



**SOUTH CAROLINA'S
HIGHWAY SAFETY AND PERFORMANCE PLAN
FFY 2013**

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

September 1, 2012

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 2013 Highway Safety Plan.

Table of Contents

Overview of the Section 402 Highway Safety Program	4
State Certifications and Assurances.....	6
Process Description	
FFY 2013 Process to Identify South Carolina’s Highway Safety Problem.....	16
Process for Developing the Projects in This Plan.....	26
Process for Reviewing Highway Safety Project Applications, Developing Final Recommendations, and Determining Funding Priorities.....	27
Process for Establishing Performance Goals.....	30
Traffic Safety Performance (Core Outcome) Measures for South Carolina/ Performance Goals and Trends.....	31
Projects To Be Implemented by Program Area	
Program Administration.....	51
Alcohol Countermeasures.....	57
Community Traffic Safety Project.....	78
Motorcycle Safety.....	83
Occupant Protection	85
Police Traffic Services (PTS)/Speed Enforcement.....	92
Traffic Records.....	110
Youth Alcohol/Youth Traffic Safety.....	116
Section 1906 Funds.....	118

ATTACHMENTS

Attachment 1: Highway Cost Summary 217 Form

Attachment 2: Paid Media Summary FFY 2013

Attachment 3: FFY 2013 Grant Equipment Valued At \$5,000 and Above

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 2013 include: impaired driving countermeasures, occupant protection, and police traffic services (speed enforcement).** Other areas eligible for funding in FFY 2013 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 FARS statistics, was 1.65 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 statistical data for CY 2010, 810 people were killed in South Carolina traffic collisions, or an average of 2.2 per day. There were 48,707 people injured in the state's 107,673 reported collisions. The economic loss to the state for 2010 was approximately \$2.74 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 2013 should have a measurable impact on reducing the continuing carnage on South Carolina's streets and highways.

State matching funds for Highway Safety grants are allocated from SC Highway Patrol salaries in SC Enterprise Information System (SCEIS) Fund Center K050PD1100. Highway Safety grants are the only Federal program matched with the funds from this particular account. The amount available for match exceeds the matching requirements for all NHTSA funds, including incentive program funding.

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 (as amended by Pub. L. 112-141)

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) (1) (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 and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)). (23 USC 402 (b)(1)(F));**

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(j)).

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 Subward and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- 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—

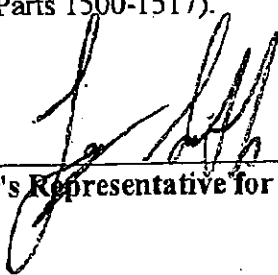
- a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
- b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(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

State or Commonwealth

2013

For Fiscal Year

08/23/12

Date

FFY 2013 PROCESS TO IDENTIFY

SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS

Phase 1

Problem Identification began in May 2011, with a Statewide Statistical Overview by the Statistical Research Manager, to give a picture of the highway safety problems in general in the state of South Carolina. The overview included an identification of problem or priority counties in the state regarding traffic safety issues and concerns and was presented to Office of Highway Safety (OHS) Management staff and Law Enforcement Liaisons. A general discussion of major problem areas and identification of priority areas for funding followed. The analysis was based on traffic data over a three-year period showing all counties in the state of South Carolina 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). Priority areas for highway safety initiatives for FFY 2013 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis).

The consensus of the OHS staff was that the information above and more detailed information regarding traffic issues within the state should be shared in a larger forum with a variety of stakeholders from across the state. The OHS staff determined that two more steps in the Problem ID process should be adopted and implemented in order to disseminate appropriate information and get input from a representative group of stakeholders in the context of two half-day meetings in the fall of 2011.

Phase 2

A meeting was scheduled comprising two half-days to deal with the FFY 2013 Problem Identification/Countermeasures. The meeting was held on September 21-22, 2011, in Columbia, SC. In attendance were OHS staff, Federal partners (NHTSA, FHWA, FMCSA), SC Department of Transportation representatives, SC Highway Patrol and State Transport Police command staff, and the 16 Law Enforcement Network (LEN) Coordinators and Assistant Coordinators representing local law enforcement from around the state. On the afternoon of the first day of this meeting, a global statistical overview of crash data for the previous three calendar years was provided by the Statistical Analysis Center staff of the OHS. Specific areas covered on the first day included:

- Fatal and severe injury crash data
- Major contributing causes of PDO, injury and fatal crashes
- DUI (State data) and alcohol-impaired driving (FARS) crash data
- Speeding/Driving Too Fast For Conditions crash data
- Lack of restraint usage in fatal crashes
- Traffic collisions involving motorcycles and motorized bikes
- Traffic collisions involving pedestrians
- Traffic collisions involving pedal cycles
- Traffic collisions involving trains
- Traffic collisions involving truck tractors

-Youth involvement in traffic collisions

Geographic “hot spots” for the areas listed above were identified during the first day of the Problem Identification/Countermeasures meeting. After the global statistical overview was provided, participants were asked for their input as to other highway safety problems that may be occurring in their own locales. OHS staff took note of this input for FFY 2013 planning and project development purposes.

On the first day of the Problem Identification/Countermeasures meeting, each of the 16 LEN Coordinators were provided with individualized notebooks containing statewide crash data, including crash data specific to the counties in their respective networks, as well as in the Coordinator’s own jurisdiction (where the LEN host agency resides). Notebooks also contained slides of the first day’s presentations. Participants were asked to review the information contained in the notebooks during the evening and come prepared on Day Two to further discuss and ask questions regarding the statistical information that they received.

On Day Two of the meeting one of the network’s specific crash data was showcased, including information about high crash corridors within the respective network. A question and answer period followed to ensure that all 16 LEN Coordinators understood the crash data in their respective notebooks.

After the segment on Problem Identification was concluded, participants were asked to share some of their current enforcement and educational countermeasures being implemented to impact crashes and fatalities in their locales. OHS staff also inquired as to what “new” countermeasures should be considered in looking ahead to FFY 2013. Similarly, OHS staff shared current and proposed enforcement and educational countermeasures to lower crashes and fatalities statewide in the areas covered during the Problem Identification segment, shared national priority areas for grant funding and solicited input and feedback from participants on those countermeasures.

At the conclusion of this Problem Identification & Countermeasures meeting, OHS staff and participants had a full understanding of the highway safety problems in the state, as well as current and future plans to drive down overall crashes and fatalities in South Carolina.

Phase 3

Subsequent to the September 2011 Problem ID meeting, OHS management staff met on several occasions to discuss what was gleaned from the September Problem Identification/Countermeasures meeting that was held with Federal, State and Local partners. The purpose of these meetings was to determine funding priorities (programmatic and geographic) and develop a plan for project development for FFY 2013.

During these meetings, OHS staff identified areas of the state where highway safety problems exist that are void of grant-funded projects or other efforts to reduce crashes and fatalities. The project development plan included, based on an estimate of Federal funds being available in FFY 2013, soliciting quality grant applications from entities in those geographic areas where the greatest highway safety problems exist and for the type projects that are likely to have the most impact.

It was the consensus of the OHS staff, based on the meetings 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 2013 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 *Drunk Driving. Over the Limit. Under Arrest.* Campaign. These types of projects must also have components which include Law Enforcement Network participation and participation in statewide sustained impaired driving enforcement initiatives.
- * Projects to continue the funding of special DUI prosecutors to attack the problem of DUI recidivism and increase the conviction rate of DUI offenders in judicial circuits where there exists a backlog of DUI cases.
- * 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 the presence of ambient alcohol during traffic stops; and DUI sentencing alternatives.
- * Extensive formalized training on traffic safety issues for law enforcement officers statewide.
- * 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 continue the automation of 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.
- * 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.

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

Impaired Driving 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.

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.

