured, or 7.8%, were involved in a DUI-related crash. From 2007 to 2009, the state has experienced a 3.3% increase in the number of reported Dill-related crashes. According to State data, drivers in the 25-34 year old age group experienced the highest number of Dill-related fatal crashes from 2007-2009. This age group accounted for 4,491 (at fault) drivers in crashes with DUI as a contributing factor. The second highest age group of drivers involved in DUI-related fatal crashes during this period were drivers aged 15-24, totaling 4,101 followed by drivers aged 35-44, totaling 3,265. During the period 2007-2009, 70.5% of the drivers involved in Dill-related crashes were male; 25.6% were female; and 3.9% were unknown. Saturday evenings and early Sunday mornings are the leading time periods for DUI-related crashes in South Carolina.

Target or At Risk Populations/Counties:

Drivers aged 15-24 and 25-34 are both considered at risk populations for Dill-related violations. This is very concerning since many of the 15-24 year old drivers cannot legally consume alcohol. In South Carolina, Dill-related crashes occurred most frequently in rural areas with male drivers.

Attitudinal Survey

In order to assess awareness and the impact of campaign efforts, telephone surveys of South Carolina drivers are conducted before and after DUI enforcement crackdown and safety belt and child passenger safety enforcement crackdown campaigns. The following are survey results from the attitudinal surveys conducted in May 2011. An additional survey regarding impaired driving will be conducted to coincide with the Labor Day 2011 campaign.

Question 1: In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

According to the survey, over 90% of those interviewed claimed that they had not driven a motor vehicle in the past 30 days within two hours after drinking alcoholic beverages; 4.5% said they had done so once, 4.8% had done so from two to 29 days, and 0.3% had driven after drinking alcohol on all 30 days.

Question 2: In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?

A large percentage of respondents were aware of alcohol impaired driving or drunk driving enforcement by police. About 76% had heard or read something in the previous 30 days about this effort by police.

Question 3: What do you think the chances are of someone getting arrested if they drive after drinking?

Those surveyed also generally believed that someone who drives after drinking is likely to get arrested. 23.3% believed that a person who drives after drinking will always be arrested; 30.6% thought they would be arrested most of the time; 33.6% said they would be arrested about half the time; 12.3% felt they would rarely be arrested; and only 0.2% believed they would never be arrested.

Goals:

1. To decrease the three-year (2009-2011) average number of alcohol-impaired driving fatalities by 5% from the baseline three-year (2007-2009) average of 414 to 393 alcohol-impaired driving fatalities by December 31, 2012.
2. To increase the number of grant-funded impaired driving arrests made by 5% from 29,081 in 2010 to 30,535 in 2012.

Objectives:

1. To decrease Dill-related severe traffic injuries by 5% from 769 to 730 by December 31, 2012.
2. To provide at least six statewide trainings to law enforcement officers, prosecutors, and magistrates to increase effective prosecution of highway safety offenses by September 30, 2012.

3. To continue the DUI Law Enforcement Challenge requiring at least quarterly impaired driving enforcement initiatives combined with two major mobilization crackdowns during FY 2012.
4. To conduct two public information and education campaigns to emphasize impaired driving enforcement initiatives during FY 2012.
5. To maintain the Impaired Driving Prevention Council (IDPC) during FFY 2012 and conduct a minimum of two meetings a year to continue implementation of NHTSA recommendations resulting from the South Carolina Impaired Driving Assessment of 2009.

Performance Measures:

Goals:

1. A comparison of FARS and statewide alcohol fatality and injury data with FARS and statewide crash and injury totals will be used to measure goals and objectives.
2. The number of grant-funded DUI arrests will be examined and compared, to previous year.

Objectives:

1. A comparison of the number of DUI-related severe injuries from the previous year will be made to the most current available statewide data.
2. The number of trainings conducted for law enforcement officers, prosecutors, and magistrates will be documented and kept in the grant file.
3. The 2011 DUI Law Enforcement Challenge will continue throughout the 2011 grant cycle and documentation maintained in the grant file.
4. Earned and paid media reports on all impaired driving campaign efforts will be maintained by the OHS.
5. IDPC meeting agendas and sign-in sheets will be maintained.

Strategies:

1. A statewide DUI Law Enforcement Challenge (*Sober or Slammer!*) will continue combining enforcement, education, media, and diversity outreach components to attempt to reduce alcohol-impaired driving crashes, injuries, and fatalities in the state. The campaign will feature enforcement crackdowns during the Labor Day holidays of 2012 and the Christmas/New Year's holidays of 2011-2012 utilizing saturation patrols and sobriety checkpoints, along with the utilization of the State's two Breath Alcohol Testing (BAT) mobile units, as key enforcement strategies. The campaign, though implemented statewide, will focus on counties shown statistically to have significant problems with DUI-related crashes, injuries and fatalities. The campaign will work through the SC Law Enforcement Network system. Participating agencies will conduct four nights of DUI enforcement activity (checkpoints and saturation patrols) over the two-week crackdown periods in addition to at least quarterly specialized DUI enforcement activity. Reporting and evaluation will be key components within this initiative. Participation with state and federal initiatives, along with proven reduction of impaired driving collisions, will earn law enforcement agencies statewide a chance to win one of up to two equipped law enforcement vehicles and other impaired driving equipment incentives, funded by the SCDOT. The OHS will fund these enforcement activities with available Section 410 funding, if awarded. The OHS will

utilize at least half of its Section 410 High Fatality Rate State funding for the rollout of the campaign.

2. The public will be educated about the dangers of drinking and driving through the statewide distribution of educational materials, health and safety fairs and statewide alcohol campaigns.
3. SLED will provide technical support to local law enforcement on BAC testing procedures and use of the equipment, and to prosecutors through courtroom testimony.
4. Standardized Field Sobriety Tests (SFST) training will be provided, for state troopers and local law enforcement officials, in DUI detection and in Interview and Interrogation Techniques. Drug Recognition Expert training will also be provided to law enforcement officers throughout the state.
5. The backlog of DUI cases throughout the 16 Judicial Circuits of the State will be decreased through the hiring of a DUI solicitor in each circuit, who will devote 100% of their time to prosecuting DUI cases.
6. Sheriffs' Offices will establish or add to existing Traffic Units to increase DUI enforcement in rural areas.
7. BAC reports from Coroners and SLED will continue to be entered in a database to track testing results.
8. Monthly contact will be made with the Executive Director of the Coroner's Association to address BAC reporting from Coroners statewide.
9. OHS staff will continue to be involved with the SC Department of Alcohol and Other Drug Abuse Services Underage Drinking Action Group.
10. The OHS will maintain the statewide SC Impaired Driving Prevention Council (SCIDPC) made up of professionals from the arenas of highway safety, law enforcement, prosecution, adjudication, advocacy groups and treatment/rehabilitation in an effort to combat the increasing impaired driving problems and issues in the state. The SCIDPC will continue its work toward strengthening DUI laws in the state of South Carolina and educating the general public, law enforcement, judges, and magistrates on the changes to the DUI law which took effect on February 10, 2009.
11. The OHS will work with the SCIDPC in the continuing review of the 2009 Impaired Driving Assessment Final Report to develop an action plan outlining areas which the State should continue to target for improvement. The recommendations of the Impaired Driving Assessment will be used to strengthen the Alcohol Countermeasures Program.
12. The OHS will hold a DUI Awards Ceremony honoring those law enforcement agencies and officers who have excelled in DUI enforcement during CY 2011.
13. Training programs for prosecutors, law enforcement officers, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases will be conducted utilizing the State's Traffic Safety Resource Prosecutor.

PROJECTS TO BE IMPLEMENTED:

Project Number: 2H12006

Subgrantee: SC Department of Public Safety: Office of Highway Safety

Project Title: Impaired Driving Countermeasures Program Management

Project Description: The project will continue the employment of an Impaired Driving Countermeasures Program Manager (IDCPM) to administer alcohol countermeasures highway safety grants during the course of the grant year. The Program Manager will continue to coordinate the implementation of recommendations resulting from the 2009 Statewide Impaired Driving Assessment. The IDCPM will be responsible for the ongoing administration of alcohol countermeasures projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring at least once annually, as well as responding to requests for budget and programmatic revisions. The project will also allow for the continuation of sixteen DUI prosecutors in each of the Judicial Circuits. The project will enter into a contract with each of the sixteen Judicial Circuit Offices of the Solicitor to provide employment of a grant-funded DUI prosecutor and staff to address driving under the influence and highway safety issues. The grant-funded DUI prosecution program will provide key roles in networking with other criminal justice professionals in the judicial circuit on these issues. The purpose is to provide critical support to enhance the capability of the State's prosecutors/law enforcement to effectively prosecute traffic safety violations.

Budget: The project will fund Personnel @ \$90,027 (includes salary and fringe benefits for one [1] IDC Program Manager and one [1] Administrative Assistant [20%], one [1] Senior Accountant [22.5%] and one [1] Fiscal Technician [22.5%]); Contractual Services @ \$1,600,000 (includes PI&E efforts, with paid media, to complement the SOS campaign and grants to 16 Solicitor's Offices to provide a specialized DUI prosecutor in each of the 16 Judicial Circuits); Travel @ \$1,000 (includes in-state lodging, per diem, and transportation for program management responsibilities); Equipment @ \$500 (includes 20% of a desktop computer); and Other@ \$69,455 (includes indirect costs, BAT Mobile maintenance, equipment, mechanical, insurance, etc. for two [2] vehicles, Law Enforcement DUI Challenge appreciation items, DUI Awards Ceremony appreciation items, telephone, printing, postage, office supplies, tort insurance, copy equipment rental, two [2] air cards for the Bat Mobiles, Enterprise Software maintenance/data supplies, maintenance supplies, Bat Mobile fuel, aircard and meeting room costs).

Project Number: 2H12011

Subgrantee: South Carolina Criminal Justice Academy

Project Title: Impaired Driving Countermeasures Training for Law Enforcement

Project Description: The project will maintain the State Impaired Driver Coordinator (SIDC) to coordinate the DRE, A-RIDE, and SFST impaired driver detection programs. The SIDC will ensure that officers participating in the DRE program are equipped with the knowledge, tools, and training they need to detect and convict impaired drivers. Through these classes, officers will be better able to detect drivers impaired by drugs and alcohol.

Budget: The project will fund Personnel @ \$52,880 (includes salary and fringe benefits for one [1] training & development director); Travel @ \$84,000 (includes per diem, lodging, fuel and vehicle rental); and Other @ \$29,598 (includes indirect cost, educational material, printing, DRE supplies, and DRE conference registration).

Project Number: 2H12015

Subgrantee: Lexington County Sheriff's Department

Project Title: DUI and Alcohol Enforcement Team

Project Description: The project will maintain two DUI enforcement grant officers that will be under the direction of the traffic Lieutenant. The grant officers will be positioned in problem areas that are determined from information retrieved from South Carolina Department of Public Safety statistics. The grant officers will use saturation patrols in targeted areas, and will place emphasis on special school functions such as Prom night, sporting events, holiday break periods, and graduation week. Calls of concern from citizens and identified problem areas will dictate the saturation efforts. Sobriety checkpoints will also be utilized to apprehend impaired drivers. The grant officers will also participate in the 11th Judicial Circuit Law Enforcement Network (LEN).

Budget: The project will fund Personnel@ \$118,799 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$18,692 (includes enforcement mileage); and Other @ \$8,918 (includes office supplies, operating and law enforcement supplies, wireless service, cell phone service, 800 MHz radio service, e-mail service, impairment simulation goggles, flash-drives, and passive alcohol sensors).

Project Number: 2H12016
Subgrantee: SCDPS: Highway Patrol
Project Title: SCHP Horry & Florence County DUI Enforcement Team

Project Description: The project will maintain the three-member DUI team to enforce South Carolina's DUI traffic laws within Horry and Florence Counties. The officers will be assigned to areas based on the type of traffic violations they will be searching for and ticketing. Activities such as saturation patrols, public safety checkpoints, etc. will be utilized by the team to target violations of traffic laws which have been identified in crash studies as the leading probable causes for DUI injury and fatal collisions. The officers will participate actively in the 12th and the 15th Judicial Circuit Law Enforcement Networks.

Budget: The project will fund Personnel @ \$178,783 (includes salaries and fringe benefits for three [3] patrol officers); Travel @ \$54,000 (includes enforcement mileage); Equipment @ \$83,477 (includes two [2] police vehicles, two [2] radars, two [2] mobile radios, two [2] portable radios, two [2]laptop computers, two [2] in-car digital cameras, and two [2]lightbars); and Other@ \$17,014 (includes indirect cost, two [2] siren controls, two [2] speaker brackets, two [2] flashlight wands, two [2] round LED bluelights, two [2] fire extinguishers, two [2] trunion kits, two [2] anti-theft devices, two [2]lighter wells, two [2] push bumpers, two [2] seatbelt locks, two [2]laptop docking stations, and two [2] digital card swipes and printers).

Project Number: 2H12017
Subgrantee: South Carolina Commission on Prosecution Coordination
Project Title: Traffic Safety Resource Prosecutor

Project Description: The project will maintain the Traffic Safety Resource Prosecutor (TSRP) and the Administrative Assistant to address driving under the influence and highway safety issues 100% of the time. The TSRP will provide technical assistance and legal research to prosecutors on a wide variety of legal issues, including probable cause; Standardized Field Sobriety Testing (SFST); implied consent; breath/blood testing; accusatory instruments; pretrial procedures; trial practice; and appellate practice. When requested, the TSRP will serve as second chair on DUI prosecutions.

Budget: The project will fund Personnel@ \$132,574 (includes salaries and fringe benefits for one [1] traffic safety resource prosecutor and one [1] administrative assistant); Contractual Services @ \$5,400 (includes contracting with speakers); Travel@ \$12,999 (includes mileage, lodging, per diem and airfare); and Other @ \$23,922 (includes registration fees, training materials, postage, printing, office space, training room, audio/visual, office supplies, and cell phone).

Project Number: 2H12019
Subgrantee: SCDPS: Highway Patrol
Project Title: SCHP Richland & Lexington County Dill Enforcement Team

Project Description: The project will maintain the three DUI enforcement traffic officers to enforce South Carolina's DUI traffic laws within Lexington and Richland Counties. The officers will be assigned to areas in Lexington and Richland Counties based on the type of traffic violations they will be searching for and ticketing. Saturation patrols, public safety checkpoints, etc. will be utilized by the team to target violations of traffic laws which have been identified in crash studies as the leading probable causes for DUI-related injuries and fatal collisions. The officers will participate actively in the 11th and the 5th Judicial Circuit Law Enforcement Networks.

Budget: The project will fund Personnel@ \$178,783 (includes salaries and fringe benefits for three [3] troopers); Travel@ \$54,000 (includes enforcement mileage for three [3] troopers); and Other@ \$16,090 (includes indirect costs).

Project Number: 2H12021
Subgrantee: Darlington County Sheriff's Office
Project Title: Alcohol Countermeasures and Education Initiative

Project Description: The project will maintain a DUI Traffic Officer to enforce DUI and other traffic related laws in Darlington County. The grant-funded officer will be under the command of the Special Operations Captain, and will be scheduled to work 40-hour work weeks during nights, weekends, and other prime times that Dill-related crashes are likely to occur. The grant officer will participate actively in the 4th Circuit LEN and in public safety checkpoints. The grant officer will aggressively patrol roadways and areas with a history of high collision or fatality rates, sustained citizen complaints, and areas in the county that are known to be traveled by impaired drivers.

Budget: The project will fund Personnel@ \$46,356 (includes salary and fringe benefits for one [1] DUI traffic officer).

Project Number: 2H12024
Subgrantee: Berkeley County Sheriffs Office
Project Title: County of Berkeley DUI Team

Project Description: The project will maintain the three Dill enforcement grant-funded officers to enforce South Carolina's Dill Laws. The grant-funded officers will work nights and weekends conducting DUI enforcement. The Dill Team will be positioned in areas according to DUI traffic problem data collected from the OHS statistics. The unit will conduct regular and saturation patrols, and public safety checkpoint enforcement activities. The grant-funded officers will place special emphasis on functions in the county that warrant the likelihood of Dill incidences. The DUI Team will continue to participate in the local law enforcement network and all aspects of the *Sober or Slammer!* campaign in an effort to enhance the awareness and visibility of South Carolina's DUI problem.

Budget: The project will fund Personnel @ \$141,223 (includes salaries and fringe benefits for three [3] traffic officers); Travel @ \$36,000 (includes enforcement mileage); and Other @ \$2,100 (includes three [3] air cards).

Project Number: 2H12025
Subgrantee: Anderson County Sheriffs Office
Project Title: Anderson County DUI Traffic Team

Project Description: The project will maintain the employment of two (2) DUI Traffic Enforcement Officers. The grant-funded officers will work nights and weekends conducting DUI enforcement activities. The team will be scheduled to conduct saturation patrols and public safety checkpoints in areas determined to have the highest occurrence rate of Dill-related crashes. The team will place specific emphasis on school functions such as prom night, sporting events, holidays, and graduation week. Citizen complaints will also determine saturation locations. The grant-funded officers participate actively in the Law Enforcement Network (LEN) and all OHS special activities.