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

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 2008 -2010**

County	2008	RANK	2009	RANK	2010	RANK	2008 - 2010	RANK	Average Rank
Abbeville	18	42	25	34	31	31	74	34	35.7
Aiken	106	12	118	10	120	9	344	10	10.3
Allendale	10	45	10	45	4	46	24	46	45.3
Anderson	146	7	168	5	136	7	450	6	6.3
Bamberg	13	43	17	42	26	35	56	43	40.0
Barnwell	25	35	24	35	16	42	65	40	37.3
Beaufort	108	11	85	14	93	14	286	13	13.0
Berkeley	154	6	163	6	118	10	435	7	7.3
Calhoun	12	44	17	42	14	44	43	44	43.3
Charleston	321	1	260	1	302	1	883	1	1.0
Cherokee	58	22	49	23	29	32	136	25	25.7
Chester	40	28	32	33	38	28	110	29	29.7
Chesterfield	47	23	37	29	45	25	129	27	25.7
Clarendon	38	29	45	27	27	33	110	29	29.7
Colleton	83	14	80	16	60	19	223	17	16.3
Darlington	63	20	53	22	41	27	157	22	23.0
Dillon	30	33	19	40	33	30	82	32	34.3
Dorchester	105	13	99	12	99	13	303	12	12.7
Edgefield	33	32	14	44	21	37	68	35	37.7
Fairfield	23	38	21	38	18	40	62	42	38.7
Florence	117	10	108	11	116	11	341	11	10.7
Georgetown	46	25	49	23	50	23	145	24	23.7
Greenville	243	3	255	2	275	2	773	3	2.3
Greenwood	63	20	70	19	65	17	198	20	18.7
Hampton	20	39	19	40	27	33	66	38	37.3
Horry	274	2	249	3	269	3	792	2	2.7
Jasper	45	26	46	25	59	21	150	23	24.0
Kershaw	47	23	57	21	54	22	158	21	22.0
Lancaster	77	19	68	20	60	19	205	19	19.3
Laurens	79	17	74	18	61	18	214	18	17.7
Lee	19	40	34	32	15	43	68	35	38.3
Lexington	144	8	133	8	136	7	413	8	7.7
McCormick	9	46	9	46	9	45	27	45	45.7
Marion	19	40	35	31	24	36	78	33	35.7
Marlboro	24	37	23	36	20	38	67	37	37.0
Newberry	35	31	36	30	38	28	109	31	29.7
Oconee	45	26	38	28	48	24	131	26	26.0
Orangeburg	80	16	95	13	92	15	267	14	14.7

County	2008	RANK	2009	RANK	2010	RANK	2008 - 2010	RANK	Average Rank
Pickens	79	17	81	15	101	12	261	15	14.7
Richland	220	4	222	4	199	4	641	4	4.0
Saluda	25	35	22	37	18	40	65	40	37.3
Spartanburg	172	5	143	7	160	5	475	5	5.7
Sumter	81	15	80	16	79	16	240	16	15.7
Union	26	34	21	38	19	39	66	38	37.0
Williamsburg	36	30	46	25	43	26	125	28	27.0
York	132	9	127	9	139	6	398	9	8.0
Total	3,590		3,476		3,447		10,513		

**All Fatal and Severe Injury DUI Related Collisions
South Carolina 2008 -2010**

County	2008	RANK	2009	RANK	2010	RANK	2008-2010	RANK	Total Fatal & Severe Injury Collisions 2008-2010	RANK	% DUI 2008-2010	RANK	Average Rank
Abbeville	5	37	5	37	8	30	18	35	74	34	24.3%	31	34.7
Aiken	43	8	38	8	33	8	114	8	344	10	33.1%	11	8.0
Allendale	4	39	2	42	2	45	8	44	24	46	33.3%	10	42.0
Anderson	46	7	43	6	37	7	126	7	450	6	28.0%	20	6.7
Bamberg	2	44	4	40	6	32	12	41	56	43	21.4%	34	38.7
Barnwell	9	27	10	30	3	43	22	31	65	40	33.8%	7	33.3
Beaufort	19	17	14	24	18	19	51	21	286	13	17.8%	41	20.0
Berkeley	38	9	42	7	26	13	106	9	435	7	24.4%	30	9.7
Calhoun	3	41	6	36	4	38	13	39	43	44	30.2%	17	38.3
Charleston	49	6	34	10	46	5	129	6	883	1	14.6%	43	7.0
Cherokee	14	23	14	24	9	29	37	26	136	25	27.2%	24	25.3
Chester	13	24	11	28	15	23	39	24	110	29	35.5%	4	25.0
Chesterfield	9	27	12	27	18	19	39	24	129	27	30.2%	17	24.3
Clarendon	8	30	9	32	5	35	22	31	110	29	20.0%	35	32.3
Colleton	19	17	24	15	13	25	56	17	223	17	25.1%	26	19.0
Darlington	21	15	18	21	16	21	55	20	157	22	35.0%	5	19.0
Dillon	6	35	5	37	4	38	15	38	82	32	18.3%	40	36.7
Dorchester	21	15	23	17	12	26	56	17	303	12	18.5%	38	19.3
Edgefield	7	32	2	42	4	38	13	39	68	35	19.1%	37	37.3
Fairfield	5	37	9	32	6	32	20	34	62	42	32.3%	13	33.7
Florence	33	11	34	10	27	12	94	11	341	11	27.6%	21	11.0
Georgetown	9	27	16	23	11	28	36	27	145	24	24.8%	28	26.0
Greenville	60	2	65	1	68	1	193	1	773	3	25.0%	27	1.3
Greenwood	12	25	17	22	16	21	45	23	198	20	22.7%	33	22.7
Hampton	3	41	3	41	3	43	9	43	66	38	13.6%	44	41.7
Horry	54	4	53	2	49	4	156	3	792	2	19.7%	36	3.3
Jasper	8	30	5	37	5	35	18	35	150	23	12.0%	45	34.0
Kershaw	17	20	27	14	20	16	64	16	158	21	40.5%	1	16.7
Lancaster	17	20	19	20	20	16	56	17	205	19	27.3%	23	18.7
Laurens	27	12	22	18	25	14	74	14	214	18	34.6%	6	14.7
Lee	7	32	10	30	6	32	23	30	68	35	33.8%	8	31.3
Lexington	61	1	47	4	45	6	153	4	413	8	37.0%	2	3.7
McCormick	1	46	1	45	2	45	4	46	27	45	14.8%	42	45.3
Marion	3	41	11	28	4	38	18	35	78	33	23.1%	32	35.7
Marlboro	2	44	1	45	5	35	8	44	67	37	11.9%	46	41.3
Newberry	12	25	9	32	14	24	35	29	109	31	32.1%	14	27.0

County	2008	RANK	2009	RANK	2010	RANK	2008-2010	RANK	Total Fatal & Severe Injury Collisions 2008-2010	RANK	% DUI 2008-2010	RANK	Average Rank
Oconee	15	22	14	24	19	18	48	22	131	26	36.6%	3	21.3
Orangeburg	25	13	34	10	29	10	88	12	267	14	33.0%	12	11.0
Pickens	24	14	32	13	32	9	88	12	261	15	33.7%	9	12.0
Richland	57	3	50	3	52	3	159	2	641	4	24.8%	29	3.0
Saluda	6	35	2	42	4	38	12	41	65	40	18.5%	39	38.3
Spartanburg	54	4	44	5	53	2	151	5	475	5	31.8%	16	3.7
Sumter	19	17	24	15	23	15	66	15	240	16	27.5%	22	15.7
Union	7	32	7	35	7	31	21	33	66	38	31.8%	15	32.7
Williamsburg	4	39	20	19	12	26	36	27	125	28	28.8%	19	28.0
York	35	10	36	9	29	10	100	10	398	9	25.1%	25	9.7
Total	913		928		865		2,706		10,513				