Budget: The project will fund Personnel @ \$99,877 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$24,000 (includes enforcement mileage); and Other @ \$2,450 (includes office supplies and two [2] cell phone services).

Project Number: 2H12026
Subgrantee: City of Charleston Police Department
Project Title: City of Charleston Police DUI Task Force

Project Description: The project will maintain two Dill grant-funded officers to expand the City of Charleston's Dill Task Force. The Dill Task Force will work during evening and nighttime hours to provide the maximum effective service during the "peak" Dill hours. The team will use a variety of enforcement strategies, including saturation patrols and public safety checkpoints, to apprehend Dill offenders.

Budget: The project will fund Personnel @ \$110,649 (includes salaries and fringe benefits for two [2] traffic officers).

Project Number: 2H12027
Subgrantee: Town of Mount Pleasant Police Department
Project Title: DUI Enforcement and Education Program

Project Description: The project will maintain two grant officers to continue aggressive enforcement of impaired driving. The officers will work nights, including weekend nights, in regular and saturation patrols. The grant officers will also conduct sobriety checkpoints throughout the town of Mount Pleasant. Positioning the DUI Traffic Officers in problem areas will be determined from information retrieved from OHS statistics. Extra emphasis will be placed on special school functions such as prom night, sporting events, holiday break periods, and graduation week. The DUI Traffic Enforcement Team will concentrate enforcement efforts on violations and behaviors known to correspond with impaired driving.

Budget: The project will fund Personnel @ \$114,976 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$20,000 (includes enforcement mileage); and Other @ \$1,000 (includes educational materials/printing).

Project Number: 2H12028
Subgrantee: Orangeburg Department of Public Safety
Project Title: DUI Special Enforcement Team

Project Description: The project will maintain two grant officers to proactively conduct DUI enforcement in an effort to reduce Dill-related collisions and injuries in the City of Orangeburg. The grant officers will patrol city roadways and participate in DUI checkpoints, both departmental and multi-jurisdictional. The grant-funded officers will participate actively in the First Circuit Law Enforcement Network, and will work primarily nights, weekends, and early mornings in areas that are determined to be high crash areas by local DUI stats and trends. The grant officers will participate fully in state-wide DUI initiatives.

Budget: The project will fund Personnel @ \$98,977 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$18,000 (includes enforcement mileage); and Other @ \$3,608 (includes office supplies, presentation materials, two [2] back seat video cameras, two [2] digital video camera pens, and two [2] trunk organizers).

Project Number: 2H12030
Subgrantee: North Augusta Department of Public Safety
Project Title: DUI Enforcement Team

Project Description: The project will maintain the current DUI enforcement officers to continue to enforce traffic laws in North Augusta. The grant-funded officers will participate actively in the 2nd Circuit LEN and will be assigned to work hours identified through statistical data as having high incidents of impaired driving issues. The officers will participate in checkpoints and saturation patrols, and they will provide educational materials on impaired driving issues. Specific emphasis will be placed on State and National Impaired Driving Campaigns, school functions, holiday periods, sporting events, etc. The grant-funded officers will build rapport with community members to solicit their concerns regarding impaired driving. These efforts will include responding to calls from the public regarding suspected impaired driving issues. Records of these activities will be maintained by DUI enforcement officers and forwarded to their traffic supervisor for placement into grant files.

Budget: The project will fund Personnel @ \$130,405 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$15,000 (includes enforcement mileage); and Other @ \$2,000 (includes educational materials and office supplies).

Project Number: 2H12035
Subgrantee: Mauldin Police Department
Project Title: Mauldin Police Department Alcohol Countermeasures Team (MPDACT)

Project Description: The project will maintain two grant-funded DUI enforcement traffic officers. The grant-funded officers will be supervised by the Uniform Patrol Commander and will primarily work shifts based on the highest frequency of DUI-related traffic violations and/or crashes based on statistical information from the Mauldin Police Department records management system and the OHS statistical analysis center. The grant officers will conduct saturation patrols and sobriety checkpoints in areas determined to have the highest frequency of DUI-related crashes and fatalities, and in areas where they are likely to encounter impaired drivers.

Budget: The project will fund Personnel @ \$107,608 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$19,897 (includes enforcement mileage); and Other @ \$1,944 (includes cellular phone services, office supplies, and printing supplies).

Project Number: 2H12036
Subgrantee: Darlington City Police
Project Title: DUI Enforcement Project

Project Description: The project will maintain the current grant-funded DUI officer to detect and apprehend DUI offenders, and to reduce traffic-related problems in Darlington City. The officer will work primarily nights and weekends, and will be deployed to locations that have a history of high crash rates and citizen complaints. The traffic officer will conduct public safety checkpoints, saturation patrols, and will continue to aggressively enforce moving violations that naturally lead to DUI arrests.

Budget: The project will fund Personnel @ \$40,273 (includes salary and fringe benefits for one [1] traffic officer); and Travel @ \$5,000 (includes in-state mileage).

Project Number: 2H12037
Subgrantee: Charleston County Sherifrs Office
Project Title: Charleston County Sherifrs Office DUI Enforcement Team

Project Description: The project will hire two grant-funded DUI traffic officers to work nights and weekend nights to apprehend impaired drivers. The DUI Team will conduct saturation patrols in areas determined to have the highest frequency of DUI-related crashes. Emphasis will be placed on special school functions such as prom night, sporting events, holiday break periods, and graduation week. The DUI Traffic Enforcement Team will concentrate enforcement efforts on violations and behaviors known to correspond with impaired driving. Public safety checkpoints will be conducted in areas known to be frequented by impaired drivers and will focus on roadways that lead to and from the areas of Charleston County which have proven to be problematic. Checkpoints will also be utilized during events known to increase alcohol consumption. All aspects of the Sober or Slammer campaign will also be conducted by the DUI team.

Budget: The project will fund Personnel @ \$97,083 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$25,000 (includes enforcement mileage); Equipment @ \$100,300 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] mobile radios, two [2] portable radios, two [2]laptop computers, and two [2] emergency lights); and Other @ \$7,450 (includes office supplies, two [2] in-car thermal printers, two [2] digital cameras, two [2] passive alcohol sensors, two [2] vehicle transportation cages/barriers, two [2] electronic sirens, and two [2] siren speakers).

Project Number: 2H12038
Subgrantee: City of Hanahan
Project Title: City of Hanahan's DUI Enforcement Unit

Project Description: The project will maintain the current DUI Traffic Enforcement Officer. The grant-funded officer will work nights and weekends in regular and saturation patrols, and will conduct sobriety checkpoint enforcement activities. The grant-funded officer will be positioned in problem areas determined from information retrieved from OHS statistics, calls of concern from citizens, and other problems identified by the City of Hanahan Police Department. Emphasis will be placed on special school functions such as prom night, sporting events, holiday break periods, and graduation week. The DUI Enforcement Officer will concentrate enforcement efforts on violations and behaviors known to correspond with impaired driving. The grant-funded officer will participate actively in the local Law Enforcement Network and in all aspects of the *Sober or Slammer!* campaign.

Budget: The project will fund Personnel @ \$43,351 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$12,000 (includes enforcement mileage); and Other @ \$728 (includes office supplies and voice radio access charges).

Project Number: 2H12039
Subgrantee: Greenville County Sheriff's Office
Project Title: Enhanced DUI Enforcement-Greenville County

Project Description: The project will hire three grant-funded traffic officers to proactively enforce DUI statutes in Greenville County. The grant officers will conduct checkpoints in areas known as thoroughfares for impaired drivers. Data will be utilized to determine enforcement strategies and will be monitored for changes in DUI enforcement trends. The grant-funded officers will seek training to further enhance their ability to apprehend impaired drivers and build strong DUI cases for prosecution.

Budget: The project will fund Personnel @ \$121,031 (includes salaries and fringe benefits for three [3] traffic officers); Equipment @ \$115,200 (includes three [3] vehicles, three [3] radars, three [3] in-vehicle digital cameras, one [1] generator, three [3] vehicle radios, and three [3] laptop computers); and Other @ \$9,110 (includes three [3] push bumpers, three [3] vehicle cages, three [3] stick lights, three [3] stop sticks, one [1] checkpoint sign, three [3] floodlights, ten [10] traffic cones, three [3] digital cameras, and three [3] cell phones).

Project Number: 2H12040
Subgrantee: Kershaw County Sheriff's Office
Project Title: Kershaw County DUI Team

Project Description: The project will hire two grant officers to detect and apprehend impaired drivers. The officers will work shifts based on the highest frequency of DUI-related traffic violations and/or collisions based on statistical data maintained by the Sheriff's Office and the OHS. The grant-funded officer will work nights, including weekend nights, in regular and saturation patrols. Sobriety checkpoints will be conducted in areas that have a high frequency of DUI-related collisions. Special interest will be placed on large scale events throughout the county.

Budget: The project will fund Personnel @ \$103,756 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$1,933 (includes enforcement mileage); Equipment @ \$75,620 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] mobile radios, two [2] laptop computers, two [2] light bar packages with sirens, two [2] radars, and two [2] handheld radios); and Other @ \$8,280 (includes two [2] safety screens, two [2] cell phone services, two [2] air cards, two [2] OHS required decals, two [2] push bumpers, two [2] digital cameras, checkpoint supplies and office supplies).

Project Number: 2H12041
Subgrantee: SCDPS: Highway Patrol
Project Title: SCHP Spartanburg County DUI Enforcement Team

Project Description: The project will hire a three-member DUI enforcement team to enforce South Carolina's DUI traffic laws within Spartanburg County. The officers will be assigned to areas in Spartanburg County based on the type of traffic violations they will be searching for and ticketing. Saturation patrols, public safety checkpoints, etc. will be utilized by the team to target violations of traffic laws which have been identified in crash studies as the leading probable causes for DUI-related injuries and fatal collisions. The officers will participate actively in the 7th Judicial Circuit Law Enforcement Networks.

Budget: The project will fund Personnel @ \$119,188 (includes salaries and fringe benefits for two [2] patrol officers); Travel @ \$36,000 (includes enforcement mileage); Equipment @ \$91,330 (includes two [2] marked enforcement vehicles, two [2] light bars/flashers, two [2] in-car cameras, two [2] radars, two [2] mobile radios with antennas, two [2] portable radios, and two [2] laptop computers with docking stations/mounts); and Other @ \$10,159 (includes office supplies, two [2] in-car printers with stands, two [2] digital cameras, two [2] push bumpers and indirect cost).

Project Number: 2H12042
Subgrantee: Richland County Sherifrs Department
Project Title: Specialized DUI Enforcement Team

Project Description: The project will hire two DUI grant-funded officers to detect and apprehend impaired drivers. The officers will conduct selective DUI enforcement as well as checkpoints during times and in areas known to have high incidents of impaired driving. The DUI unit will coordinate activities with the Fifth Circuit Law Enforcement Network for statewide initiatives and will actively participate in the LEN. The officers will also conduct educational presentations on the dangers of impaired driving and the costly consequences.

Budget: The project will fund Personnel @ \$104,453 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$15,150 (includes enforcement mileage); Equipment @ \$91,000 (includes two [2] police vehicles, two [2]light packages, two [2] 800 Mhz digital encrypted mobile radios, two [2] 800 Mhz digital encrypted portable radios, two [2] digital in-car video recorders, two [2] radar units, and two [2] laptop computers); and Other @ \$5,100 (includes office supplies, operating supplies, vehicle decals, two [2] GPS devices, two [2] digital cameras, two [2] rechargeable flashlights, two [2] siren/switch packages, and two [2] in-car thermal printers).

Project Number: 2H12043
Subgrantee: City of North Charleston
Project Title: North Charleston Police Department DUI Enforcement

Project Description: The project will hire two (2) DUI Traffic Enforcement Officers. The officers will be assigned to the North Charleston Traffic Unit and will work shifts based on the highest frequency of Dill-related traffic violations and/or crashes based on statistical information maintained by the North Charleston Police Department. The grant-funded officers will work nights, including weekend nights, in regular patrol, saturation patrol and sobriety checkpoint enforcement activity.

Budget: The project will fund Personnel@ \$132,222 (includes salaries and fringe benefits for two [2] traffic officers); Equipment@ \$94,100 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] mobile radios, two [2] walkie talkies, two [2] laptop computers, one [1] checkpoint trailer, and two [2] light bars); and Other@ \$10,250 (includes two [2] security cages, office supplies, impairment simulation goggle set, checkpoint supplies, passive alcohol sensors, side barrier bars, two [2] equipment consoles, two [2] equipment control boxes and speakers, and wig wag flashers).

Project Number: 2H12044

Subgrantee: Lancaster County Sheriff's Office

Project Title: DUI Enforcement Team for Lancaster County

Project Description: The project will hire two DUI Traffic Enforcement Officers who will focus on DUI enforcement for a systematic reduction of DUI-related collisions. The grant-funded officers will work nights, including weekend nights, in regular patrol, saturation patrol and sobriety checkpoint enforcement activity. This should minimize personal injuries, fatalities and the economic loss to the county. Enhanced enforcement will be critical to achieving a reduction in DUI-related collisions within Lancaster County.

Budget: The project will fund Personnel @ \$94,246 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$42,000 (includes enforcement mileage); Equipment @ \$75,000 (includes two [2] vehicles, two [2] in-car digital video cameras, two [2] radars, two [2] light bars, two [2] walkie talkies, and two [2]laptops); and Other@ \$12,000 (includes DVDs, transport cages, two [2] sirens and speakers, two [2] push bumpers, two [2] in-car radios, office supplies, checkpoint supplies, two [2] passive alcohol sensors, impairment simulation goggle set, two [2] flashlights, educational supplies, cell phone service, and two [2] GPS devices).

Alcohol:Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H12006	SC Department of Public Safety: Office of Highway Safety	Impaired Driving Countermeasures	\$1,760,982	Section 410
2H12011	SC Criminal Justice Academy	Impaired Driving Countermeasures Training for Law Enforcement	\$166,478	Section 410
2H12015	Lexington County Sherifrs Department	DUI Traffic Enforcement Team	\$146,409	Section 410
2H12016	SC Department of Public Safety /Highway Patrol	SCHP Horry and Florence County DUI Enforcement Team	\$330,2741 \$3,000	Section 4101 Section 402 (radar only)
2H12017	South Carolina Commission on Prosecution Coordination	Traffic Safety Resource Prosecution	\$174,895	Section 410
2H12019	SC Department of Public Safety / Highway Patrol	SCHP Richland and Lexington County DUI Enforcement Team	\$248,873	Section 410
2H12021	Darlington County Sheriff's Office	Alcohol Countermeasures & Education Initiative	\$46,356	Section 410
2H12024	Berkeley County Sheriff's Office	County of Berkeley DUI Team	\$179,323	Section 410
2H12025	Anderson County Sherifrs Office	Anderson County DUI Traffic Team	\$126,327	Section 410
2H12026	City of Charleston Police Department	City of Charleston Police DUI TaskForce	\$110,649	Section 402

2H12027	Town of Monnt Pleasant Police Department	DUI Enforcement & Education Program	\$135,976	Section 410
2H12028	Orangeburg Department of Public Safety	DUI Special Enforcement Team	\$120,585	Section 402
2H12030	North Augusta Department of Public Safety	DUI Enforcement Team	\$147,405	Section 410
2H12035	Mauldin Police Department	Mauldin PD Alcohol Countermeasures Team	\$129,449	Section 410
2H12036	Darlington City Police	DUI Enforcement Project	\$45,273	Section 402
2H12037	Charleston County Sheriff's Office	Charleston County Sheriff's Office DUI Enforcement Team	\$225,833/ \$4,000	Section 410/ Section 402 (radar only)
2H12038	City of Hanahan	City of Hanahan's DUI Enforcement Unit	\$56,079	Section 410
2H12039	Greenville County Sheriff Office	Enhanced DUI Enforcement-Greenville County	\$235,441/ \$9,900	Section 410/ Section 402 (radar only)
2H12040	Kershaw County Sheriff's Office	Kershaw County DUI Team	\$185,989/ \$3,600	Section 410/ Section 402 (radar only)
2H12041	SC Department of Public Safety / Highway Patrol	SCHP Spartanburg County DUI Enforcement Team	\$253,323/ \$3,354	Section 410/ Section 402 (radar only)
2H12042	Richland County Sheriff's Department	Specialized DUI Enforcement Team	\$208,903/ \$6,800	Section 410/ Section 402 (radar only)
2H12043	City of North Charleston	North Charleston Police Department DUI Enforcement	\$231,172/ \$5,400	Section 410/ Section 402 (radar only)
2H12044	Lancaster County Sheriff's Office	DUI Enforcement Team for Lancaster County	\$218,246/ \$5,000	Section 410/ Section 402 (radar only)
K0505HK8 HVIO	SCDPS-OHS	Law Enforcement DUI Challenge	\$910,173.50	Section 410
K0505HK8 FRIO	SCDPS-OHS	Law Enforcement DUI Challenge	\$100,000	Section 410
402 Total			\$317,561	
410 Total			\$6,217,906.50	
Total All Funds			\$6,535,467.50	

COMMUNITY TRAFFIC SAFETY PROGRAM

Problem Analysis:

South Carolina remains one of the top five states in the nation in the severity of its motor vehicle crashes, as evidenced by statistical data. The state must provide funding for projects that will enhance overall community highway safety efforts in order to change the negative traffic statistics that are adversely affecting South Carolina's citizens. South Carolina's mileage death rate in 2009 (1.84) is the lowest on record for the state, but remains significantly higher than the national MDR of 1.13 in 2009. The state of South Carolina remains consistently in the top five states in the country for DUI-related traffic deaths. More than 10% of the state's roadway fatalities are motorcyclists, with approximately the same number of pedestrians dying each year as the result of being struck by motor vehicles.