**Speed/Too Fast for Conditions Fatal and Severe Injury Collisions
South Carolina 2008 -2010**

County	2008	RANK	2009	RANK	2010	RANK	2008-2010	RANK	Total Fatal & Severe Injury Collisions 2008-2010	RANK	% Speed Related 2008-2010	RANK	Average Rank
Abbeville	10	34	12	29	11	31	33	33	74	34	44.6%	4	31.3
Aiken	27	17	48	7	43	7	118	9	344	10	34.3%	27	10.3
Allendale	6	44	4	46	1	46	11	46	24	46	45.8%	3	45.3
Anderson	58	6	59	4	47	6	164	5	450	6	36.4%	22	5.3
Bamberg	4	46	8	36	8	35	20	42	56	43	35.7%	25	39.0
Barnwell	9	37	8	36	3	43	20	42	65	40	30.8%	33	38.7
Beaufort	36	9	15	27	18	20	69	19	286	13	24.1%	43	18.7
Berkeley	42	8	49	6	37	8	128	7	435	7	29.4%	35	7.3
Calhoun	5	45	5	42	4	42	14	45	43	44	32.6%	29	43.0
Charleston	76	1	51	5	75	2	202	4	883	1	22.9%	46	2.7
Cherokee	21	21	20	19	12	30	53	23	136	25	39.0%	14	23.3
Chester	11	32	10	31	13	29	34	31	110	29	30.9%	32	30.7
Chesterfield	21	21	16	24	14	28	51	24	129	27	39.5%	12	24.3
Clarendon	21	21	20	19	8	35	49	26	110	29	44.5%	5	25.0
Colleton	34	12	23	18	18	20	75	16	223	17	33.6%	28	16.7
Darlington	27	17	20	19	15	25	62	21	157	22	39.5%	13	20.3
Dillon	11	32	7	39	16	23	34	31	82	32	41.5%	9	31.3
Dorchester	32	15	37	11	19	19	88	15	303	12	29.0%	37	15.0
Edgefield	14	30	5	42	11	31	30	34	68	35	44.1%	6	34.3
Fairfield	10	34	6	41	7	40	23	40	62	42	37.1%	19	38.3
Florence	34	12	30	15	36	9	100	11	341	11	29.3%	36	12.0
Georgetown	15	29	10	31	10	34	35	30	145	24	24.1%	42	31.3
Greenville	66	3	69	3	84	1	219	1	773	3	28.3%	38	2.3
Greenwood	19	26	28	17	28	13	75	16	198	20	37.9%	18	18.7
Hampton	8	40	5	42	11	31	24	39	66	38	36.4%	23	37.7
Horry	73	2	71	2	68	3	212	2	792	2	26.8%	40	2.3
Jasper	13	31	7	39	16	23	36	29	150	23	24.0%	44	31.0
Kershaw	23	20	20	19	21	16	64	20	158	21	40.5%	10	18.3
Lancaster	27	17	29	16	15	25	71	18	205	19	34.6%	26	19.3
Laurens	33	14	32	14	24	15	89	14	214	18	41.6%	8	14.3
Lee	7	42	16	24	2	45	25	37	68	35	36.8%	20	37.0
Lexington	35	11	33	12	29	12	97	12	413	8	23.5%	45	11.7
McCormick	7	42	5	42	5	41	17	44	27	45	63.0%	1	41.7
Marion	9	37	9	33	3	43	21	41	78	33	26.9%	39	37.7
Marlboro	10	34	9	33	8	35	27	36	67	37	40.3%	11	34.0
Newberry	20	25	16	24	15	25	51	24	109	31	46.8%	2	24.7

County	2008	RANK	2009	RANK	2010	RANK	2008-2010	RANK	Total Fatal & Severe Injury Collisions 2008-2010	RANK	% Speed Related 2008-2010	RANK	Average Rank
Oconee	19	26	9	33	20	18	48	27	131	26	36.6%	21	25.7
Orangeburg	36	9	39	10	27	14	102	10	267	14	38.2%	17	11.0
Pickens	28	16	33	12	33	11	94	13	261	15	36.0%	24	13.0
Richland	63	4	87	1	55	4	205	3	641	4	32.0%	31	3.0
Saluda	9	37	8	36	8	35	25	37	65	40	38.5%	15	36.0
Spartanburg	63	4	40	8	51	5	154	6	475	5	32.4%	30	5.7
Sumter	21	21	20	19	21	16	62	21	240	16	25.8%	41	18.7
Union	8	40	12	29	8	35	28	35	66	38	42.4%	7	34.7
Williamsburg	17	28	14	28	17	22	48	27	125	28	38.4%	16	26.0
York	44	7	40	8	35	10	119	8	398	9	29.9%	34	8.3
Total	1,182		1,114		1,030		3,326		10,513		31.6%		

PROCESS FOR DEVELOPING THE PROJECTS IN THIS PLAN

Development of the Funding Guidelines. With the completion of the Problem Identification process, staff developed the 2013 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 2013 Funding Guidelines, Page 27). 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 2013 Funding Guidelines, Page 27).

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 16, 2011, 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 2, 2012, at 5:00 p.m. Applicants were provided names and telephone numbers of Highway Safety staff to contact for assistance.

Workshop for Potential Applicants. One (1) Funding Guidelines workshop was held in Columbia on January 10, 2012 at the CSC Auditorium on the campus of the SC Department of Public Safety's headquarters site with more than 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. Additionally, the workshop included a complete overview of the online grant application and instructions on how to complete and submit the application. Meeting participants came from across the state and represented all sectors of the highway safety community (engineering, education, enforcement, EMS, etc.). Participants were informed that three sample, completed grant applications would be available on the SCDPS website 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 2013 funding was Friday, March 2, 2012, at 5:00 p.m. Eighty-three (83) applications were received by the due date and time. Three applications were submitted after the deadline. The Grants Management Information System (GMIS) assigned pre-application numbers to all applications received. All grant personnel had access to the applications through GMIS. The first stage of the review process involved the Director, Assistant Director, Grants Administration Manager, and Program Managers for the Office of Highway Safety reviewing and discussing the applications submitted by the due date and time. The initial review process was conducted the week of May 28, 2012. The acting Senior Accountant and the Grants Accounting Manager assigned to the Highway Safety Program in the Grants Accounting Office provided financial review comments on all applications during the review sessions and at subsequent budget review meetings held in June 2012.

A second stage of the review process involved additional meetings between the Senior Accountant, Grants Administration Manager, Business Manager, Assistant Director, and Director of the OHS. A series of meetings was held during the weeks of July 9, 2012 and July 16, 2012 to discuss grant applications in detail. A discussion of prioritization of the grant projects for funding was held during the week of July 23, 2012. The Funding Guidelines Document and the South Carolina Traffic Fact Book were consulted as applications received final review.

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 subgrantee identified, analyzed, and comprehended the local or state problems. **Applicants who did not demonstrate a traffic safety problem/need were not recommended for funding.**
4. The extent to which the proposal sought to provide a realistic and comprehensive approach toward problem solution, including documenting coordination with local and state agencies necessary for successful implementation.
5. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
6. The extent to which the estimated cost justified the anticipated results.
7. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area; the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.

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

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 review, a multi-day staffing review was established. The review was conducted beginning during the week of May 28, 2012 and concluding during the first week in June 2012. 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 having 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 between the Senior Accountant, Grants Administration Manager, Assistant Director, and Director of the OHS. After careful consideration of the Funding Guidelines Document and the most current SC Traffic 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.

Ranking Based on Potential Impact. Upon the conclusion of the two stages of staffing meetings, the third portion of the review process began. 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 2013 appropriation for Section 402 funds, anticipated carry-forward funds from FFY 2012 grants, as well as anticipated Section 410, Section 405, Section 408, Section 2010 and Section 406 funds, it is expected that a majority of the grant applications recommended for funding approval will receive funding at some point during FFY 2013. The exact number will depend upon the availability of funds, which is unknown at this time.

When the above-mentioned pools of funds become available during FFY 2013, those grant proposals which were approved will be considered for funding. 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 Project Applications submitted for FFY 2013 Highway Safety funding for every grant application submitted. 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 13, 2012, Highway Safety staff finalized program area plans. Upon receipt of the FFY 2013 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 2013. 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 2013 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 2013 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 2013.