In 2009, approximately 57% of the individuals dying in crashes who have access to safety belts were not wearing them at the time of their deaths. In order to make a difference in these negative traffic statistics, the Office of Highway Safety must fund creative projects that can have a wide affect in all communities on the various problem areas contributing to highway injuries and fatalities.

Currently, there is no state funding mechanism available to provide the necessary travel, tuition and subsistence to send selected officers, solicitors, highway safety professionals and other individuals to specialized seminars and training programs that are randomly scheduled throughout the year. With budget cutbacks at all levels of government, needed training is often eliminated due to a lack of available funding. Highway safety personnel from across the state need to be exposed to innovative programs and countermeasures that may in turn be implemented in their individual communities in order to improve highway safety at the local level.

A comprehensive grant project which focuses on the dissemination of traffic safety information in a variety of ways, through statewide campaigns, data sharing, training, special project emphases and special events can have a significant positive impact on individual communities to improve driving behaviors and to reduce negative traffic statistics.

Goals:

1. To decrease the three-year (2010-2012) average number of serious traffic injuries by 5% from the baseline three-year (2007-2009) average of 3,688 to 3,504 serious traffic injuries by December 31, 2012.
2. To decrease the three-year (2010-2012) average number of drivers age 20 or younger involved in fatal crashes by 10% from the baseline three-year (2007-2009) average of 146 to 131 drivers age 20 or younger involved in fatal crashes by December 31, 2012.
3. To decrease the three-year (2010-2012) average number of motorcyclist fatalities by 5% from the baseline three-year (2007-2009) average of 121 to 115 motorcyclist fatalities by December 31, 2012.

Objectives:

1. To decrease the number of severe traffic injuries by 5%, from 3,448 in 2009 to 3,276 by December 31, 2012.
2. To decrease the number of drivers age 20 or younger involved in severe injury crashes by 15%, from 273 in 2009 to 232 by December 31, 2012.

3. To send a minimum of twenty individuals to specialized highway safety related programs by September 30, 2012.
4. To promote national and state highway safety emphasis programs by announcing through the OHS available training opportunities during FY 2012.
5. To conduct a motorcycle safety campaign in counties holding major motorcycle rallies in the state by July 2012.
6. To plan and implement School Zone Safety Week events during the month of August 2012.
7. To conduct a Traffic Victims Memorial Service for families of highway crash victims lost in the year 2011 by May 2012.
8. To establish and implement an Office of Highway Safety Booth/Display at selected statewide and community events during FY 2012.
9. To implement a Drive Safely Work Week or similar event among state employee populations for the first week of October 2011.
10. To coordinate and implement, with the assistance of the agency contractor and appropriate Program Managers, statewide occupant protection and impaired driving mobilization campaigns throughout FY 2012.
11. To conduct a statewide billboard campaign to increase public awareness and support enforcement mobilization campaigns during FFY 2012.
12. To conduct a safety campaign in the 200 high schools in the state utilizing highway safety messages printed on tickets for athletic and other special events, public address announcements at sporting events, poster campaign, and program advertising at sporting events during FFY 2012.

Performance Measures:

Goals:

1. A comparison of the 2007-2009 calendar base year average for severe traffic injuries will be made to the most current available statewide data.
2. A comparison of the 2007-2009 calendar base year average for the number of drivers age 20 or younger involved in fatal crashes will be made to the most current available FARS data.
3. A comparison of the 2007-2009 calendar base year average for motorcyclist fatalities will be made to the most current available FARS data.

Objectives:

1. A comparison of the number of severe traffic injuries from the previous year will be made to the most current available statewide data.
2. A comparison of the number of drivers age 20 or younger involved in severe injury crashes from the previous year will be made to the most current available statewide data.
3. Lists of individuals receiving financial support to attend training will be maintained, including name, agency and meeting/conference attended.
4. Copies of course announcements will be maintained in grant files, along with an indication of distribution.
5. Copies of materials prepared and a record of any and all campaign activities will be maintained.
6. Copies of School Zone Safety Week materials will be maintained.
7. Records of participation in the Memorial Service will be maintained along with a record of any media coverage received.

8. Booth layouts, pictures, attendance figures and materials distribution information will be maintained.
9. Copies of materials will be maintained, as well as a record of any media coverage received.
10. Copies of campaign-related information and documentation of campaign activities will be maintained.
11. A list of billboard locations will be maintained.
12. Copies of printed materials will be maintained.

Strategies:

1. The OHS 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 OHS will forward the information to highway safety project directors or those 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 OHS and the SCDPS. The theme will continue a previously successful highway safety initiative entitled, Highways or Dieways? The Choice Is Yours.
3. In particular, staff 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 reach national safety belt usage goals.
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) which have traditionally shown a lower rate of safety belt and child passenger safety restraint usage than non-minority counterparts.
5. Staff will also continue a sustained DUI enforcement initiative by implementing the 2012 Law Enforcement DUI Challenge on a statewide level utilizing strategies similar to those utilized in FFY 2011. The campaign will run from December 2011 through September 2012, and will continue to feature high-visibility enforcement and earned media statewide, but will focus on eighteen (18) targeted counties (Aiken, Anderson, Beaufort, Berkeley, Charleston, Darlington, Florence, Greenville, Harri, Kershaw, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York) that represent 76% of the State's population and have seen approximately 70% of the State's alcohol impaired driving fatalities over the three-year period 2007-2009. The campaign anticipates participation of more than 200 local law enforcement agencies statewide, as well as the SC Highway Patrol and the State Transport Police. Thus, the campaign will literally touch all citizens of the state in each of the state's forty-six (46) counties. The campaign will once again feature two major DUI enforcement crackdowns during Christmas/New Year's 2011-2012 and Labor Day 2012 holiday periods. Participating law enforcement agencies will engage in at least quarterly specialized impaired driving enforcement

activity (saturation patrols and sobriety checkpoints), as well as an additional four nights of specialized impaired driving enforcement activity during the two enforcement mobilization crackdowns. Participating law enforcement agencies seeing a reduction in Network-wide impaired driving statistics will become eligible to win significant law enforcement equipment after the completion of the campaign.

6. All major mobilization emphases of the OHS will include messages to reach the diverse population of the State. The OHS will incorporate into its diversity outreach strategies information gleaned from quantitative research conducted by Apter, International during the FFY 2007 grant year. The Apter research sought to find answers as to why people, particularly teens, African Americans, Hispanics, and rural residents are more likely not to use appropriate occupant restraints. The research also attempted to gain clues as to why drivers take specific risks on the highways relative to drinking and driving. The somewhat startling results obtained by the research have been and will continue to be used to develop strategies to encourage behavioral change. The information will be utilized in all efforts of the OHS relative to enforcement mobilization strategies, particularly in terms of media outreach.
7. The OHS will conduct a Memorial Service for Highway Fatality Victims of 2011 during the early spring of 2012. The service will be held at a church in the Columbia, SC, area, and families, loved ones, and friends of all highway fatality victims will be invited, as well as law enforcement.
8. The OHS will conduct a *School Zone Safety Week* emphasis during the late summer of 2011. 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.
9. Highway Safety staff will continue a *Motorcycle Safety Campaign* in 2012 which will focus on specific locations and times which have a high occurrence of motorcycle crashes, injuries and fatalities. This campaign will target the months of the year and locations in which significant motorcycle rallies occur in the state.
10. The OHS will also provide funding and coordination for a Highway Safety booth/display to be used at various statewide events, including the SC State Fair.
11. The OHS will continue a statewide billboard campaign to increase public awareness of highway safety issues in the state and to support enforcement mobilization efforts.
12. The OHS will utilize paid advertising of highway safety messages at high school sports venues in the State, to include advertising on printed tickets for sporting and other special events, a high school poster campaign, as well as public address announcements and program advertising.
13. The OHS will conduct community outreach to alert minority citizens to the training program being conducted to educate law enforcement officials regarding the problems associated with racial profiling practices.
14. The OHS will hold a DUI Awards Ceremony honoring those law enforcement agencies and officers who have excelled in DUI enforcement during CY 2011.

PROJECT TO BE IMPLEMENTED:

Project Number: 2H12004

Subgrantee: SC Department of Public Safety: Office of Highway Safety

Project Title: Public Information, Outreach and Training

Project Description: The project will retain the services of a Public Affairs Manager and Public Affairs Coordinator, funded by the project, to work in conjunction with Program Managers and assist a paid Contractor in the development of statewide enforcement and educational campaigns. The project will use grant funds for specialized training and conferences for a variety of highway safety professionals (law enforcement, subgrantees, OHS staff, etc.) throughout the state. The project will also partially fund an Administrative Assistant to assist with the administrative functions of the public information, outreach, and training highway safety grant.

Budget: The project will fund Personnel @ \$128,137 (includes salaries and fringe benefits for one [1] Public Affairs Manager, one [1] Program Coordinator, and one [1] Administrative Assistant [20%]); Contractual Services @ \$551,000 (includes utilizing SCDPS Contractor for a Highway Safety Awards Ceremony, a "Highways or Dieways" PI&E campaign, youth outreach, a motorcycle safety campaign, the 2011 Annual Victims' Memorial Service, the High School Ticket campaign, SC State Fair and additional highway safety-related events and prohibiting racial profiling training); Travel @ \$25,000 (includes in-state and out-of-state travel for highway safety-related workshops and conferences); Equipment @ \$10,500 (includes one [1] lobby kiosk and three [3] desktop computers); and Other @ \$134,110 (includes indirect costs, telephone, copy equipment rental, tuition/registration/exhibit fees/membership fees, office supplies, meeting room costs, postage, Memorial Service, printing and duplication costs, OHS booth/display, Enterprise Software maintenance/data supplies, tort insurance, 2012 SC State Fair, software, maintenance supplies, and cell phone service).

Community Traffic Safety Project: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H12004	South Carolina Department of Public Safety: Office of Highway Safety	Public Information, Outreach and Training	\$622,747/ \$126,000/ \$100,000	Section 402/ Sect. 2010/ Sect. 1906
402 Total			\$622,747	
Total All Funds			\$848,747	

MOI ORCYCLE SAFETY

Problem Analysis:

According to the National Highway Traffic Safety Administration's Traffic Safety Facts 2007, South Carolina's motorcycle fatality rate (number of fatalities per 100,000 registrations) was the second highest in the nation at 137.9. Only the District of Columbia had a higher motorcycle fatality rate, making South Carolina the most dangerous state in which to ride a motorcycle, based on collision statistics.

In 2009, there were a total of 1,719 crashes involving motorcycles in the state. According to NHTSA there were 131 motorcyclists killed in 2009. State data shows that 1,528 persons were injured in these crashes. Over the past three years, motorcycle crashes have represented 1.79% of all crashes, 11.69% of all crash fatalities, and 3.5% of all crash injuries in South Carolina. The counties with the highest number of motorcycle crashes are Horry, Greenville, Charleston, Richland, and Spartanburg.

Goals:

1. To decrease the three-year (2010-2012) average number of motorcyclist fatalities by 5% from the baseline three-year (2007-2009) average of 121 to 115 motorcyclist fatalities by December 31, 2012.
2. To decrease the three-year (2010-2012) average number of unhehneted motorcyclist fatalities by 5% from the baseline three-year (2007-2009) average of 90 to 85 unhehneted motorcyclist fatalities by December 31, 2012.

Objectives:

1. To conduct a paid media campaign to educate and increase the awareness of motorists and motorcyclists during the month of May 2012.
2. To increase the number of motorcycle trainings offered in the state from 245 to 250 during FY 2012.

Performance Measures:

Goals:

1. A comparison of the 2007-2009 calendar base year average for motorcyclist fatalities will be made to the most current available FARS data.
2. A comparison of the 2007-2009 calendar base year average for unhelmeted motorcyclist fatalities will be made to the most current available FARS data.

Objectives:

1. Documentation of the implementation of a paid media campaign delivering the "Ride Smart" message will be maintained in the form of a final report in the grant file.
2. Documentation of the trainings conducted will be maintained.

Strategies:

1. A successful motorcycle safety public information and education campaign from CY 2007-CY 2012 will be continued in Horry County during the month of May 2012 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest), if the rallies are held. Additionally, a targeted statewide motorcycle safety campaign will be conducted during FFY 2013.
2. 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.
3. In partnership with the SCDOT, the OHS will target areas with the highest frequency of motorcycle incidents and promote motorcycle safety campaigns.
4. The South Carolina Technical College System's "State Motorcycle Rider Education Program" grant awarded during FFY 2011 will be monitored during FFY 2012 to ensure classes are being conducted as outlined in the grant.

NOTE: No specific grant applications for motorcycle safety will be funded for FFY 2012. However, a portion of Section 2010 funds has been placed in the Public Information, Outreach, and Training grant for motorcycle safety efforts.

Motorcycle Safety Project: Budget Summary

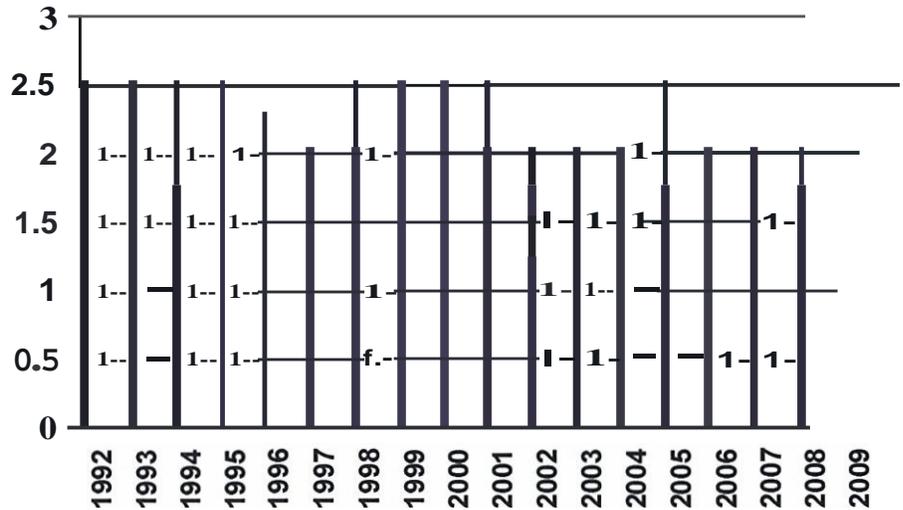
Project Number	Subgrantee	Project Title	Budget	Budget Source
2H12004	South Carolina Department of Public Safety: Office of Highway Safety	Public Information, Outreach and Training	\$126,000	Section 2010
Section 2010 Total			\$126,000	

OCCUPANT PROTECTION

Problem Analysis:

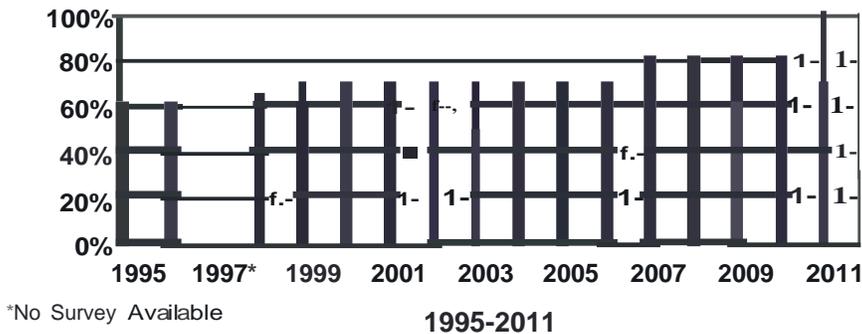
Traffic fatalities are the most severe consequence of motor vehicle collisions; however, even in non-fatal collisions, the cost in human suffering can be severe. According to the National Safety Council's formula for estimating economic loss for traffic collisions, South Carolina experienced a loss of about 2.7 billion dollars in 2009. Economic losses include property damage, medical costs and lost productivity, but do not include intangible costs, such as grief and suffering.

Mileage Death Rate Deaths Per 100 Million Vehicle Miles



State data for 2009 indicate that there were 48,290 reported traffic injuries during the year, compared to 46,925 in 2008. From 1991 through 1996, South Carolina's Mileage Death Rate (MDR) declined from 2.6 to 2.3. After five years of an MDR of 2.3 for the state, it fell to 2.2 in 1997; however, in 1998, the MDR returned to 2.3, increased to 2.4 in 1999 and 2000, and decreased minimally to 2.3 for 2001. South Carolina's MDR decreased slightly again in 2002 to 2.2, then decreased again in 2003 by 9.1% to an all time low of 2.0. In 2004, however, the MDR rose again to 2.11 and was 2.21 for 2005. The MDR fell to 2.08 again for 2006 and 2.11 for 2007 and then South Carolina reached an all time low of 1.86 in 2008 followed by another estimated all time low of 1.63 for 2010. South Carolina's MDR remains substantially higher (44%) than the national rate of 1.3. In addition, in 2009, a traffic crash was reported in South Carolina every 4.9 minutes, with 106,864 crashes reported during the year.

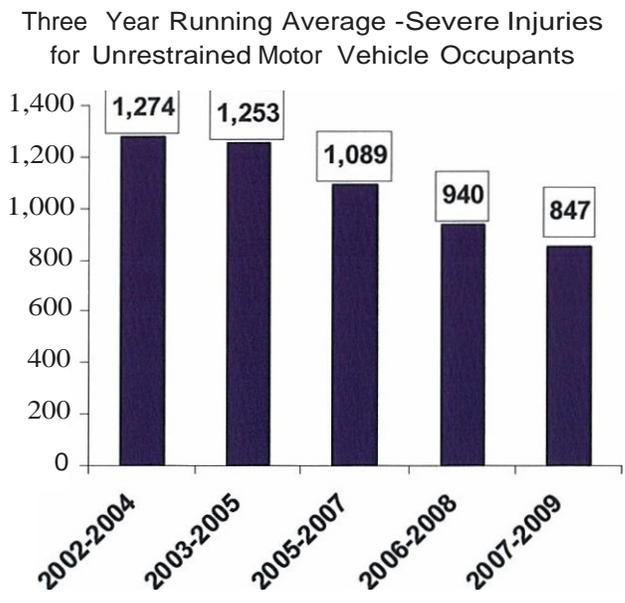
SAFETY BELT USAGE RATE



According to the statewide observational surveys conducted by the University of South Carolina's Statistical Laboratory, safety belt usage for South Carolina has increased from 85.4% in 2010 to 86% in 2011, indicating that 14% of the state's motorists still refuse to obey the state's occupant protection laws. The steady pace can be directly attributed to South Carolina's Memorial Day 2011 high-visibility enforcement mobilization known as *Buckle up, SC. It's the law and it's enforced* and continued efforts on the part of local law enforcement agencies and the South Carolina Highway Patrol in enforcing the State's safety belt law. This trend is consistent with other mobilizations conducted in the state over the past three years. Surveys continue to show that males and minority groups lag behind females and non-minority groups in safety belt use.

The lack of safety belt usage among males, African-Americans, and Hispanics is a major factor that continues to pull the statewide average down. Obviously, there remains a continued need to educate the public as to the benefits of safety belt usage.

Additional information provided by 2009 State data indicates that, of the 254,002 occupants who were involved in traffic crashes (automobiles, vans and trucks), 232,244 were restrained, 253, or 0.11%, of those restrained were killed and 1,719 sustained incapacitating injuries. Of the reported 5,722 unrestrained crash victims, 386, or 6.75%, were killed, and 716 sustained incapacitating injuries. There were 16,036 with restraint usage was unknown. For CY 2009, there were 695 automobile and truck occupants totally ejected during crashes from the vehicles in which they were riding. Of those ejected, 152, or 21.9%, were killed. Of the 249,929 occupants not ejected, 470, or 0.19%, were killed. The percentage of fatalities suffered by ejected occupants was 100 times greater than that of occupants not ejected. As indicated below, according to state data, the three-year average for unrestrained motor vehicle occupants with severe injuries has declined by 9.9%.



For children 0-19, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. From calendar years 2007-2009, 28,829 children under six years of age were motor vehicle occupants involved in traffic crashes in South Carolina. During this three-year period, 27,614 of those children were restrained by some restraint device. These figures indicate a reported compliance rate

with the SC Child Passenger Safety Seat Law of approximately 96%. During the three-year period, 28 occupants under the age of six were killed. Informal surveys indicate that proper usage of child safety seats is less than 15% in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide. Misuse of safety seats may result in death or serious injury to a child.

Attitudinal Survey

In order to assess awareness and the impact of campaign efforts, telephone surveys of South Carolina drivers are conducted before and after the campaigns. The following are survey results from the attitudinal surveys conducted in May 2011 for the safety belt campaign.

Question 1: How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?

According to the survey, a large majority of drivers in South Carolina wear their shoulder belts all the time when driving their primary vehicle: 81.1% of respondents in the pre-campaign survey and 84.2% of those post-campaign said that they wore shoulder belts all the time; 1.6% in the pre-wave and 2.7% in the post-wave reported never wearing shoulder belts. There were differences in shoulder belt usage by type of primary vehicle. Among those whose primary vehicle was a sport utility vehicle, 81.7% reported wearing their shoulder belt all the time, compared to 79.3% of those whose primary vehicle was a pick-up truck, 84.4% of those who usually drive a car, and 79% of those who most often drive a van or mini-van. The wide-spread use of seat belts among South Carolinians is also evident in the responses to the question on the last time respondents did not wear their seat belt when driving. In the pre-campaign survey, 80.3% reported that the last time they did not wear their seat belt was more than a year ago while in the post-campaign survey this percentage was 79%. The percentage who said that the last time they did not wear a seat belt while driving within the past day was 5.9% (pre) and 5.4% (post) and another 6.4% of the pre-campaign and 7.5% of the post-campaign respondents indicated that the last time they did not wear their seat belts was within the past week. Seat belt use in primary vehicles, by South Carolinians apparently transfers to riding in different types of vehicles as well. Following are the pre- and post-campaign percentages, respectively, for wearing a safety belt "all the time" when riding in various types of vehicles: car, 84.4% and 84.4%; pick-up truck, 79.3% and 85.9%; sport utility vehicle, 81.7% and 82.9%; and passenger van or mini-van, 79% and 83.6%. Reported use of seats belts when driving their primary vehicle in the past three months increased in both the pre-campaign and post-campaign surveys. In the pre-campaign survey 10.3% said they had increased their use of seat belts in the past three months and 9.8% of those in the post-campaign survey gave this response; None of the respondents in the pre-campaign survey and 0.2% those in the post-campaign survey said their use of seat belts had decreased during this period. The reasons most frequently cited for increased seat belt use in the pre-campaign survey were seeing accidents, not wanting to get a ticket, pressure from others, and increased awareness of safety. In the post-campaign, the reasons most frequently cited for increased seat belt use were the seat belt law, not wanting to get a ticket, and the influence of other people.

Question 2: What do you think the chances are of getting a ticket if you don't wear your safety belt?

Public perceptions of the likelihood of being stopped by the police for not wearing a safety belt did not change between the pre- and post-campaign surveys. In the pre- and post-surveys, respectively, the percentages of those answering the question about the chances of getting a ticket if you don't wear

your safety belt were as follows: always, 18.7% and 16.2%; most of the time, 27.2% and 31.6%; half of the time, 21.7% and 26.5%; rarely 28.5% and 22%; and never, 3.8% and 3.6%. Similarly, the percentage who said that a driver who is not wearing a safety belt is more likely to be stopped by the police compared to a month ago was 49.7% in the pre-campaign survey and 56.6% in the post.

Question 3: In the past 30 days, have you read, seen or heard something about seat belt law enforcement by police?

In the pre-campaign survey, 18% of respondents said that they had read, seen or heard anything about seat belt law enforcement by police. This percentage increased significantly to 35.8% in the post-campaign survey.

Goals:

1. To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 2 percentage points from the 2011 calendar base year usage rate of 86% to 88% by December 31, 2012.
2. To decrease the three-year (2010-2012) average number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the baseline three-year (2007-2009) average of 428 to 385 by December 31, 2012.
3. To increase the number of grant-funded seat belt citations issued by 5%, from 279,294 in 2010 to 293,259 in 2012.

Objectives:

1. To conduct a paid media campaign to reach the diverse population of the state of South Carolina to address occupant restraint issues in May 2012.
2. To increase the number of fitting stations from 42 to 46 by December 31, 2012.
3. To decrease the number of child deaths for children under six by 10%, from 9 in 2009 to 8 by December 31, 2012.
4. To conduct an outreach effort in conjunction with Child Passenger Safety Week in September 2012.

Performance Measures:

Goals:

1. Statewide observational survey data will be compiled to determine if the belt usage goal has been achieved.
2. A comparison of the 2007-2009 calendar base year average for traffic fatalities will be made to the most current available FARS data.
3. The number of grant-funded seat belt citations issued will be examined and compared to previous year.

Objectives:

1. A final report on the paid media campaign conducted during May 2012 will be maintained.
2. Documentation of the number of fitting stations in South Carolina will be maintained in the grant files.
3. A comparison of the number of child deaths from the previous year will be made to the most current available FARS data.
4. Documentation of all activities in support of Child Passenger Safety Week will be maintained in the grant files.

Strategies:

The following strategies will be implemented to achieve established goals and objectives:

1. Highway Safety staff will issue an interagency agreement to secure a contractor to conduct one (1) statewide observational safety belt usage survey. The survey will be conducted in accordance with NHTSA guidelines.
2. Highway Safety staff, other SCDPS staff and partner agencies/groups will continue a statewide education initiative to inform the citizenry of the State and its visitors about the State's primary enforcement safety belt law. The legislation became effective December 9, 2005. The educational strategies employed in this effort will inform citizens and visitors of the law and emphasize the life-saving potential of the legislation.
3. The Occupant Protection Program Manager, working with all funded projects, will plan and coordinate special public information events during the national safety belt mobilization, National Child Passenger Safety Week, and any other national or regional traffic safety campaigns.
4. Trainings will be offered, such as the 8-hour hands-on CPS training, to those agencies and organizations wanting basic information on child passenger safety. Education will be provided to foster care parents, DSS staff, schools, church organizations, state and local enforcement agencies on child passenger safety.
5. Information encouraging compliance with the state's occupant protection laws will be disseminated through media advisories, alerts, press releases and other related publicity.
6. Special child safety seat inspection clinics will be conducted 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.
7. A high visibility statewide enforcement and education campaign (*Buckle up, SC. It's the law and it's enforced.*) will be conducted to emphasize the importance of and to increase the use of occupant restraints. The campaign will include diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations.
8. A project to increase child safety and booster seat use among the state's minority populations will be continued. Training materials will be translated into Spanish so that seat recipients may understand

the importance of correct installation of occupant restraint hardware. A corresponding effort will be made to increase safety belt use among the State's Hispanic population.

9. A project to expand the use of the Rollover Simulator to effectively provide occupant protection education and outreach to reduce the number of motorists not wearing safety belts.
10. The statewide Occupant Protection Assessment Final Report will continue to be used as a guide for implementing projects and activities. Several of the recommendations are being implemented through the grant to the SC Department of Health and Environmental Control (SCDHEC), such as organizing and supporting a state coalition dedicated to occupant protection and conducting seat belt observational surveys at the county and local levels.

PROJECTS TO BE IMPLEMENTED:

Project Number: 2HI2002

Subgrantee: SC Department of Public Safety: Office of Highway Safety

Project Title: Occupant Protection Program Management

Project Description: The project will continue the employment of an Occupant Protection Program Manager (OPPM) to administer all Section 402 and Section 405 funded occupant protection highway safety grants during the course of the grant year. The project will also partially fund an Administrative Assistant, a Senior Accountant, and a Fiscal Technician to assist with the administrative and financial functions of the occupant protection highway safety grants. Specific activities of the OPPM will include coordinating the planning and coordinating special public information events during *Buckle Up, America! Week* in May 2012, and the *National Child Passenger Safety Awareness Week* in September 2012; and 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 2012.

Budget: The project will fund Personnel @ \$99,590 (includes salaries and fringe benefits for one [1] Occupant Protection Program Manager, one [1] Administrative Assistant [20%], one [1] Senior Accountant [22.5%], and one [1] Fiscal Technician [22.5%]); Contractual Services @ \$550,000 (includes utilizing the services of the agency contractor to develop, plan and implement a statewide public information and educational program focusing on the State's primary enforcement safety belt law and a statewide safety belt survey); Travel @ \$1,000 (includes in-state lodging, meals, transportation and parking); Equipment @ \$500 (includes one [1] desktop computer at 20%); and Other @ \$23,595 (includes indirect costs, postage/shipping, office supplies, CPS Technician fees, printed materials and supplies, copy equipment rental, Enterprise Software maintenance/data supplies, tort insurance, telephone costs, maintenance supplies, aircard and meeting room costs).

Project Number: 2H12022
Subgrantee: SCDPS: Highway Patrol
Project Title: SCHP Occupant Protection Education and Outreach Program

Project Description: The project will purchase two additional Rollover Simulators and related equipment. The applicant will develop a plan that will outline the specific areas of the three regions to target. The Plan will prioritize, based upon the greatest areas of need, the possible venues to most effectively provide occupant protection education and outreach in an effort to reduce the number of motorists not wearing their seat belts who are involved in fatal traffic collisions. Possible venues may include festivals/fairs, schools (especially High Schools) and large presentations, such as the ones conducted by the CROs at the Charleston Air Force Base with 2,000 participants. The Rollover Simulator Demonstration Plan will be updated as the need arises. Once a plan is developed and approved for implementation, the HP will begin occupant protection education and outreach activities using the grant-purchased equipment.

Budget: The project will fund Equipment @ \$83,200 (includes two [2] rollover truck-type units and two [2] PA systems); and Other @ \$4,735 (includes three [3] dummies, two [2] simulator unit covers, two [2] stainless steel stanchions, two [2] sets of stanchion ropes, two [2] extension cords, and one [1] magnetic board with stand & double sets of lettering).

Project Number: 2H12034
Subgrantee: SC Department of Health and Environmental Control
Project Title: Giving Safety a Boost in South Carolina III

Project Description: The project will maintain a Program Assistant and Program Coordinator to support efforts to prevent injuries and deaths to children and adults in South Carolina caused by motor vehicle crashes through a partnership among the SC Department of Public Safety (SCDPS), SC Department of Health and Environmental Control (SCDHEC) and various other safety partners. The main focus of the project will be to educate and train public health agency staff, parents and caregivers concerning Child Passenger Safety (CPS) and occupant restraint usage. The Diversity Outreach portion of the project will focus on populations (Hispanic/Latino, African American) that buckle up less than their non-minority counterparts. Community education will be conducted through the following channels: media, localized training, and safety seat check-up events throughout the state. Research confirms that safety belt use remains low among African Americans, and the non-use or misuse of seat belts is emerging as a significant public health issue among Hispanics. A recent study examined motor vehicle fatality exposure rates and found that, although African Americans and Hispanic male teenagers travel fewer vehicle miles than their white counterparts, they are nearly twice as likely to die in a motor vehicle crash.

Budget: The project will fund Personnel @ \$90,450 (includes salaries and fringe benefits for two [2] Program Coordinators); Travel @ \$10,039 (includes mileage, per diem, lodging, and conference registration); Equipment @ \$2,000 (includes two [2] desk top computers and two [2] printers); and Other @ \$40,426 (includes storage units, indirect cost, child safety seats, office supplies, cell phone service/air cards, printing supplies, two [2] printers and training supplies).

Occupant Protection: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H12002	South Carolina Department of Public Safety: Office of Highway Safety	Occupant Protection Program Management	\$124,685/ \$550,000	Section 402 Section 405
2H12022	SC Department of Public Safety / Highway Patrol	Occupant Protection Education and Outreach Program	\$87,935	Section 402
2H12034	SC Department of Health and Environmental Control	Giving Safety a Boost in South Carolina II	\$140,515	Section 402
402 Total			\$353,135	
405 Total			\$550,000	
Total All Funds			\$746,344	

POliCE TRAFFIC SERVICES/SPEEDENFORCEMENT

Problem Analysis:

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.

Historically, law enforcement agencies, due to limited resources and staff, have been selective in traffic enforcement efforts by providing maximum enforcement at selected times and in selected areas. Several local law enforcement agencies have initiated selective traffic enforcement programs to increase DUI enforcement during high incident hours when the intoxicated driver is most likely to be on the road. There have also been speed saturation patrols and special efforts focusing on occupant protection usage and enforcement.

The Office of Highway Safety has assisted numerous law enforcement agencies by providing grant funds for the establishment of full-time traffic enforcement units. When traffic units are developed, they have included comprehensive enforcement and public education programs. A comprehensive traffic enforcement effort, involving such components as selective enforcement, public education activities, and accountability standards, creates a noticeable improvement in highway safety. Law enforcement agencies have not only implemented selective DUI enforcement, but also traffic speed enforcement and occupant protection enforcement. Traffic officers and deputy sheriffs have received training in radar operations and in occupant protection issues. They have then incorporated speed detection and detection of safety belt/child restraint violations as the other major components of their programs. It should be noted that on many occasions a speed violation results in a more severe violation, such as driving under suspension, DUI, or other serious criminal violations. Many law enforcement personnel that serve on traffic enforcement units have also received advanced training in crash investigation and reconstruction. In fact, many are certified Reconstructionists.