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

Core Outcome Measures							
		2005	2006	2007	2008	2009	2010
Traffic Fatalities	Total	1,094	1,045	1,077	921	894	810
	Rural	970	904	966	878	878	613
	Urban	124	141	111	43	16	197
	Unknown	0	0	0	0	0	0
Fatalities Per 100 Million Vehicle Miles Driven	Total	2.21	2.08	2.11	1.86	1.82	1.65
	Rural	3.96	3.64	3.81	3.63	3.62	2.59
	Urban	0.50	.56	0.43	0.17	.06	0.77
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	843	771	800	658	673	591
	Restrained	251	261	247	215	249	234
	Unrestrained	548	457	492	412	381	313
	Unknown	44	53	61	31	43	44
Alcohol-Impaired Driving Fatalities (BAC=.08+)**		436	419	464	400	374	357
Speed-Related Fatalities		481	419	454	350	337	283
Motorcycle Fatalities	Total	106	110	131	123	108	101
	Helmeted	26	28	31	29	25	23
	Unhelmeted	78	82	96	91	82	75
	Unknown	2	0	4	3	1	3
Drivers Involved in Fatal Crashes	Total	1,422	1,399	1,412	1,164	1,151	1,081
	Aged Under 15	3	0	2	4	3	0
	Aged 15-20	164	164	168	137	125	108
	Aged Under 21	167	164	170	141	128	108
	Aged 21 and Over	1,239	1,214	1,220	1,006	1,019	963
	Unknown Age	16	21	22	17	4	10
Pedestrian Fatalities	Total	98	128	108	101	89	90

*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

	2006	2007	2008	2009	2010	2011	2012
Fatalities (Actual)	1,045	1,077	921	894	810	828	
						2008-2010	
	2006	2007	2008	2009	2010	3 Yr Average	
Fatality Rate /100 million VMT (Total)	2.08	2.11	1.86	1.82	1.65	1.78	
Rural	3.64	3.81	3.63	3.62	2.59	3.28	
Urban	0.56	0.43	0.17	0.06	0.77	0.33	
	2006	2007	2008	2009	2010	2011	
# of Serious Injuries (state data)	4,091	4,104	3,513	3,448	3,462	unavailable	
	2006	2007	2008	2009	2010	2011	
# of Fatalities Involving Driver or Motorcycle Operator w/ \geq .08 BAC	419	464	400	374	357	unavailable	
	2006	2007	2008	2009	2010	2011	
# of Unrestrained Passenger Vehicle Occupant Fatalities	457	492	412	381	313	unavailable	
	2006	2007	2008	2009	2010	2011	
# of Speeding-Related Fatalities	419	454	350	337	283	unavailable	
	2006	2007	2008	2009	2010	2011	
# of Motorcyclist Fatalities	110	131	123	108	101	unavailable	
	2006	2007	2008	2009	2010	2011	
# of Unhelmeted Motorcyclist Fatalities	82	96	91	82	75	unavailable	
	2006	2007	2008	2009	2010	2011	
# of Drivers Age 20 or Younger Involved in Fatal Crashes	164	170	141	128	108	unavailable	
	2006	2007	2008	2009	2010	2011	
# of Pedestrian Fatalities	128	108	101	89	90	unavailable	
	2006	2007	2008	2009	2010	2011	2012
% Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	72.5%	74.5%	79.5%	81.50%	85.40%	86%	90.5%

	2006	2007	2008	2009	2010	2011
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	27,352	108,964	232,707	265,952	279,294	274,239

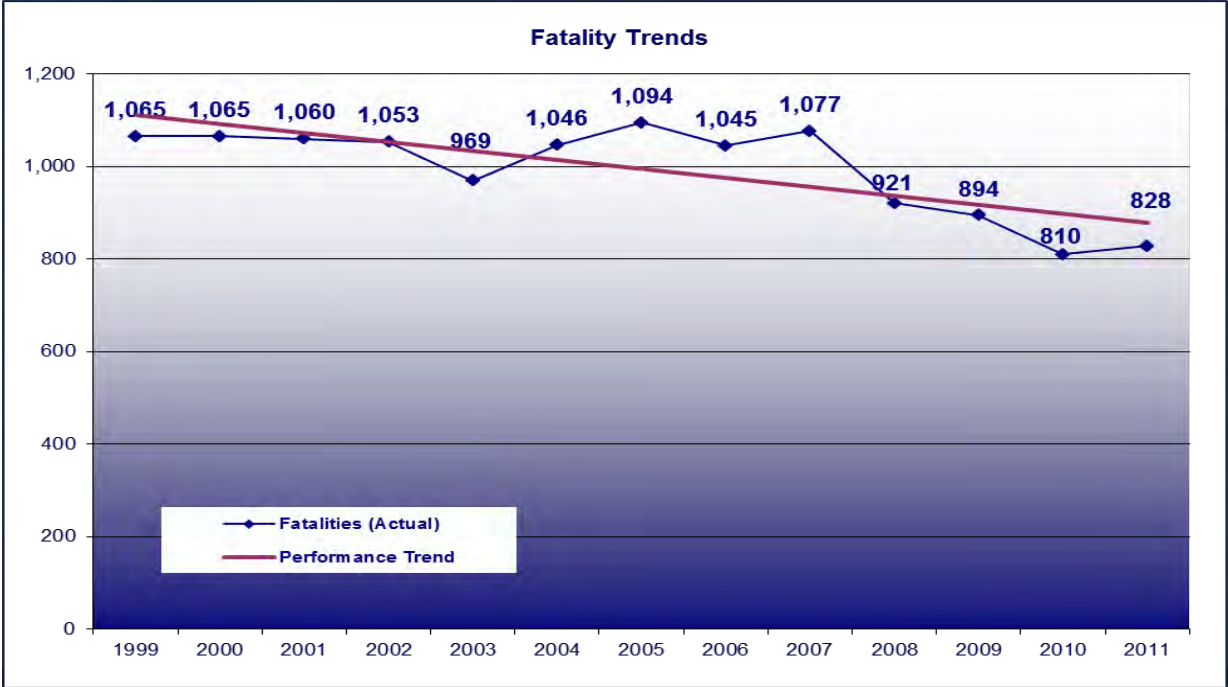
	2006	2007	2008	2009	2010	2011
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	3,765	6,554	20,031	26,589	29,081	28,466

	2006	2007	2008	2009	2010	2011
# of Speeding Citations Issued During Grant-Funded Enforcement Activities	95,902	188,097	438,058	521,114	482,403	438,772

Performance Goals and Trends

Goal: Fatalities

To decrease the three-year (2011-2013) average number of traffic fatalities by 5%, from the baseline three-year (2008-2010) average of 875 to 831 fatalities by December 31, 2013.