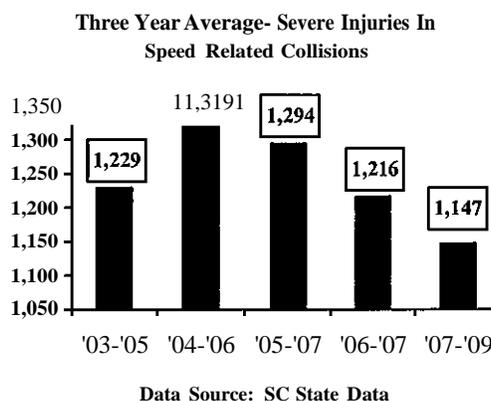
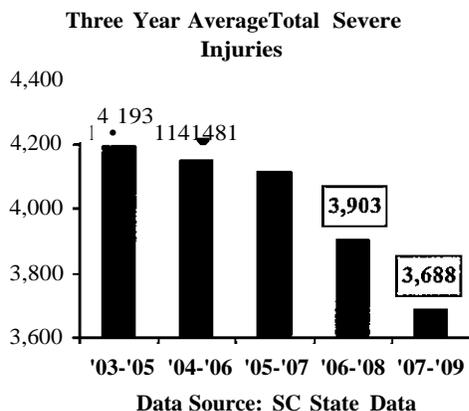
In order to remain state-of-the-art in law enforcement, personnel must be given the opportunity to receive specialized training, not only in the latest traffic enforcement techniques, but in the proper operation of equipment as well. South Carolina is fortunate to have an excellent Criminal Justice Training Academy and a close relationship with certain national training institutions. Several departments in South Carolina have been recipients of improved traffic enforcement programs, because officers have received specialized training in the areas of advanced collision reconstruction and investigation, in breathalyzer and radar operations, and in managing a selective traffic enforcement program. Such training initiatives will be continued in FFY 2012.

There is a continued need to support the establishment and enhancement of specialized traffic enforcement units in agencies statewide. Data indicate that the majority of fatal crashes occur in rural areas, while urban areas experience the highest number of all traffic collisions. Many of the fatal crashes in rural areas tend to involve a single vehicle, while in urban areas multiple units are often involved.

While speed, impaired driving, and strong occupant protection enforcement must remain top priorities for law enforcement personnel, other hazardous driving habits that are major factors in causing traffic

crashes must also be addressed through appropriate enforcement interventions. According to state data files, in South Carolina, driver inattention was a contributing factor in 57,167 crashes, including 172 fatal crashes and 15,478 injury crashes from 2007-2009. From 2007-2009, following too closely was a contributing factor in 28,344 crashes, including 4 fatal crashes and 6,860 injury crashes. In addition, failure to yield the right-of-way caused 68,752 crashes, including 292 fatal crashes and 22,011 injury-related crashes during the three-year period. From 2007-2009, disregarding signs/signals was a contributing factor in 17,802 crashes, including 126 fatal crashes and 7,071 injury crashes. Improper lane changes contributed to 20,310 crashes, including 42 fatal crashes and 3,193 injury crashes. These reckless driving habits are the causes of a substantial number of traffic collisions. Law enforcement should take steps to prevent traffic crashes through a combination of strict traffic enforcement and public education.

The following charts show the three-year average from 2007-2009 for total severe injuries declined by 5.5% from the 2006 to 2008 average. The three-year average for speed-related collisions declined by 5.6% from the 2006 to 2008 average.



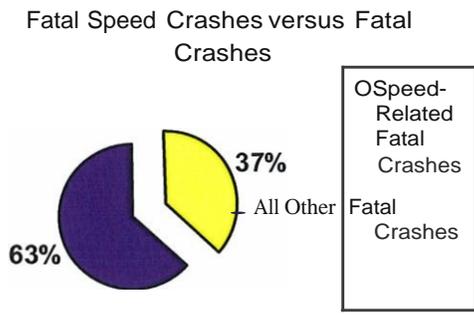
In the state of South Carolina, driving under the influence (DUI) of alcohol with a BAC > .08 was by far the leading contributing factor of fatal crashes in 2009. According to NHTSA's imputed DUI statistics, 377 fatalities were Dill-related. From 2007-2009, 1,241 people were killed in South Carolina in DUI (BAC =.08+) crashes. (NHTSA's 2010 data is not yet available).

Alcohol enforcement programs involve complex traffic enforcement issues. First, an effective traffic records system must be available in order to identify problem areas, track case dispositions, and analyze final results. The traffic officers assigned to such programs must be highly trained and skilled in order to detect a potential DUI. They must be able to administer proper field sobriety tests, videotape the suspect, supervise administration of the breath test during booking proceedings, and provide adequate case documentation for court presentation.

Traffic enforcement efforts in DUI detection, apprehension, and conviction can be enhanced through the use of up-to-date equipment. Most law enforcement agencies are in need of innovative equipment, such as the passive breath test devices and in-car video cameras, which enable the traffic officer to videotape all traffic violations. These devices, along with advanced training, increased concentrations of personnel and strong educational programs, are means by which South Carolina's traffic collisions and injuries can be reduced.

In South Carolina, as well as throughout the nation, motorists are faced with varying mandatory posted speed limits. There are hundreds of miles of interstate highways in South Carolina that have posted speed limits of 70 miles per hour. In certain areas, the speed limit decreases dramatically, and motorists must adapt vehicle speed, not just to posted changes, but to environmental conditions as well.

One of the five leading contributing factors in fatal collisions in 2009 was speeding. According to NHTSA there were 337 fatalities in speeding-related crashes in 2009. This accounted for 36.5% of fatalities. Based on state data for 2009, 30.3% (9,615) are injury-related crashes.



Speed is a factor in numerous other crashes, and crash severity increases based on the speed at impact. Chances of death or serious injury double for every 10 MPH a vehicle travels over 50 MPH. Nationally, speed is a factor in the deaths of 1,000 Americans a month. The estimated economic costs to society of speed-related crashes are \$40 billion per year. One-third of the health care costs of motor vehicle crash injuries are paid by tax dollars. The number of speed-related crashes has been on the decrease over the past five-year period; however, the problem is still significant and must be addressed through both enforcement and education efforts.

Because of concern for compliance with the speed limit, both local and statewide programs must be continued in order to improve enforcement capabilities and increase public awareness, with the primary concern being reduction of fatalities and injuries. Few drivers view speeding as an immediate risk to their personal safety; however, speeding reduces a driver's reaction time and ability to steer safely around curves on highways or objects in the roadway. It extends the distance necessary to stop a vehicle, increases the distance a vehicle travels while a driver reacts, and reduces the effectiveness of the vehicle's safety features.

To be effective, speed enforcement efforts must be complemented by focused public information and education efforts, which address common driver perspective on this subject. These efforts contribute to public support for speed enforcement and create an understanding of the dangers of speeding.

The following chart indicates the counties in the state that have experienced the highest number of speed and too fast for conditions fatal and severe injury crashes according to state data.

**Top Fifteen Counties for Speed/Too Fast for Conditions
Fatal and Severe Crashes: South Carolina 2007-2009**

County	2007	2008	2009	Total
Richland	99	56	83	238
Charleston	101	77	58	236
Horry	101	64	63	228
Anderson	81	56	63	200
Greenville	89	43	60	192
Berkeley	53	44	51	148
Spartanburg	54	47	33	134
York	44	42	46	132
Aiken	38	22	46	106
Dorchester	31	27	43	101
Laurens	40	35	26	101
Florence	37	29	32	98
Orangeburg	26	29	37	92
Beaufort	37	35	16	88
Lexington	34	25	28	87

Attitudinal Survey

In order to assess awareness and the impact of campaign efforts, telephone surveys of South Carolina drivers are conducted before and after DUI enforcement crackdown and safety belt and child passenger safety enforcement crackdown campaigns. The following are survey results from the attitudinal surveys conducted in May 2011 for the safety belt campaign.

Question 1: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph – most of the time, half the time, rarely, never.

According to the survey, in terms of driving above the speed limit, 5.7% of respondents said that they always drove above 35 miles per hour on a local road with a speed limit of 30 MPH; 14.8% said that they drove above 30 MPH most of the time; 18.5% did so about half the time; 43.2% rarely drove above this speed; and 17.8% said they never drove above 35 MPH on a local road with a speed limit of 30MPH.

Question 2: On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph- most of the time, half the time, rarely, never.

A number of South Carolina drivers also report driving above the speed limit on a road with a speed limit of 65 miles per hour. The percentages who said they drove above 70 miles per hour on such a road were as follows: always, 1.7%; most of the time, 13.7%; half of the time, 18.2%; rarely 38.6%; and never, 27.8%.

Question 3: In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

Slightly less than half of those surveyed (46%) reported that they had seen, heard, or read anything in the past 30 days about speed enforcement by police.

Question 4: What do you think the chances are of getting a ticket if you drive over the speed limit?

Drivers' perceptions of the chances of a person who is driving over the speed limit getting a ticket are much lower than the perceived likelihood that a person who drives after drinking alcohol will get arrested. About 14.2% thought that a person who is speeding will always get a ticket, while 31.1% said they would get a ticket most of the time; 31.6% felt they would do so about half the time; 22.1% believed they would rarely get a ticket; and 0.9% thought they never would.

Goals:

1. To decrease the three-year (2010-2012) average number of speed-related fatalities by 10% from the baseline three-year (2007-2009) average of 380 to an average of 342 by December 31, 2012.
2. To decrease the three-year (2010-2012) average number of drivers age 20 or younger involved in fatal crashes by 10% from the baseline three-year (2007-2009) average of 146 to 131 by December 31, 2012.
3. To decrease the three-year (2009-2011) average number of serious traffic injuries by 5% from the baseline three-year (2007-2009) average of 3,688 to 3,504 by December 31, 2012.
4. To increase the number of grant-funded speeding citations issued by 5%, from 482,403 in 2010 to 506,523 in 2012.

Objectives:

1. To decrease the number of speed-related traffic fatalities by 5%, from 337 in 2009 to 320 by December 31, 2012.
2. To decrease speed-related serious injury crashes by 5%, from 855 in 2009 to 812 by December 31, 2012.
3. To maintain the sixteen (16) Law Enforcement Networks throughout FY 2012.

Performance Measures:

Goals:

1. A comparison of the 2007-2009 calendar base year average for speed-related fatalities will be made to the most current available FARS data.
2. A comparison of the 2007-2009 calendar base year average for number of drivers age 20 or younger involved in fatal crashes will be made to the most current available FARS data.
3. A comparison of the 2007-2009 calendar base year average for serious traffic injuries will be made to the most current available FARS data.
4. The number of grant-funded speeding citations issued will be examined and compared to previous year.

Objectives:

1. A comparison of the number of speed-related fatalities from the previous year will be made to the most current available FARS data.
2. A comparison of the number of speed-related serious injury crashes from the previous year will be made to the most current available statewide data.
3. Continue to provide funding to Law Enforcement partners to assist with providing tools for effective traffic enforcement activities.

Strategies:

The following strategies will be implemented to achieve project goals:

1. PTS projects will be developed and implemented in 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 alcohol and/or speed-related traffic collisions and fatalities.
2. Law Enforcement Networks will continue to meet to share information among agencies, to disseminate information from the Office of Highway Safety, and to conduct multi-jurisdictional traffic enforcement activity.
3. More than 200 public safety checkpoints will be scheduled and conducted by police traffic services and alcohol countermeasures subgrantees during FFY 2011.
4. Traffic safety enforcement units will be continued and established in sheriffs offices in priority counties.
5. Educational programs will be developed to accompany traffic enforcement and Dill enforcement projects to increase community awareness of traffic safety-related issues.
6. Traffic safety enforcement programs throughout the state will participate in Law Enforcement Networks established in the 16 Judicial Circuits in South Carolina.
7. Traffic safety enforcement projects will participate in statewide and national highway safety emphases and enforcement crackdown programs.
8. A continuation grant project will focus on the Traffic Safety Officer curriculum in the state and develop a Traffic Safety Instructor program, and will include providing instruction in the following classes: Detection and Standardized Field Sobriety Testing (SFST), Dill Detention and SFST Instructor; SFST Recertification; Speed Measurement Device Instructor, RADAR/LIDAR; Speed Measurement Device Operator, RADAR/LIDAR; Speed Measurement Device Instructor, LIDAR; Speed Measurement Device Operator, LIDAR; Speed Measurement Device Recertification; RADAR and/or LIDAR; At-Scene Traffic Collision Investigation; Technical Traffic Collision Investigation; Traffic Collision Reconstruction; Motorcycle Collision Investigation; Pedestrian and Bicycle Collision Reconstruction; Safe And Legal Traffic Stops (SALTS); Courtroom Preparation

and Testifying in Traffic Cases; Data Master DMT Operator Certification; and Data Master DMT Operator Recertification.

9. Section 1906 funds will be used to develop training programs to identify racial profiling practices and how to recognize, manage, and possibly prevent these practices from occurring for two distinct target audiences. The target audiences will be 1) State and local law enforcement executives and 2) State and local law enforcement supervisory personnel. The supervisory personnel trainings will also include a train-the-trainer component. The cost of the project is anticipated to be approximately \$200,000. An additional \$200,000 will be used to purchase hardware for local law enforcement agencies to collect and maintain data on traffic stops.
10. The State Transport Police, in conjunction with the OHS, the Federal Motor Carrier Safety Administration and the SC Highway Patrol, will implement a TACT (Ticketing Aggressive Cars and Trucks) Program enforcement initiative in the state during FFY 2012.

PROJECTS TO BE IMPLEMENTED:

Project Number: 2H12005

Subgrantee: SC Department of Public Safety: Office of Highway Safety

Project Title: Police Traffic Services (PTS) Program Management

Project Description: The project will continue the employment of a Police Traffic Services (PTS) Program Manager to administer PTS highway safety grants during the course of the grant year. The project will also partially fund an Administrative Assistant, a Senior Accountant, and a Fiscal Technician to assist with the administrative and financial functions of the police traffic services highway safety grants. The PTS Program Manager will also be responsible for the ongoing development of innovative PTS programs regarding highway safety in target areas of the State. Additionally, the Police Traffic Services Program Manager will formalize traffic enforcement coordination, communication, and evaluation measures statewide and expand the development of specialized traffic enforcement units.

Budget: The project will fund Personnel @ \$100,055 (includes salaries and fringe benefits for one [1] Police Traffic Services Program Manager, one [1] Administrative Assistant [20%], one [1] Senior Accountant [22.5%], and one [1] Fiscal Technician [22.5%]); Contractual Services @ \$392,522 (includes Section 1906 funds to conduct prohibiting racial profiling training); Travel @ \$2,000 (includes in-state lodging, meals, parking and transportation); Equipment @ \$500 (includes one [1] desktop computer at 20%); and Other@ \$12,295 (includes indirect costs, office supplies, phone, printing and duplication, postage, tort insurance, room rental and meeting room costs, copy equipment rental, Enterprise Software maintenance/data supplies, educational materials, maintenance supplies, and air card fees.)

Project Number: 2H12007

Subgrantee: SC Department of Public Safety: Office of Highway Safety

Project Title: Law Enforcement Coordination

Project Description: The project will fund two Field Law Enforcement Liaison (LEL) positions within the Office of Highway Safety. The LELs will continue to develop and maintain the Law Enforcement Network system, will work to establish and maintain relationships between the OHS and law enforcement agencies around the state, and will garner law enforcement support of and participation in statewide enforcement mobilization campaigns. The project will also provide Law Enforcement Network mini-grants to the established networks around the state. The networks will serve as a key component of both the *Sober or Slammer!/Drive Sober or Get Pulled Over*. Sustained Enforcement initiatives and the *Buckle up, South Carolina. It's the law and it's enforced.* campaign. The project will also partially fund an Administrative Assistant, a Senior Accountant, and a Fiscal Technician to assist with the administrative and financial functions of the Law Enforcement Coordination highway safety grant and the Law Enforcement Network mini-grants.

Budget: The project will fund Personnel@ \$183,210 (includes salaries and fringe benefits for two [2] Field Law Enforcement Liaison positions, one [1] Administrative Assistant [20%], one [1] Senior Accountant [22.5%], and one [1] Fiscal Technician [22.5%]); Contractual Services @ \$10,000 (includes contracting for LEN Coordinator's meetings); Travel@ \$8,000 (includes in-state lodging, meals, registration and transportation for the two [2] Field Law Enforcement Liaison positions and out-of-state lodging, meals, registration and transportation for training conferences); Equipment @ \$20,500 (includes eight [8] radars and one [1] desktop computer at 20%); and Other @ \$509,090 (includes indirect costs, plaques and recognition certificates, printing and duplication, office phone, postage, education and training materials, copy equipment rental, Enterprise Software maintenance/data supplies, tort insurance, office supplies, DUI Awards Ceremony law enforcement incentives, registration fees, cell phone service, SCLen clothing, Law Enforcement Network mini-grants [\$28,000 per SCLen], LEL vehicle fuel, LEL vehicle insurance, LEL vehicle maintenance, two [2] monthly mobile radio costs, maintenance supplies, and air card fees).