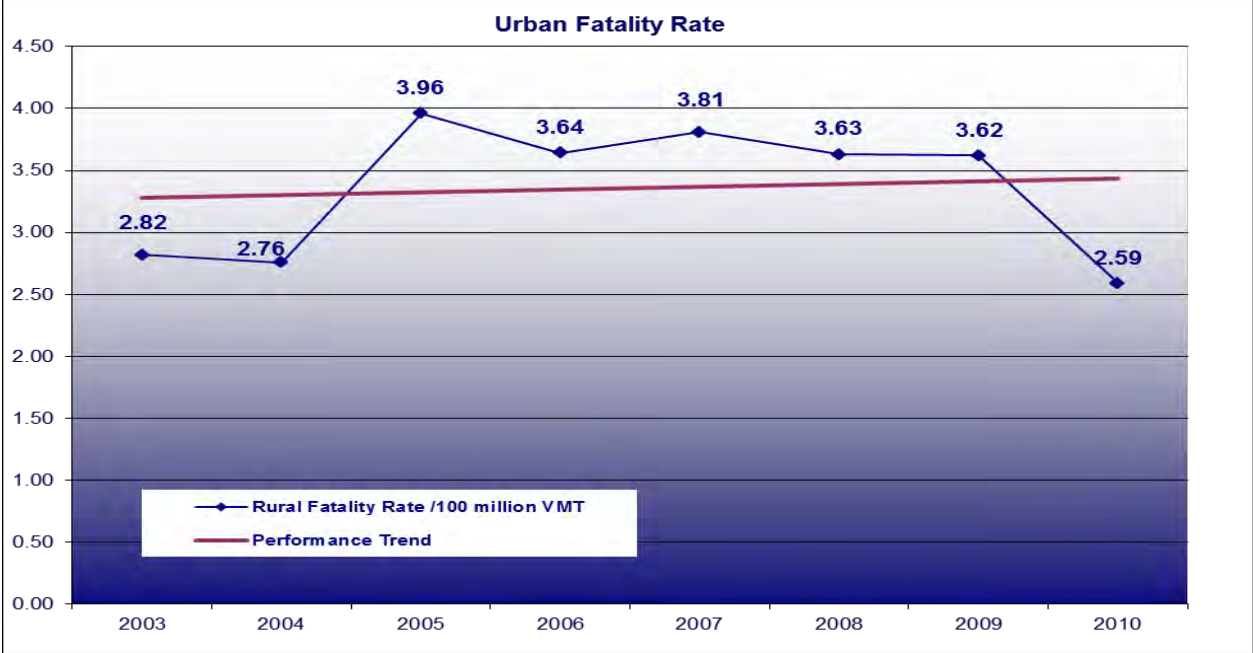
Goal: Fatality Rate/100M VMT

To decrease the three-year (2011-2013) average fatality rate/100M VMT by 5%, from the baseline three-year (2008-2010) average of 1.78 to 1.69 fatality rate/100M VMT by December 31, 2013.



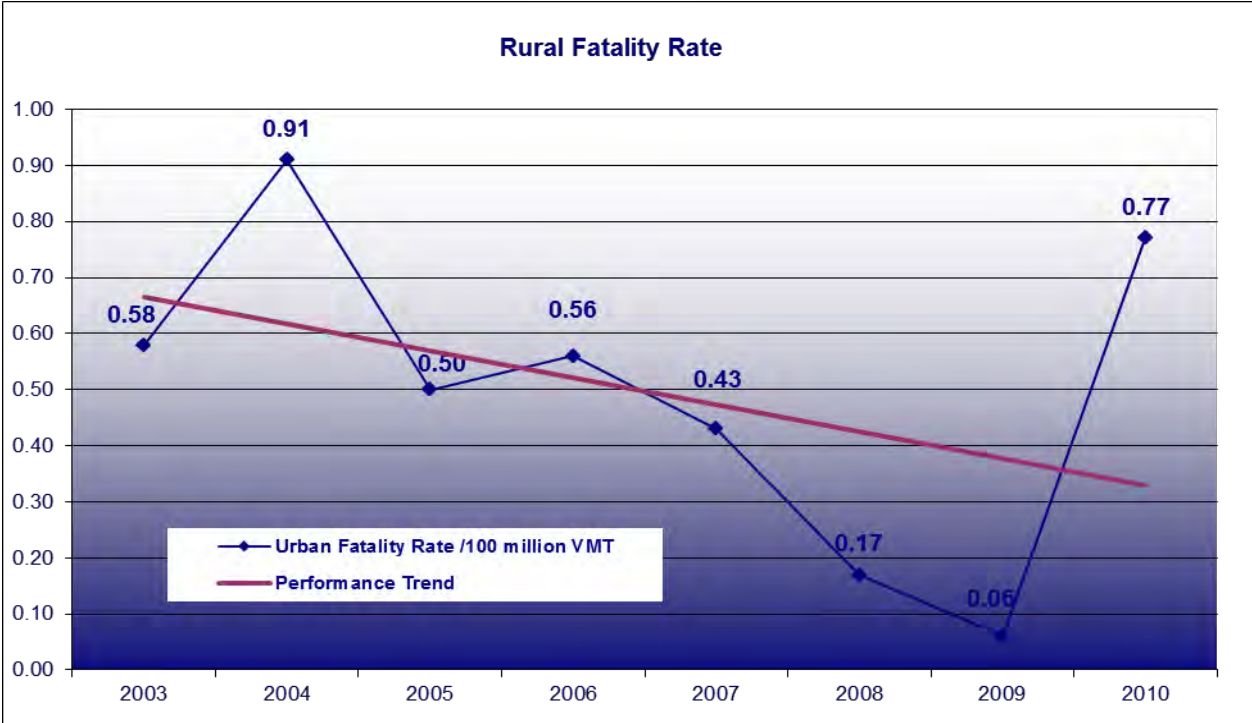
Goal: Rural Fatality Rate/100M VMT

To decrease the three-year (2011-2013) average rural fatality rate/100M VMT by 5%, from the baseline three-year (2008-2010) average of 3.28 to 3.12 fatality rate/100M VMT by December 31, 2013.



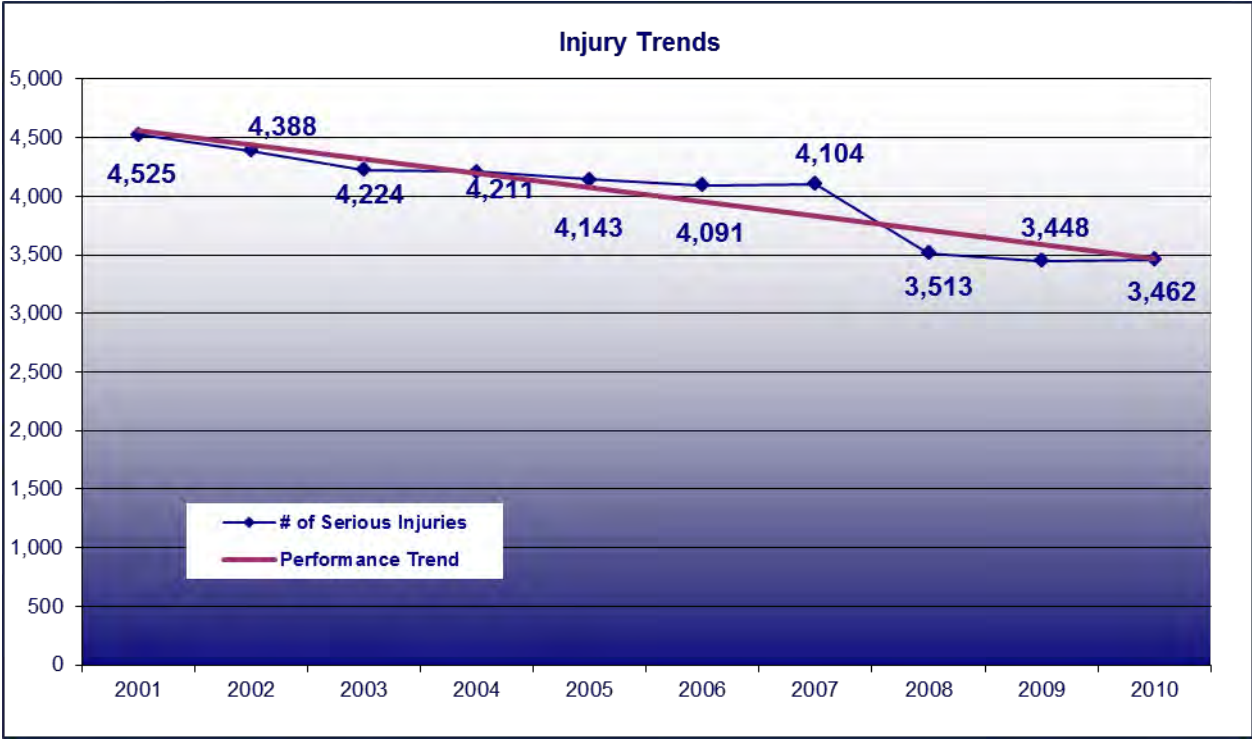
Goal: Urban Fatality Rate/100M VMT

To decrease the three-year (2011-2013) average urban fatality rate/100M VMT by 5%, from the baseline three-year (2008-2010) average of 0.33 to 0.31 fatality rate/100M VMT by December 31, 2013.



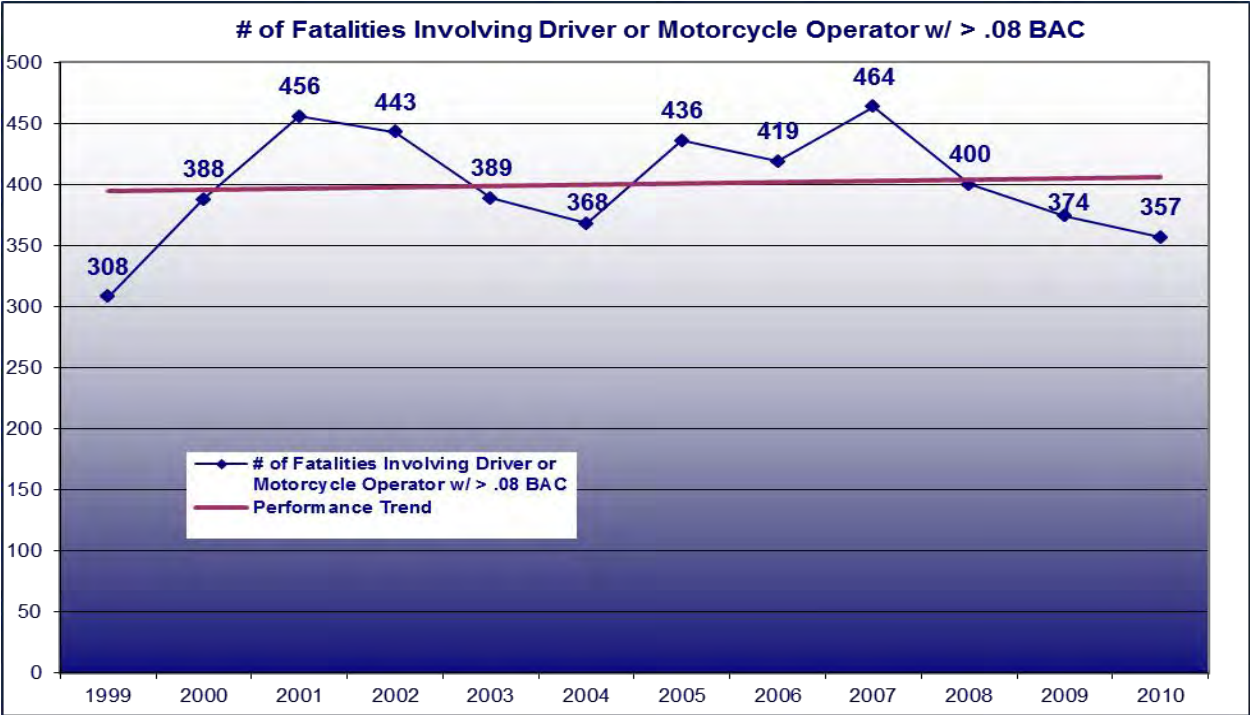
Goal: Serious Injuries

To decrease the three-year (2011-2013) average number of serious traffic injuries by 5%, from the baseline three-year (2008-2010) average of 3,474 to 3,300 injuries by December 31, 2013.



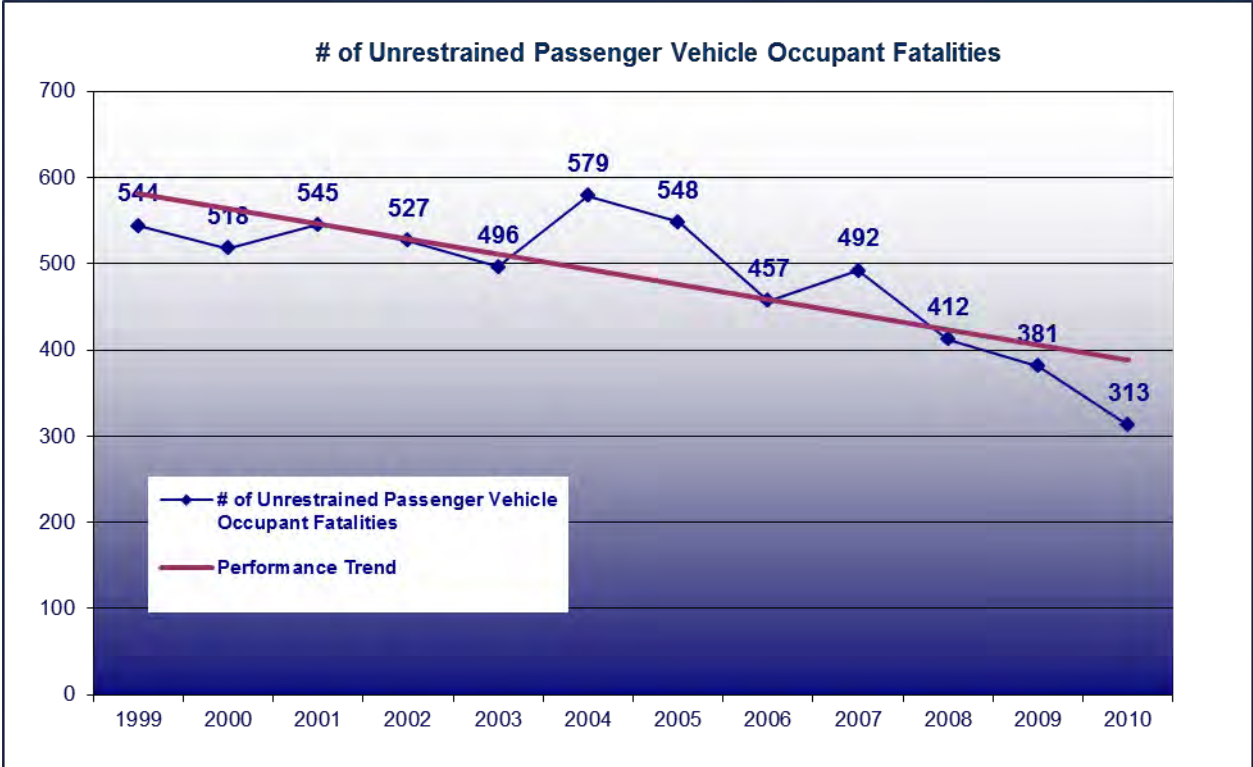
Goal: Fatalities at .08 or Above

To decrease the three-year (2011-2013) average number of alcohol-impaired driving fatalities by 5% from the baseline three-year (2008-2010) average of 377 to 358 alcohol-impaired driving fatalities by December 31, 2013.