Project Number: 2H12008

Subgrantee: Columbia Police Department

Project Title: Enhancement of Traffic Division

Project Description: The project will enhance the current traffic unit with the addition of two grant-funded officers to provide enforcement and education of traffic laws to reduce traffic collisions in number and severity. The Traffic Unit will conduct rolling patrols on heavy volume roadways during peak hours for maximum visibility to motorists. Additionally, the Unit will conduct enforcement at high collision intersections with specific attention at or near the high collision, or most severe collision intersections during the time of day that most collisions occur. Public safety checkpoints will also be conducted as an enforcement strategy.

Budget: The project will fund Personnel@ \$148,221 (includes salaries and fringe benefits for two [2] traffic officers); Equipment@ \$75,476 (includes two [2] patrol vehicles, two [2] light bars, two [2] mobile radios, two [2] radars, and two [2] in-car cameras); and Other@ \$4,928 (includes two [2] rechargeable flashlights, office supplies, eighteen [18] traffic cones, two [2] vehicle cages, two [2] front end vehicle protectors, two [2] OHS required decals, and two [2] digital cameras).

Project Number: 2H12009
Subgrantee: City of Rock Hill
Project Title: City of Rock Hill Traffic Enforcement Unit

Project Description: The project will add two (2) grant-funded officers to the existing Traffic Enforcement Unit. In addition to combating traffic issues, the police department is dedicated to preventative efforts through educational outreach. The Traffic Enforcement Unit will enforce all traffic-related activities, which will include enforcement of all traffic laws. This will be accomplished through evaluation of high collision areas, patrolling roadways with heavy traffic flow, issuing citations for traffic violations, and implementing traffic safety checkpoints and saturation efforts throughout the city of Rock Hill.

Budget: The project will fund Personnel@ \$108,452 (includes salaries and fringe benefits for two [2] traffic officers); Travel@ \$48,000 (includes enforcement mileage); Equipment@ \$81,800 (includes two [2] radars, two [2] in-car digital video cameras, two [2] portable radios, two [2] light packages, two [2] mobile radios, and two [2] police vehicles); and Other @ \$9,696 (includes two [2] digital cameras, two [2] passive alcohol sensors, two [2] stop sticks, two [2] GPS devices, two [2] cell phone services, two [2] sirens, two [2] push bumpers, and two [2] safety barriers).

Project Number: 2H12012
Subgrantee: Dorchester County Sheriff's Office
Project Title: Dorchester County Traffic Enforcement Unit

Project Description: The project will hire two traffic officers to expend 100% of their time in the enforcement of traffic laws in Dorchester County. This will be accomplished through evaluation and identification of high collision areas, patrolling roadways with heavy traffic flow, issuing citations for traffic violations, and implementing traffic safety checkpoints and saturation efforts throughout Dorchester County. The Traffic Unit will actively participate in special traffic enforcement efforts, to include serving as active members of the LEN, participating in the countywide implementation of traffic safety checkpoints and saturation efforts, working with other LEN members in multi-jurisdictional traffic enforcement activity and concentrating enforcement activities where collisions and/or specific types of violations are occurring. Special enforcement activity will be conducted during the entire grant period. The Traffic Unit will conduct educational presentations on traffic safety issues for schools, civic groups, churches, and businesses within Dorchester County. The presentations will include a thorough explanation of the traffic problems being experienced in the county and the countermeasures being implemented by the Dorchester County Sheriffs Office's Traffic Unit.

Budget: The project will fund Personnel @ \$117,640 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$24,240 (includes enforcement mileage); Equipment @ \$73,440 (includes two [2] vehicles, two [2] light bars, two [2] in-car mobile video cameras, two [2] hand-held radars, and two [2] vehicle radios); and Other @ \$9,332 (includes OHS required vehicle decals, cell phone service, educational supplies, two [2] traffic safety vests, two [2] vehicle passenger transportation cages, two [2] power control centers, two [2] siren speakers, eight [8] traffic cones, two [2] push bumpers, two [2] fire extinguishers, two [2] electronic sirens, two [2] stop sticks, two [2] vehicle radio fees, and two [2] first aid/bio-hazard spill kits).

Project Number: 2HI2013

Subgrantee: Lexington Police Department

Project Title: Town of Lexington Enhancement of Police Traffic Services

Project Description: The project will expand the current Traffic Unit by hiring two additional traffic officers to dedicate 100% of their time to enforcement of traffic laws in and around the Town of Lexington. The traffic officers will support the Law Enforcement DUI Challenge of the SC Department of Public Safety based on the schedule outlined by the Office of Highway Safety. This will include additional nights of enforcement activity during two DUI mobilization crackdowns during the Christmas/New Year's holidays of 2011-2012 and during the days leading up to and including the Labor Day holiday of 2012. The Traffic Unit will also fully participate in enforcement, education and media activities associated with the state's occupant protection enforcement crackdown leading up to and including Memorial Day 2012 and other national campaign emphases including National Child Passenger Safety Week in September 2012.

Budget: The project will fund Personnel@ \$122,091 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$500 (includes enforcement mileage); Equipment @ \$81,960 (includes two [2] police vehicles, two [2] 800 Mhz mobile radios, two [2] 800Mhz walkie talkies, two [2] light bars, two [2] in-car video units, and two [2] in-car radars); and Other @ \$10,460 (includes siren speakers, cell phone service, 800 Mhz airtime & activation, two [2] push bumpers, stop sticks, traffic cones, office supplies, DVD disc's, OHS required decals, two [2] vehicle cages, two [2] vehicle headlight flashers, two [2] vehicle anti-theft devices, and two [2] fire extinguishers).

Project Number: 2H12014

Subgrantee: South Carolina Criminal Justice Academy

Project Title: Traffic Safety Officer Program

Project Description: The project will maintain the four currently-funded Traffic Safety Officer (TSO) Instructors to help reduce fatalities and injuries on the state's roadways by providing comprehensive traffic enforcement/investigative training to the state's traffic law enforcement officers. The Traffic Safety Officer program will track the training of all traffic law enforcement officers and promote ongoing training as their careers progress. Primary responsibilities of the Traffic Safety Liaisons include developing, monitoring, and assessing both traffic-related training and activities throughout the state. The TSO Liaisons instruct in specific areas of current traffic topics and issues. These individuals develop traffic programs and initiatives to be presented around the state through the CJA Regional Training system. The TSO Liaisons review and evaluate the value of the training and special program aspects of this initiative.

Budget: The project will fund Personnel@ \$213,437 (includes salaries and fringe benefits for four [4] Instructor Training Coordinator II positions); Travel@ \$22,440 (includes per diem, lodging, and air fare/car rental); Equipment @ \$4,000 (includes two [2] Laptop Computers); and Other @ \$104,955 (includes indirect cost, promotional items, educational/training materials, print costs, TSO Conference, registration/tuition fees, and TSO/TSI award items).

Project Number: 2H12018
Subgrantee: Summerville Police Department
Project Title: Traffic Enforcement Unit Enhancement

Project Description: The project will enhance the Summerville Police Department's Traffic Enforcement Unit with the addition of two officers who will conduct speed enforcement initiatives, DUI and intersection saturation patrols, and participate in community safety and education events. Additional officers will allow the unit to reduce injuries and collisions by increasing speed enforcement measures and allowing additional saturation patrols for DUI and intersection violations.

Budget: The project will fund Personnel@ \$109,880 (includes salaries and fringe benefits for two [2] traffic officers); Equipment@ \$27,394 (includes two [2] in-car digital camera systems, two [2] two-way digital radios/walkie talkies, two [2] radars, and two [2] laptops); and Other @ \$585 (includes two [2] rechargeable flashlights, two hundred [200] DVD's, and administrative supplies).

Project Number: 2H12020
Subgrantee: West Columbia Police Department
Project Title: West Columbia Traffic Safety Project

Project Description: The project will hire two traffic enforcement officers to dedicate 100% of their time to traffic enforcement. The unit will follow a work schedule that is driven by high incidence hours for both speeding violations and impaired driving. The hours will vary depending on special events and specific needs. Additionally, the unit will focus on areas of the city where alcohol and drug usage are known to be problematic. The traffic unit will only be utilized for its stated purpose, and the schedules will vary depending on special traffic enforcement needs that are pre-determined by the Department. Speeding enforcement, DUI/impaired driving detection, checkpoints, and educational activities are the focus of the unit. Additionally, the unit will work with the Department's public information officer to conduct public awareness efforts aimed at increasing occupant restraint usage and to make the public aware of the Department's commitment to traffic safety.

Budget: The project will fund Personnel@ \$118,960 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$20,200 (includes enforcement mileage); Equipment @ \$76,000 (includes two [2] vehicles, two [2] mobile handheld radios, two [2] in-car digital video camera systems, two [2] in-car radar systems, and two [2] vehicle light bar packages); and Other@ \$6,275 (includes two [2] vehicle transportation security screens, two [2] siren/speaker packages, two [2] fire extinguishers, dvd's/cases, summons books, mobile radio service, stackable traffic cones, two [2] vehicle consoles with brackets, two [2] OHS required vehicle decals, two [2] push bumpers and two [2]law enforcement supplies).

Project Number: 2H11023
Subgrantee: Beaufort County Sheriffs Office
Project Title: Beaufort County Traffic Enforcement Team

Project Description: The project will expand the traffic enforcement unit by hiring an additional officer. The grant-funded officer will utilize 100% of his/her time in the enforcement of traffic laws in Beaufort County. This will be accomplished through evaluation and identification of high collision areas, patrolling roadways with heavy traffic flow, issuing citations for traffic violations, and implementing traffic safety checkpoints and saturation efforts throughout Beaufort County. The grant-funded officers will actively participate in special traffic enforcement efforts, to include serving as active members of the LEN. Special Enforcement activity will be conducted during the entire grant period.

Budget: The project will fund Personnel @ \$59,486 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$12,500 (includes enforcement mileage); and Other @ \$3,025 (includes office supplies, cellular phone service, educational supplies, and digital memory card).

Project Number: 2H12031
Subgrantee: Spartanburg Public Safety Department
Project Title: City of Spartanburg's Collision Reduction through Enforcement

Project Description: The project will hire a grant-funded officer to enhance traffic enforcement in the City of Spartanburg. The Traffic Enforcement Officer will complete directed enforcement. Spartanburg Public Safety Department will participate in the South Carolina Law Enforcement Network, and the *Sober or Slammer!* Sustained DU1 Enforcement campaign. The grant-funded officer will participate in special enforcement and education activities in support of national and statewide highway safety initiatives, to include *BUSC* (May), National Child Passenger Safety Week (September) and all aspects of the *Sober or Slammer!* sustained DU1 enforcement campaign.

Budget: The project will fund Personnel @ \$42,624 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$5,600 (includes enforcement mileage); Equipment @ \$35,943 (includes one [1] police vehicle, one [1] in-car digital video camera, one [1] radar plus installation, and one [1] emergency lighting system); and Other @ \$3,337 (includes office supplies, education supplies, vehicle markings, one [1] radio, one [1] vehicle partition, and window bars).

Project Number: 2H12032
Subgrantee: Berkeley County Sheriffs Office
Project Title: Berkeley County Traffic Enforcement Unit

Project Description: The project will hire two traffic officers to expend 100% of their time enforcing traffic laws in Berkeley County. The Berkeley County Traffic Unit will actively participate in special traffic enforcement efforts, to include the Law Enforcement Network, traffic safety checkpoints, saturation patrol efforts, and concentrating enforcement activities where collisions and/or special types of violations are occurring. The Berkeley County Traffic Unit will actively participate in special traffic enforcement efforts, to include serving as active members of the Law Enforcement Network, participating in the countywide implementation of traffic safety checkpoints and saturation efforts, working with other Law Enforcement Network members in multi-jurisdictional traffic enforcement activity and concentrating enforcement activities where collisions and special types of violations are occurring.

Budget: The project will fund Personnel @ \$91,384 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$24,000 (includes in-state travel for patrol mileage); Equipment @ \$83,651 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] vehicle mobile radios, two [2] emergency equipment/light bars, two [2] laptop computers/wireless, and two [2] handheld radios); and Other @ \$8,541 (includes two [2] siren/speakers, two [2] push bumpers, two [2] transportation cages, two [2] power control consoles, two [2] spikes/stop sticks, two [2] barcode readers, two [2] in-car thermal printers, two [2] wireless air cards, office supplies, two [2] reflective vests, and two [2] fire extinguishers).

Project Number: 2H12033
Subgrantee: Lancaster County Sherifrs Office
Project Title: Lancaster County Traffic Enforcement Unit

Project Description: The project will hire two traffic officers to dedicate 100% of their time to traffic enforcement. The Traffic Unit will work nights, including weekend nights in regular patrol, saturation patrol and sobriety checkpoint enforcement activity. The Traffic Enforcement Team will conduct saturation patrols in areas determined to have the highest frequency of crashes and place extra emphasis on special school functions such as prom night, sporting events, holiday break periods, and graduation week. Calls of concern from citizens and other problems identified by the Sheriff's Office will also determine saturation efforts. The Traffic Enforcement Team will also concentrate enforcement efforts on violations and behaviors known to correspond with impaired driving. The Traffic Enforcement Team will actively participate in special traffic enforcement efforts, to include the Eighth Circuit Law Enforcement Network. All aspects of the *Sober or Slammer!* campaign will also be conducted by the Traffic Enforcement Team.

Budget: The project will fund Personnel @ \$94,246 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$42,000 (includes enforcement mileage); Equipment @ \$75,000 (includes two [2] police vehicles, two [2] in-car digital video cameras, two [2] in-car radars, two [2] vehicle light bar packages, two [2] mobile walkie talkies 800Mz, two [2] laptop computers and accessories); and Other@ \$15,350 (includes DVDs for in-car videos, transport cages for vehicles, two [2] sirens and speakers, two [2] push bumpers, two [2] in-car radios, office supplies, checkpoint supplies, two [2] flashlights, education supplies, two [2] cell phone services, two [2] GPS devices, stop sticks, and ten [10] traffic cones).

police Traffic Semces Program Area: BudgetSummary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H12005	SC Department of Public Safety: Office of Hi2hway Safety	Police Traffic Services (PTS) Program Mana2ement	\$114,850/ \$392,522	Section 402/ Sect. 1906
2H12007	SC Department of Public Safety: Office of Hi2hway Safety	Law Enforcement Coordination	\$730,800	Section 402
2H12008	Columbia Police Department	Enhancement of Traffic Division	\$228,625	Section 402
2H12009	City of Rock Hill	City of Rock Hill Traffic Enforcement Unit	\$247,948	Section 402
2H12012	Dorchester County Sheriff's Office	Dorchester County Traffic Enforcement Unit	\$224,652	Section 402
2H12013	Lexington Police Department	Town of Lexington Enhancement of Traffic of Police Traffic Services	\$215,011	Section 402
2H12014	SC Criminal Justice Academy	Traffic Safety Officer Pro2ram	\$344,832	Section 402
2H12018	Summerville Police Department	Traffic Enforcement Unit Enhancement	\$137,859	Section 402
2H12020	West Columbia Police Department	West Columbia Traffic Safety Pro.iect	\$221,435	Section 402
2H12023	Beaufort County Sheriff's Office	Beaufort County Traffic Enforcement Team	\$75,011	Section 402
2H12031	Spartanburg Public Safety Department	City of Spartanburg's Collision Reduction through Enforcement	\$87,504	Section 402
2H12032	Berkeley County Sheriff's Office	Berkeley County Traffic Enforcement Unit	\$207,576	Section 402
2H12033	Lancaster County Sheriff's Department	Lancaster County Traffic Enforcement Unit	\$226,596	Section 402
1906 Total			\$392,522	
402 Total			\$3,063,101	
TOTAL			\$3,455,623	

TRAFFIC REcORDS

Problem Analysis:

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, 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.

The South Carolina Department of Public Safety (SCDPS) is the state agency charged with the overall responsibility for maintenance of traffic records. The current Traffic Records System (TRS) was developed during the late 60's and early 70's in compliance with criteria established by the National Highway Traffic Safety Administration (NHTSA). A major systems upgrade began in 1985 and was completed in 1988 with the assistance of highway safety grant funding. The upgrade project was guided by a Traffic Records Steering Committee comprised of the managers of the various data files. The system was expanded in 1993 to collect additional data regarding truck and bus collisions and to incorporate data fields identified nationally as being critical for states to collect in the same manner. The State's traffic records system is the vehicle used for the recording and storing of traffic records data and functions as an information decision system. Since 1988 local units of government have been able to receive tabulated and raw data upon request. The SCDPS currently employs a statistical research manager, a statistician and two Fatality Analysis Reporting System (FARS) analysts to perform analyses of traffic collision data.