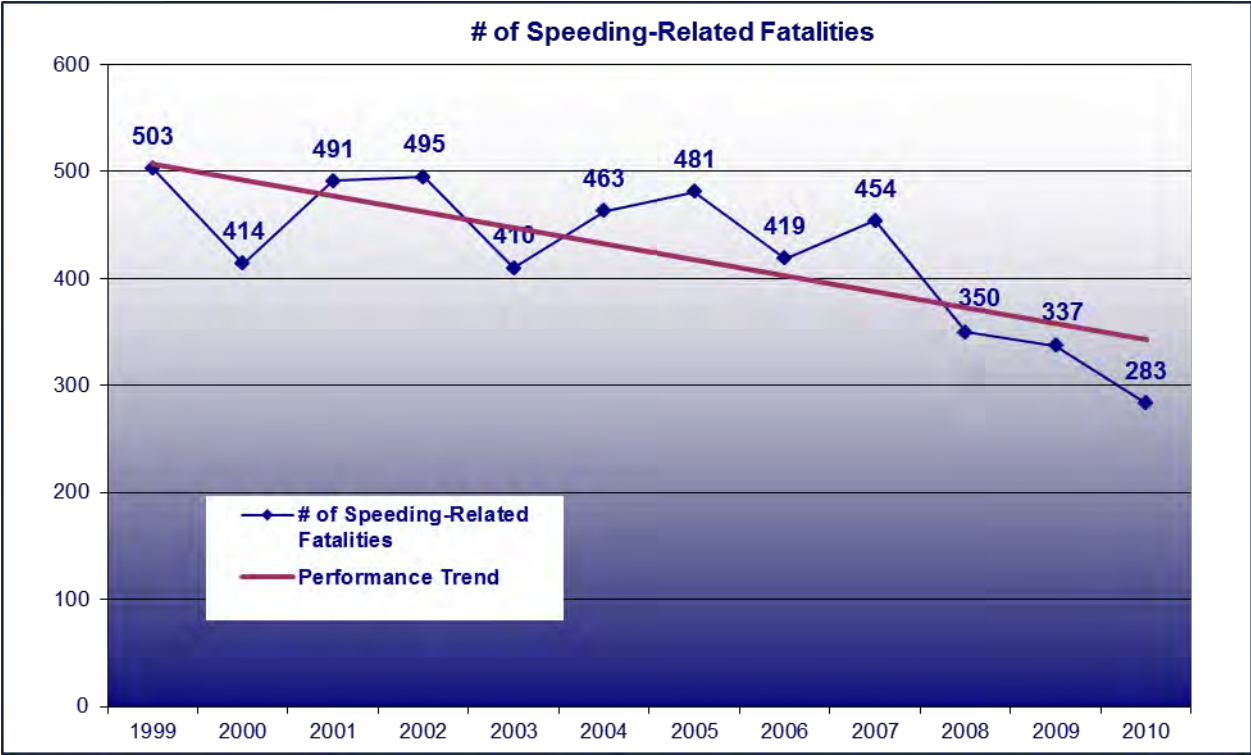
Goal: Unrestrained Fatalities

To decrease the three-year (2011-2013) average number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10%, from the baseline three-year (2008-2010) average of 369 to 332 unrestrained passenger vehicle occupant fatalities by December 31, 2013.



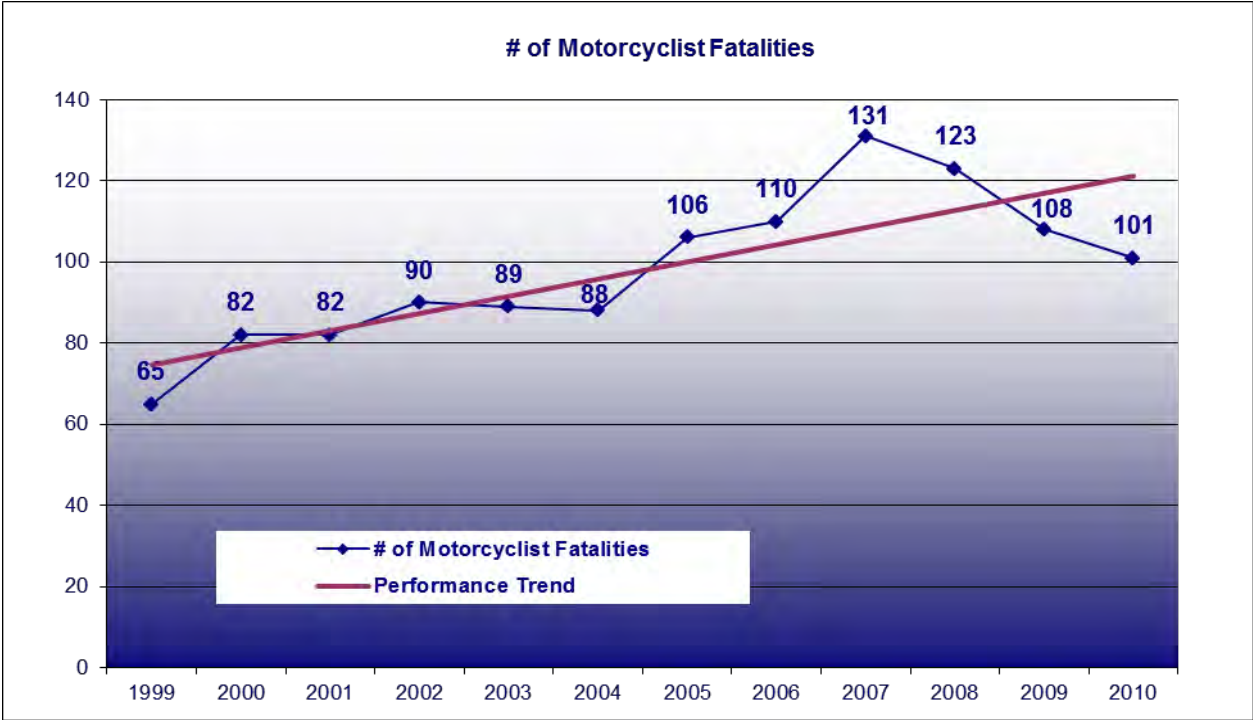
Goal: Speeding-Related Fatalities

To decrease the three-year (2011-2013) average number of speeding-related fatalities by 5%, from the baseline three-year (2008-2010) average of 323 to 307 speeding-related fatalities by December 31, 2013.



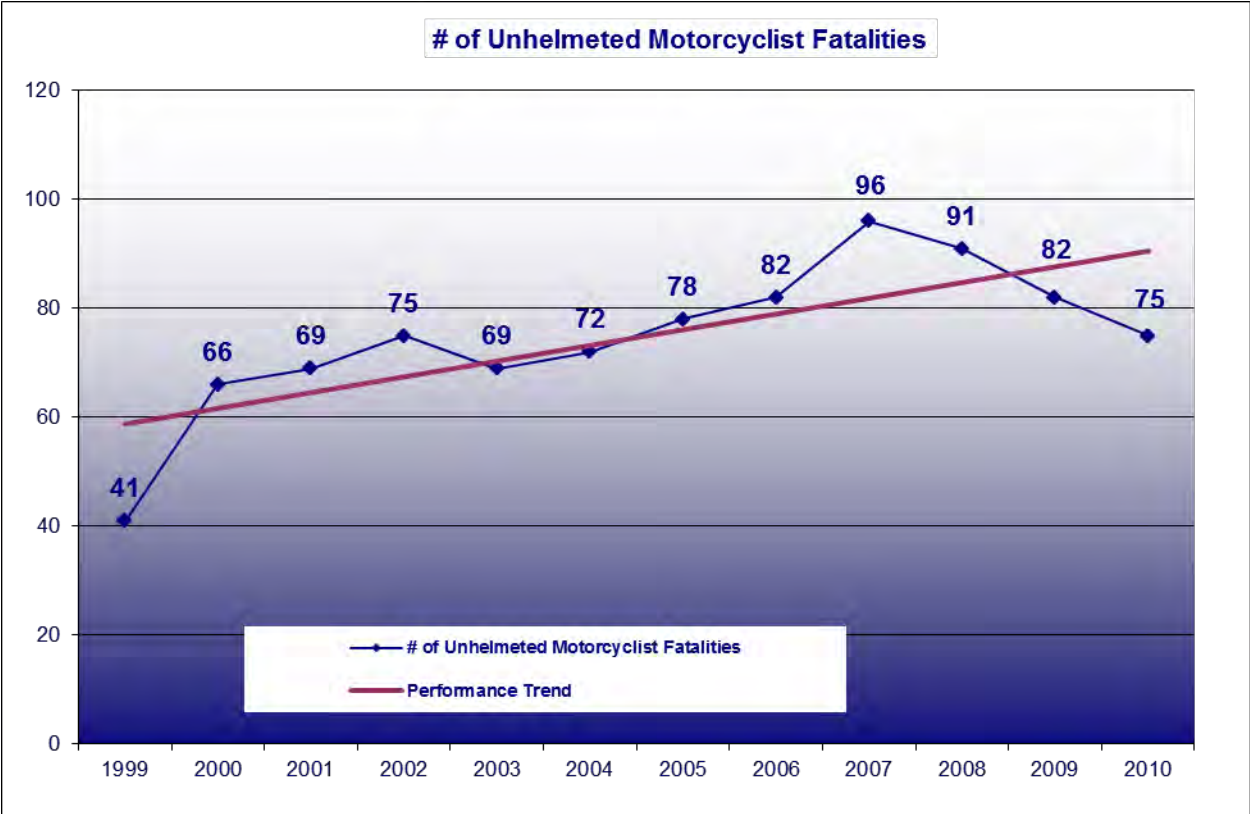
Goal: Motorcyclist Fatalities

To decrease the three-year (2011-2013) average number of motorcyclist fatalities by 5%, from the baseline three-year (2008-2010) average of 111 to 105 motorcyclist fatalities by December 31, 2013.