Prior to restructuring of South Carolina's state government in 1993, the State's TRS was housed in the South Carolina Department of Highways and Public Transportation. The system included driver files, vehicle files, the police-reported collision data, and the roadway characteristics file. Currently the traffic collision master file is housed and maintained by the SC Department of Public Safety; the driver license and vehicle registration files are housed and maintained by the SC Department of Motor Vehicles (SCDMV); the roadway characteristics file is housed and maintained by the SC Department of Transportation; the Emergency Medical Response data is housed with the SC Department of Health and Environmental Control; and the citation/adjudication data is housed with the SC Justice Department.

With assistance from NHTSA, the most recent Statewide Traffic Records Assessment for South Carolina was completed in April 2007. The Assessment showed the need to reconfigure the State's Traffic Records Coordinating Committee. South Carolina has established a two-tiered TRCC:

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

The TRCC Working Group consists of technical and managerial persons designated by members of the TRCC Executive Group. The Working Group represents those entities responsible for the various components that constitute the Traffic Records System (TRS) in South Carolina.

The TRCC includes representation from the state agencies responsible for components of the TRS, along with representatives of local law enforcement who were selected by the South Carolina Law Enforcement Network. South Carolina's TRCC Executive Group was re-organized at a meeting in September 2007 and continues to meet on at least an annual basis. At this meeting the TRCC Executive Group also charged the TRCC Working Group with the development of the State's *Traffic Records Strategic Plan for Traffic Records Improvements* and helping to coordinate the State's 2009 Section 408 grant submission. As such, the TRCC Executive Group required:

- Participation in the strategic planning update meetings by designated TRCC Working Group members.
- Upon approval of the *Traffic Records Strategic Plan for Traffic Records Improvements* (fRSP) by the TRCC Working Group, formal endorsements of the *Plan* by the TRCC Executive Group.
- Discussion of future traffic records improvement projects by the TRCC Working Group. The TRSP is a living document and must be updated on a regular basis.
- Communication to the TRCC Executive Group as to the processes for prioritization of current, immediate and distant future projects for possible implementation.

In addition, each of the state agencies with custodial responsibilities for one or more of the traffic records system components agreed to provide needed information to the TRCC Working Group for the Section 408 grant submission including budget, project justification information, and documentation of state contributions to projects' costs and staffing.

The State's TRSP was developed by the TRCC Working Group and subsequently approved by the TRCC Executive Group at a meeting held on June 4, 2009. South Carolina applied for Section 408 grant funding in June 2009 and was awarded Section 408 grant funding for the first time in August 2009. South Carolina was also awarded Section 408 funds in 2010 and 2011. The TRSP will help South Carolina spend limited resources wisely, thus getting the largest benefit for the investment of money and staff time. A strategic plan is a way for South Carolina to ensure that new efforts are aimed squarely at needed improvements to the data and that resources are allocated in a systematic manner. In addition, as situations change and South Carolina reacts to new opportunities or requirements, the strategic plan can help to put those changes and opportunities into context. It is easier to judge impact when the state knows the direction it is heading, and what resources are required to get there.

For that reason, it is also acknowledged that a strategic **plan** is a "living" document. It cannot remain static, but must be updated frequently to account for changes in budgets, revised priorities, new opportunities, and emerging needs. When a plan is kept fresh, it serves as an integral part of the management of the traffic records system in general and for each of the particular components of that system.

The TRSP was updated and approved by the TRCC Executive Group in May of 2010 and again in May 2011.

Goals:

1. To increase the number of electronically submitted collision reports from 55% of the total number of collisions reports to 65% of the total number of collisions reports by September 30, 2012.
2. To increase from 55% of vehicle information number captured to 65% by September 30, 2012.

Objectives:

1. To implement state-of-the-art electronic field data collection for law enforcement statewide to improve timeliness, accuracy, completeness, accessibility, consistency, and data integration by September 30, 2012.
2. To complete the following Section 408 Project: SCCATTS Interface to SC Department of Motor Vehicles by September 30, 2012.

Performance Measures:

Goals:

1. A comparison from the previous year of the number of law enforcement agencies with access to SCCATTS on-line data retrieval.
2. A comparison from the previous year to the percent of vehicle information captured using barcodes.

Objectives:

1. Begin rollout of the SCCATTS project to local law enforcement during FFY 2012.
2. Completion of the SCCATTS Interface to SC Department of Motor Vehicles by September 30, 2012.

Strategies:

1. **The continued implementation of South Carolina Collision and Ticket Tracking System (SCCATTS):**

The South Carolina Collision and Ticket Tracking System is a new system that will automate the traffic ticketing and collision reporting processes for the State's Law Enforcement community. This system will also function as a decision support tool that will provide more accurate and meaningful data for analysis. Upon its completion some of the benefits will be as follows:

- **Law Enforcement:** Decreased time spent by troopers in the field writing collision reports and tickets. Accuracy and integrity of data, coupled with the access to large amounts of information will be significant as well.

- **Office of Highway Safety:** Virtual elimination of key stroke data entry process of collision data. The immediate availability and improved accuracy of collision and ticket data.

- **Citizens:** Reduced time of delay in the completion of routine field tasks and administrative functions by law enforcement officers. There will also be an increase in the availability of officers to perform other duties through a reduction in time to issue citations and investigate traffic collisions. Also, citizens will ultimately benefit from the enhancement of highway safety, resulting from the availability of timely and accurate information.

Other entities throughout the state, such as local governments, state and federal agencies and private organizations that address highway safety will benefit as well from the SCCATTS initiative.

Roughly \$1.6 million in FFY 2006 Section 406 Funds were used to procure a vendor to develop the electronic reporting solution. A vendor (Visual Statement) was selected in June of 2008 to develop electronic versions of the TR-310, Uniform Traffic Ticket, Public Contact Form, and Size and Weight Citation. The solution was tested in November 2009 and was deemed complete in January of 2010. As of June 2011, the software is in use by all 10 enforcement troops of the South Carolina Highway Patrol and is being utilized by four local law enforcement agencies. A survey was sent to local law enforcement agencies statewide in June 2011 to evaluate their current technology and reporting systems. Steps will be taken to distribute the software to the agencies able to submit collision reports electronically. This solution will be of no cost to any law enforcement agency within the state of South Carolina. Hardware for local law enforcement agencies to utilize SCCATTS will most likely be procured at some point during FFY 2012 with SCDOT's allotment of Section 406 funds. Approximately \$327,258 of SCDPS's FFY 2006 Section 406 funds will be utilized to pay for the FFY 2012 SCCATTS software maintenance agreement, and for other SCCATTS-related activities.

2. The implementation of Bar Coding of South Carolina Vehicle Registration – A Section 408 Grant Project:

This project will support local operations in rolling out bar coded vehicle registration documents. The SC Department of Motor Vehicles (SCDMV) system is ready for this to be implemented, with necessary software changes, and the registration document needs to be redesigned to make room for printing the bar code. Some software changes will be required and purchase of appropriate bar code software may be required. Additionally the SCDMV will need to coordinate this effort with the approximately 30 counties that now have the ability to print registrations. This proposal does not include bar code readers for any users outside of SCDMV operations. Implementation of bar coding will have a major impact on data quality for crash and citation information, since data will be captured automatically.

3. The implementation of SCCATTS interfaces to the SC Judicial Department (SCJD) and SC Department of Motor Vehicles (SCDMV)- A Section 408 Grant Project:

SCCATTS interface with SCDMV

This project will create an interface between SCDMV and SCDPS. This will ensure that SCDMV can accept collision and citation data (including dispositions) from SCCATTS. The project is relatively simple, since the SCCATTS software is capable of providing data in any specified format. The contractor will need to write the format to create the requested output. System changes will need to be made to the SCDMV system to accept the electronic data and update the driver's record.

The processes for transmitting and providing .pdf's of the ticket and crash reports to the central database where they can be obtained by the SCDMV as the agency of record will be defined. This includes the mode and details of the message traffic between the agencies and the central database. It will define the ownership for the database and responsibilities each agency has in regard to the database.

SCCATTS Interface with SCJD

This is a joint project with SCJD to ensure that the courts records system can receive from and send data to the SCCATTS central repository. E-citation interface requirements for court records management will need to be met. The courts' case management system will need to be able to accept data from the SCCATTS repository, and post disposition information back to SCCATTS. A translation between SCCATTS' XML and the NIEM standard is needed.

4. The OHS may award mini-grants funded with Section 1906 funds to purchase hardware for local law enforcement agencies to collect and maintain data on traffic stops.

PROJECTS TO BE IMPLEMENTED:

Project Number: 2H12003
Subgrantee: SC Department of Public Safety: Office of Highway Safety
Project Title: South Carolina Collision and Ticket Tracking System (SCCATTS)

Project Description: The project will continue with the development and implementation of the SCCATTS project. A SCCATTS Project Coordinator has been hired to maintain familiarity with the total project in order to properly assist with the completed rollout of the effort. The Project Coordinator will also continue to apprise interested stakeholders of the status of the project. The current Phase of the project involves the rollout of the SCCATTS system. Included in the next Phase of the project, as outlined by the TRCC in the Traffic Records Strategic Plan, is contracting with a vendor to interface SCCATTS with SCDMV and Courts Administration.

Budget: The project will fund Personnel @ \$143,750 (includes salaries and fringe benefits for one [1] SCCATTS Project Coordinator, one [1] Data Coordinator and one [1] Operations Manager); Contractual Services @ \$800,000 (includes software, training and other services relative to SCCATTS enhancement, Traffic Records Assessment, SCDMV and Courts Administration interface with SCCATTS, Bar Code Registration project, Collision/Citation Numbering Project, UTT interface between SCDPS and SCJD); Travel @ \$3,000 (includes in-state meals, lodging, and transportation and out-of-state meals, lodging and transportation for staff members involved with the SCCATTS effort); and Other @ \$539,310 (includes indirect costs, data processing supplies, printing, telephone, statewide road centerline data, tort insurance, software updates, office supplies, training for Statistical Analysis Center and Information Technology Office staff, Enterprise Software maintenance, printer maintenance, postage, and Section 1906 funds for mini-grants).

Traffic Records Program Area: Budget Summary:

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H12003	South Carolina Department of Public Safety: Office of Highway Safety	South Carolina Collision and Ticket Tracking System (SCCATTS)	\$236,060/ \$750,000/ \$500,000	Section 406/ Section 408/ Sect.1906
K0501406 HB09	SCDPS	Traffic Records Upgrade (SCCATTS)	\$327,258	
402 Total			\$0	
406 Total			\$563,318	
408 Total			\$750,000	
1906 Total			\$500,000	
Total All Funds			\$1,813,318	

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Problem Analysis:

Car crashes involving Dill are the number one killer of young South Carolinians ages 15-24. In 2009, drivers between the ages of 15 and 24 were involved in 1,602 crashes in which Dill was a contributing factor. Of these crashes, 123 resulted in fatalities. In 2009, young drivers between the ages of 15 and 24 were involved in 30% of all alcohol and/or drug-related crashes. This is staggering, since only those drivers that are 21 years of age or older are of legal drinking age in South Carolina. However, drivers between the ages of 15 and 20 were involved in 653, or 41%, of the 1,602 alcohol and/or drug-related crashes involving individuals between the ages of 15 and 24.

- I. To reduce drivers under the age of 21 involved in fatal crashes by 5%, from 675 drivers to 641 drivers by December 31, 2012.

Objectives:

- I. To educate and increase the awareness of drivers between the ages of 15 and 24 on unsafe driving behaviors.

Performance Measures:

- I. Implementation of a paid media plan emphasizing unsafe driving behaviors most commonly associated with young drivers.

Strategies:

1. Projects will be implemented statewide which address youth traffic safety issues, such as drinking & driving, safety belt use, and speeding.
2. Public service announcements will be produced and aired on underage drinking and DUI.
3. Young people will be educated about the dangers of drinking and driving through the statewide distribution of educational materials, health and safety fairs, and public awareness campaigns.
4. The SC Impaired Driving Prevention Council will continue to meet and will make recommendations addressing the problems of impaired driving in South Carolina from a variety of perspectives (treatment/rehabilitation, enforcement, adjudication, and education).
5. The South Carolina Highway Patrol's Community Resource Officers will conduct safety presentations in high schools throughout the state.
6. South Carolina will continue a Law Enforcement DUI Challenge which will include two DUI crackdown mobilizations during the Christmas/New Year's holidays of 2011-2012 and the Labor Day holiday of 2012.
7. The OHS will conduct a safety campaign in the 200 high schools in the state utilizing highway safety messages printed on tickets for athletic and other special events.

PROJECTS TO BE IMPLEMENTED:

Project Number: 2H12029
 Subgrantee: SCDPS: Highway Patrol
 Project Title: SCHP Community Resource Officer Equipment Enhancements

Project Description: The project will conduct, during the grant period, a minimum of 12 traffic safety presentations using the grant-purchased equipment to aid in their efforts. The content of the presentation(s) will include specific statistics and other information needed to raise the awareness of those South Carolinians between 15 and 24 years of age regarding the seriousness of their age group's traffic and DUI collision rates.

Budget: The project will fund Equipment@ \$49,200 (includes seven [7] golf carts and four [4] golf cart trailers); Other @ \$2,800 (includes seven [7] pairs of fatal vision goggles and seven [7] golf cart covers).

Youth Alcohol! Youth traffic Safety Program Area: Bud2et Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H12029	SCDPS: Highway Patrol	Community Resource Officer Equipment Enhancements	\$52,000	Section 402
402 Total			\$52,000	

SEcTION 1906 FuNDs

Since being awarded Section 1906 funds, the OHS has been working with various minority leaders to develop a training module to effectively and efficiently educate law enforcement personnel regarding the problems associated with differential traffic enforcement (racial profiling) practices; how to recognize, manage and possibly prevent this type of practice from occurring; and how to develop and maintain a law enforcement culture that is free of this stereotypical and inappropriate practice. A Request for Proposal (RFP) was developed and issued in FFY 2011. The purpose of the RFP was to select a contractor to conduct regional training sessions on racial profiling issues and prevention for State and local law enforcement executives (SCDPS Enforcement Command Staff, Sheriffs, Chiefs, etc.) and State and local law enforcement supervisory personnel of traffic enforcement officers. The RFP also calls for a train-the-trainer component to be provided for the certification of State and local law enforcement supervisory personnel and existing South Carolina Criminal Justice Academy (SCCJA) and SC Highway Patrol (SCHP) instructors to teach this course. For each type of training session offered (law enforcement executive-level, law enforcement supervisory-level, and train-the-trainer) a DVD that can be copied will be provided in order to assist in providing training to future generations of law enforcement officers at the executive and supervisory levels and to perhaps offer the training on line from the OHS or SCCJA website. The OHS will conduct community outreach to alert minority citizens to the training program being conducted to educate law enforcement officials regarding the problems associated with racial profiling practices. In addition to training and outreach, the OHS may provide mini-grants to purchase hardware for local law enforcement agencies to collect and maintain data on traffic stops.

Goals:

1. To train State and local law enforcement executives (SCDPS Enforcement Command Staff, Sheriffs, Chiefs, etc.) and State and local law enforcement supervisory personnel of traffic enforcement officers on racial profiling issues and prevention by December 31, 2012.

Objectives:

1. To conduct up to 8 executive-level trainings in the State by December 31, 2012.
2. To conduct up to 5 train-the-trainer classes in the State by December 31, 2012.
3. To conduct up to 22 supervisory-level trainings in the State by December 31, 2012.
4. To conduct a community outreach effort related to prohibiting racial profiling by December 31, 2012.

Performance Measures:

Goals:

1. Materials will be maintained to account for the number of individuals who participate in the training.

Objectives:

1. Course sign-in sheets, agendas, and training materials will be maintained for the executive-level training courses conducted during FFY 2012.

2. Course sign-in sheets, agendas, and training materials will be maintained for the train-the trainer courses conducted during FFY 2012.
3. Course sign-in sheets, agendas, and training materials will be maintained for the supervisory-level training courses conducted during FFY 2012.
4. Records of meetings and racial profiling outreach efforts will be maintained during FFY 2012.

Section 1906 Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H12003	South Carolina Department of Public Safety	South Carolina Collision and Ticket Tracking System (SCCATTS)	\$500,000	Sect. 1906
2H12004	South Carolina Department of Public Safety	Public Information, Outreach and Training	\$100,000	Sect. 1906
2H12005	SC Department of Public Safety	Police Traffic Services (PTS) Program Management	\$392,522	Sect. 1906
1906 Total			\$992,522	

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Highway Safety Plan Cost Summary

State: South Carolina

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 Posted: 09/20/2011

Report Date: 09/21/2011

Program Area	Project Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Deere)	Current Balance	Share to Local
<i>NHTSA</i>							
<i>NHTSA 402</i>							
<i>Planning and Administration</i>							
	PA-2012-HS-01-12	\$.00	\$177,894.00	\$.00	\$177,894.00	\$177,894.00	\$.00
	Planning and Administration Total	\$.00	\$177,894.00	\$.00	\$177,894.00	\$177,894.00	\$.00
<i>Alcohol</i>							
	AL-2012-HS-26-12	\$.00	\$22,130.00	\$.00	\$110,649.00	\$110,649.00	\$110,649.00
	AL-2012-HS-28-12	\$.00	\$24,117.00	\$.00	\$120,585.00	\$120,585.00	\$120,585.00
	AL-2012-HS-36-12	\$.00	\$9,055.00	\$.00	\$45,273.00	\$45,273.00	\$45,273.00
	Alcohol Total	\$.00	\$55,302.00	\$.00	\$276,507.00	\$276,507.00	\$276,507.00
<i>Occupant Protection</i>							
	OP-2012-HS-02-12	\$.00	\$24,937.00	\$.00	\$124,685.00	\$124,685.00	\$.00
	OP-2012-HS-22-12	\$.00	\$17,587.00	\$.00	\$87,935.00	\$87,935.00	\$87,935.00
	OP-2012-HS-34-12	\$.00	\$28,103.00	\$.00	\$140,515.00	\$140,515.00	\$140,515.00
	Occupant Protection Total	\$.00	\$70,627.00	\$.00	\$353,135.00	\$353,135.00	\$228,450.00
<i>Police Traffic Services</i>							
	PT-2012-HS-05-12	\$.00	\$22,970.00	\$.00	\$114,850.00	\$114,850.00	\$.00
	PT-2012-HS-07-12	\$.00	\$146,160.00	\$.00	\$730,800.00	\$730,800.00	\$.00
	PT-2012-HS-08-12	\$.00	\$45,725.00	\$.00	\$228,625.00	\$228,625.00	\$228,625.00
	PT-2012-HS-09-12	\$.00	\$49,590.00	\$.00	\$247,948.00	\$247,948.00	\$247,948.00
	PT-2012-HS-12-12	\$.00	\$44,930.00	\$.00	\$224,652.00	\$224,652.00	\$224,652.00
	PT-2012-HS-13-12	\$.00	\$43,002.00	\$.00	\$215,011.00	\$215,011.00	\$215,011.00
	PT-2012-HS-14-12	\$.00	\$68,966.00	\$.00	\$344,832.00	\$344,832.00	\$344,832.00
	PT-2012-HS-16-12	\$.00	\$600.00	\$.00	\$3,000.00	\$3,000.00	\$3,000.00

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Highway Safety Plan Cost Summary

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Report Date: 09/21/2011

Posted: 09/20/2011

Program Area	Project Description	Prior Approved Program Funds	State Funds	Incr/ (Deere)	Current Balance	Share to Local
	PT-2012-HS-18-12	\$.00	\$27,572.00	\$.00	\$137,859.00	\$137,859.00
	PT-2012-HS-20-12	\$.00	\$44,287.00	\$.00	\$221,435.00	\$221,435.00
	PT-2012-HS-23-12	\$.00	\$15,002.00	\$.00	\$75,011.00	\$75,011.00
	PT-2012-HS-29-12	\$.00	\$10,400.00	\$.00	\$52,000.00	\$52,000.00
	PT-2012-HS-31-12	\$.00	\$17,501.00	\$.00	\$87,504.00	\$87,504.00
	PT-2012-HS-32-12	\$.00	\$41,515.00	\$.00	\$207,576.00	\$207,576.00
	PT-2012-HS-33-12	\$.00	\$45,319.00	\$.00	\$226,596.00	\$226,596.00
	PT-2012-HS-37-12	\$.00	\$800.00	\$.00	\$4,000.00	\$4,000.00
	PT-2012-HS-39-12	\$.00	\$1,980.00	\$.00	\$9,900.00	\$9,900.00
	PT-2012-HS-40-12	\$.00	\$720.00	\$.00	\$3,600.00	\$3,600.00
	PT-2012-HS-41-12	\$.00	\$671.00	\$.00	\$3,354.00	\$3,354.00
	PT-2012-HS-42-12	\$.00	\$1,360.00	\$.00	\$6,800.00	\$6,800.00
	PT-2012-HS-43-12	\$.00	\$1,080.00	\$.00	\$5,400.00	\$5,400.00
	PT-2012-HS-44-01	\$.00	\$1,000.00	\$.00	\$5,000.00	\$5,000.00
	Police Traffic Services Total	\$.00	\$631,150.00	\$.00	\$3,155,175.00	\$3,155,175.00
	<i>Community Traffic Safety Project</i>					
	CP-2012-HS-04-12	\$.00	\$102,149.40	\$.00	\$510,747.00	\$510,747.00
	Community Traffic Safety Project Total	\$.00	\$102,149.40	\$.00	\$510,747.00	\$510,747.00
	<i>Paid Advertising</i>					
	PM-2012-40-2P-MO	\$.00	\$22,400.00	\$.00	\$112,000.00	\$112,000.00
	Paid Advertising Total	\$.00	\$22,400.00	\$.00	\$112,000.00	\$112,000.00
	NHTSA 402 Total	\$.00	\$1,059,522.40	\$.00	\$4,586,036.00	\$4,586,036.00
	<i>405 OP SAFETEA-LU</i>					
	K2PM-2012-HS-PM-OP	\$.00	\$412,500.00	\$.00	\$550,000.00	\$550,000.00

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Program	Project	Description	Prior App	Program	State Funds	Previous	Incre/	Current	Share to
Area						Bal.	(Decre)	Balance	Local
	405	Paid Media	Total		\$0.00 \$412,500.00	\$0.00	\$550,000.00	\$550,000.00	\$0.00
	405	OP SAFETEA-LU	Total		\$0.00 \$412,500.00	\$0.00	\$550,000.00	\$550,000.00	\$0.00
<i>NHTSA406</i>									
	K4TR-20	12-HS-04-06			\$0.00 \$0.00	\$0.00	\$327,258.00	\$327,258.00	\$0.00
	K4TR-2012	HS-HC-09			\$0.00 \$0.00	\$0.00	\$236,060.00	\$236,060.00	\$0.00
	406	Traffic: Records	Total		\$0.00 \$0.00	\$0.00	\$563,318.00	\$563,318.00	\$0.00
		<i>NHTSA 406</i>	<i>Total</i>		\$0.00 \$0.00	\$0.00	\$563,318.00	\$563,318.00	\$0.00
<i>408 Data Program SAFETEA-LU</i>									
	K9-2012	HS-04-08			\$0.00 \$150,000.00	\$0.00	\$750,000.00	\$750,000.00	\$0.00
	408	Data Program Incentive	Total		\$0.00 \$150,000.00	\$0.00	\$750,000.00	\$750,000.00	\$0.00
		<i>408 Data Program SAFETEA-LU</i>	<i>Total</i>		\$0.00 \$150,000.00	\$0.00	\$750,000.00	\$750,000.00	\$0.00
<i>410 Alcohol SAFETEA-LU</i>									
	K8-2012	HS-06-12			\$0.00 \$1,020,737.00	\$0.00	\$1,360,982.00	\$1,360,982.00	\$0.00
	K8-2012	HS-15-12			\$0.00 \$109,807.00	\$0.00	\$146,409.00	\$146,409.00	\$0.00
	K8-20	12-HS-21-12			\$0.00 \$34,767.00	\$0.00	\$46,356.00	\$46,356.00	\$0.00
	K8-20	12-HS-24-12			\$0.00 \$134,492.00	\$0.00	\$179,323.00	\$179,323.00	\$0.00
	K8-20	12-HS-25-12			\$0.00 \$94,745.00	\$0.00	\$126,327.00	\$126,327.00	\$0.00
	K8-2012	HS-27-12			\$0.00 \$101,982.00	\$0.00	\$135,976.00	\$135,976.00	\$0.00
	K8-20	12-HS-30-12			\$0.00 \$110,554.00	\$0.00	\$147,405.00	\$147,405.00	\$0.00
	K8-2012	HS-35-12			\$0.00 \$97,087.00	\$0.00	\$129,449.00	\$129,449.00	\$0.00
	K8-2012	HS-37-12			\$0.00 \$169,375.00	\$0.00	\$225,833.00	\$225,833.00	\$0.00
	K8-2012	HS-38-12			\$0.00 \$42,059.00	\$0.00	\$56,079.00	\$56,079.00	\$0.00
	K8-2012	HS-39-12			\$0.00 \$176,581.00	\$0.00	\$235,441.00	\$235,441.00	\$0.00
	K8-2012	HS-40-12			\$0.00 \$139,492.00	\$0.00	\$185,989.00	\$185,989.00	\$0.00

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Program Area	Project Description	Prior Approved Program Funds	State Funds	Incre/ (Deere)	Current Balance	Share to Local	
	K8-2012-HS-42-12	\$.00	\$156,677.00	\$.00	\$208,903.00	\$208,903.00	\$.00
	K8-20 12-HS-43-12	\$.00	\$173,379.00	\$.00	\$231,172.00	\$231,172.00	\$.00
	K8-2012-HS-44-12	\$.00	\$163,685.00	\$.00	\$218,246.00	\$218,246.00	\$.00
	<i>410 Alcohol SAFETEA-LU Total</i>	<i>\$.00</i>	<i>\$2,725,419.00</i>	<i>\$.00</i>	<i>\$3,633,890.00</i>	<i>\$3,633,890.00</i>	<i>\$.00</i>
	<i>410 High Fatality Rate</i>						
	KSFR-2012-41-0F-RO	\$.00	\$75,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	K8FR-2012-HS-06-12	\$.00	\$300,000.00	\$.00	\$400,000.00	\$400,000.00	\$.00
	K8FR-20 12-HS-11-12	\$.00	\$124,859.00	\$.00	\$166,478.00	\$166,478.00	\$.00
	K8FR-20 12-HS-16-12	\$.00	\$247,706.00	\$.00	\$330,274.00	\$330,274.00	\$.00
	K8FR-2012-HS-17-12	\$.00	\$131,171.00	\$.00	\$174,895.00	\$174,895.00	\$.00
	K8FR-2012-HS-19-12	\$.00	\$186,655.00	\$.00	\$248,873.00	\$248,873.00	\$.00
	K8FR-2012-HS-41-12	\$.00	\$189,992.00	\$.00	\$253,323.00	\$253,323.00	\$.00
	<i>410 High Fatality Rate Total</i>	<i>\$.00</i>	<i>\$1,255,383.00</i>	<i>\$.00</i>	<i>\$1,673,843.00</i>	<i>\$1,673,843.00</i>	<i>\$.00</i>
	<i>410 High Visibility</i>						
	KSHV-2012-41-0H-VO	\$.00	\$682,630.00	\$.00	\$910,173.50	\$910,173.50	\$.00
	<i>410 High Visibility Total</i>	<i>\$.00</i>	<i>\$682,630.00</i>	<i>\$.00</i>	<i>\$910,173.50</i>	<i>\$910,173.50</i>	<i>\$.00</i>
	<i>2010 Motorcycle Safety</i>						
	K6-20 12-HS-20-10	\$.00	\$.00	\$.00	\$126,000.00	\$126,000.00	\$.00
	<i>2010 Motorcycle Safety Incentive Total</i>	<i>\$.00</i>	<i>\$.00</i>	<i>\$.00</i>	<i>\$126,000.00</i>	<i>\$126,000.00</i>	<i>\$.00</i>
	<i>2010 Motorcycle Safety Total</i>	<i>\$.00</i>	<i>\$.00</i>	<i>\$.00</i>	<i>\$126,000.00</i>	<i>\$126,000.00</i>	<i>\$.00</i>
	<i>1906 Prohibit Racial Profiling</i>						
	K10-2012-19-06-MG	\$.00	\$100,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	K10-2012-19-06-PI	\$.00	\$20,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	K10-2012-19-06-PT	\$.00	\$78,504.00	\$.00	\$392,522.00	\$392,522.00	\$.00

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Program Area	Project	Description	Prior App	:Program	\$State Funds	Pr us	Incre/(Decre)	Current Balance	Share to Local
<i>1906 Prohibit Racial Profiling</i>					\$00 \$198,504.00	\$00	\$992,522.00	\$992,522.00	\$00
	<i>Total</i>								
	<i>NHTSA Total</i>				\$00 \$6,483,958.40	\$00	\$13,785,782.50	\$13,785,782.50	\$2,815,060.00
	<i>Total</i>				\$00 \$6,483,958.40	\$00	\$13,785,782.50	\$13,785,782.50	\$2,815,060.00

PAID MEDIA SUMMARY FFY 2012

The Office of Highway Safety anticipates utilizing a portion of FFY 2012 Federal funds for purchasing paid media. As of the preparation of this report, the following items represent anticipated expenditure of Federal funds for paid media in FFY 2012. Please note that if additional Federal funding is received (Sections 408, 410, 2010, 2011), or if additional funding is made available by the National Highway Traffic Safety Administration for national campaign efforts, such as *Click it or Ticket!* (South Carolina's version of this campaign is *Buckle up, South Carolina. It's the law and it's enforced.*), and *Drunk Driving. Over the Limit. Under Arrest.* (South Carolina's version of this campaign is *Sober or Slammer!*), then the amounts below will change significantly.

Category/Campaign	Budget	Fund Source
<i>Sober or Slammer!/Drive Sober or Get Pulled Over.</i>	\$911,000	Section 410 (HV/FR)
<i>Buckle up. South Carolina. It's the law and it's enforced.</i>	\$550,000	Section 405
<i>Ride Smart</i> Motorcycle Campaign	\$126,000	Section 2010
High School Ticket Campaign	\$80,000	Section 402
Statewide Billboard Campaign	\$32,000	Section 402

2012 Highway Safety
Equipment \$5000
and above

Grant No.	Subgrantee	Equipment	Total Cost	Funding Source
2H12020	West Columbia Police Department	(2) Law Enforcement Vehicles @ \$24,000 each	\$48,000	402
		(2) In Car Digital Camera Systems @ \$6,000 each	\$12,000	402
2H12037	Charleston County Sheriff	(2) Police Vehicles @ \$24,000 each	\$48,000	410
		(2) In Car Video Cameras @ \$6,000 each	\$12,000	410
		(2) Mobile Radios @ \$6,500 each	\$13,000	410
		(2) Portable Radios @ \$6,500 each	\$13,000	410
2H12033	Lancaster County Sheriff	(2) Police Vehicles @ \$24,000 each	\$48,000	402
2H12043	North Charleston Police Dept.	(2) Police Vehicles @ \$24,000 each	\$48,000	410
		(2) In Car Video Cameras @ \$5,800 each	\$11,600	410
2H12016	SCHP: Horry/Florence DUI Enforcement	(2) Police Vehicles @ \$22,223 each	\$44,447	410
2H12041	SCHP: Greenville/Spartanburg	(2) Law Enforcement Vehicles @ \$24,942 each	\$49,884	410
		(2) In car Cameras @ \$5,844 each	\$11,688	410
2H12029	SCHP: CRO Equipment Enhancement	(7) Golf Carts @ \$6,000 each	\$42,000	402
2H12022	SCHP: Rollover Unit	(2) Rollover Truck-Type Units @ \$39,500 each	\$79,000	402
2H12042	Richland County Sheriff	(2) Law Enforcement Vehicles @ \$24,000 each	\$48,000	410
		(2) 800 mhz Digital Mobile Radio @ \$5,000 each	\$10,000	410
		(2) In Car Digital Video Recorders @ \$5,400 each	\$10,800	410
2H12008	City of Columbia Police Dept.	(2) Police Vehicles @ \$24,300 each	\$48,600	402
		(2) In Car Cameras @ \$6,008 each	\$12,016	402
2H12012	Dorchester County Sheriff	(2) Police Vehicles @ \$24,000 each	\$48,000	402
2H12013	Town of Lexington Police Dept.	(2) Police Vehicles @ \$24,000 each	\$48,000	402
		(2) In Car Video Cameras @ \$5,400 each	\$10,800	402

2012 Highway Safety
Equipment \$5000
and above

2H12039	Greenville County Sheriff	(3) Police Vehicles @ \$24,000 each	\$72,000	410
2H12044	Lancaster County Sheriff	(2) Police Vehicles @ \$24,000 each	\$48,000	410
2H12032	Berkeley County Sheriff	(2) Police Vehicles @ \$23,209 each	\$46,418	402
		(2) In Car Video Cameras @ \$5,268 each	\$10,536	402
2H12009	Rock Hill Police Department	(2) Police Vehicles @ \$20,000 each	\$40,000	402
		(2) In Car Digital Video Camera @ \$6,000 each	\$12,000	402
		(2) Portable Radios @ \$5,800 each	\$11,600	402
		(2) Mobile Radios @ \$5,000 each	\$10,000	402
2H12040	Kershaw County Sheriff	(2) Police Vehicles @ \$24,000 each	\$48,000	410
2H12031	City of Spartanburg DPS	(1) Police Vehicle @ \$23,583	\$23,583	402
		(1) In Car Digital Video Camera @ \$6,500	\$6,500	402
2H12018	Summerville Police Dept.	(2) In Car Digital Camera Systems @ \$5,204 each	\$10,409	402
K0505HK8FR10	SCDPS	Law Enforcement Vehicles (2)	\$48,000	SCDOT/410
2H12004	SCDPS: Office of Highway Safety	(1) Lobby Display	\$5,000	402