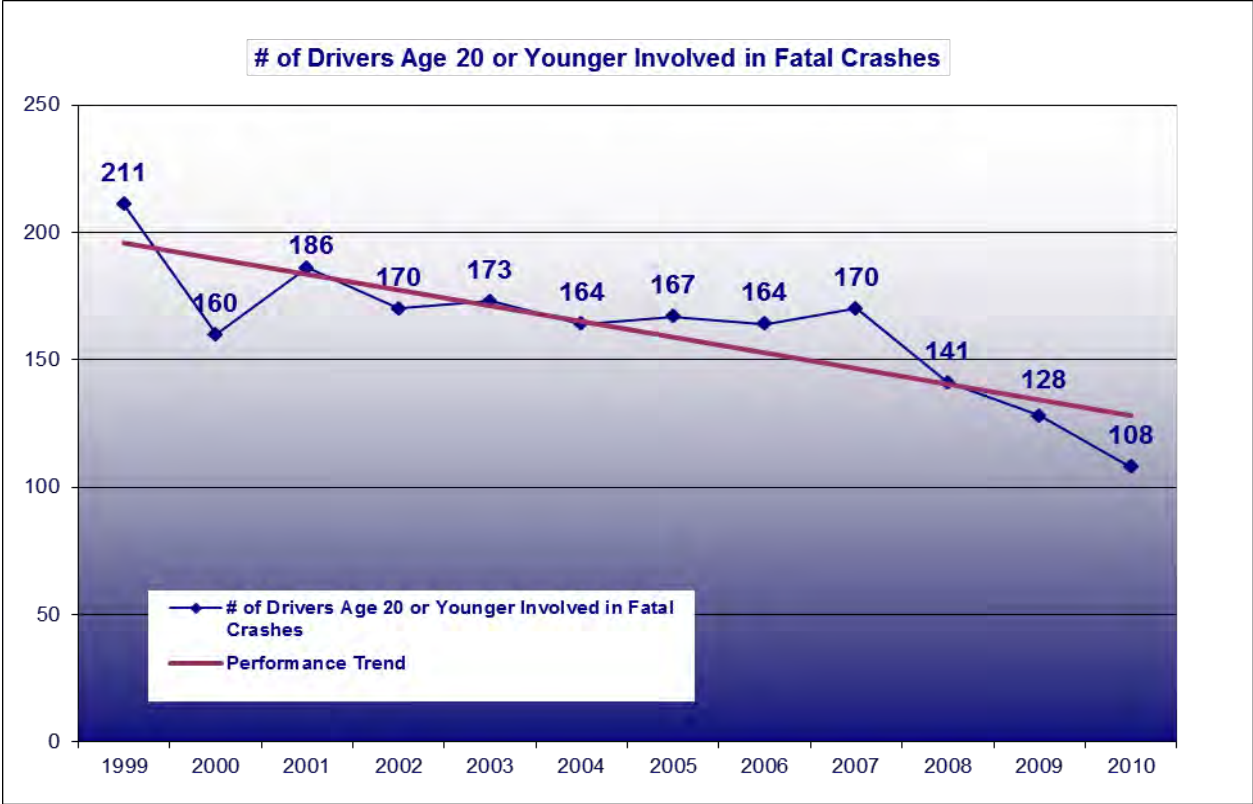
Goal: Unhelmeted Motorcyclist Fatalities

To decrease the three-year (2011-2013) average number of unhelmeted motorcyclist fatalities by 5%, from the baseline three-year (2008-2010) average of 83 to 79 unhelmeted motorcyclist fatalities by December 31, 2013.



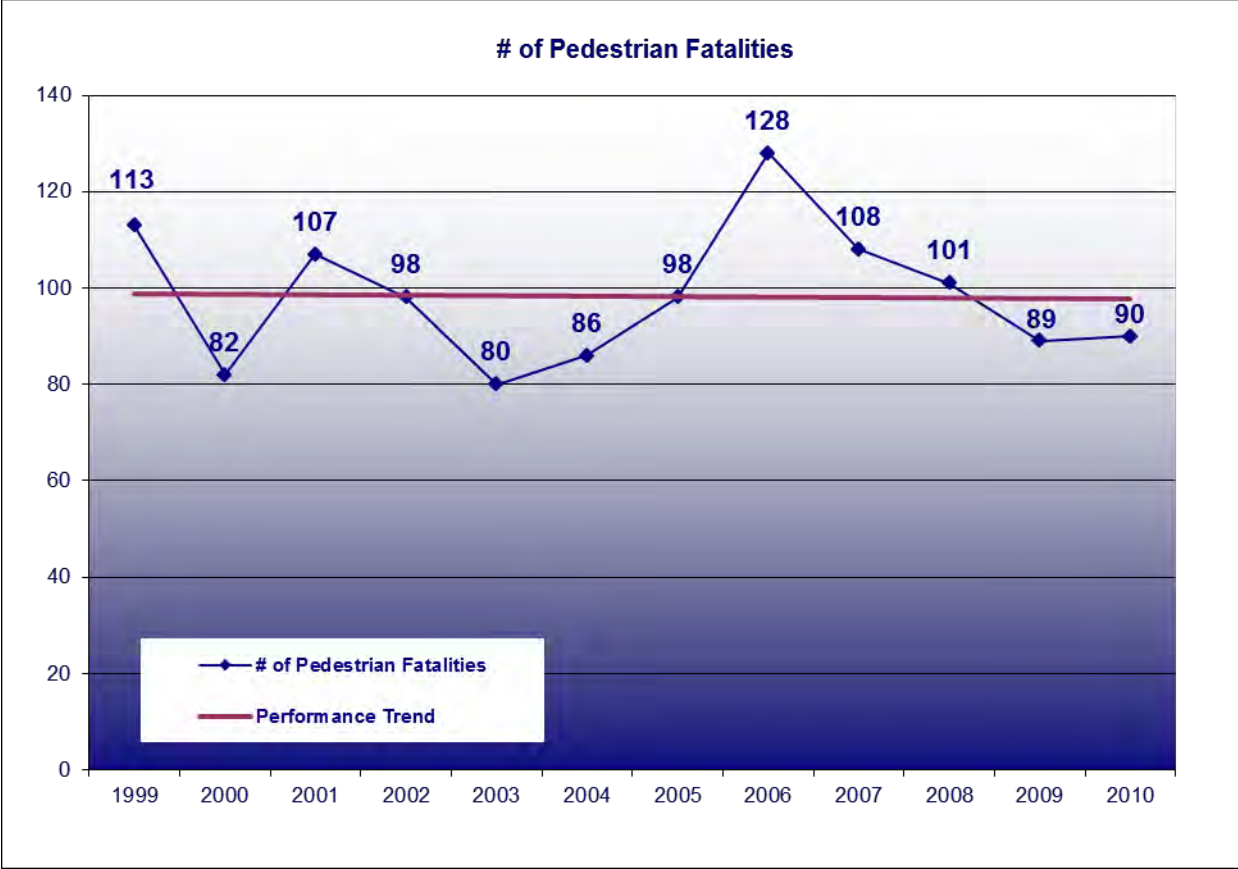
Goal: Drivers Age 20 or Younger Involved in Fatal Crashes

To decrease the three-year (2011-2013) average number of drivers age 20 or younger involved in fatal crashes by 10%, from the baseline three-year (2008-2010) average of 126 to 113 drivers age 20 or younger involved in fatal crashes by December 31, 2013.



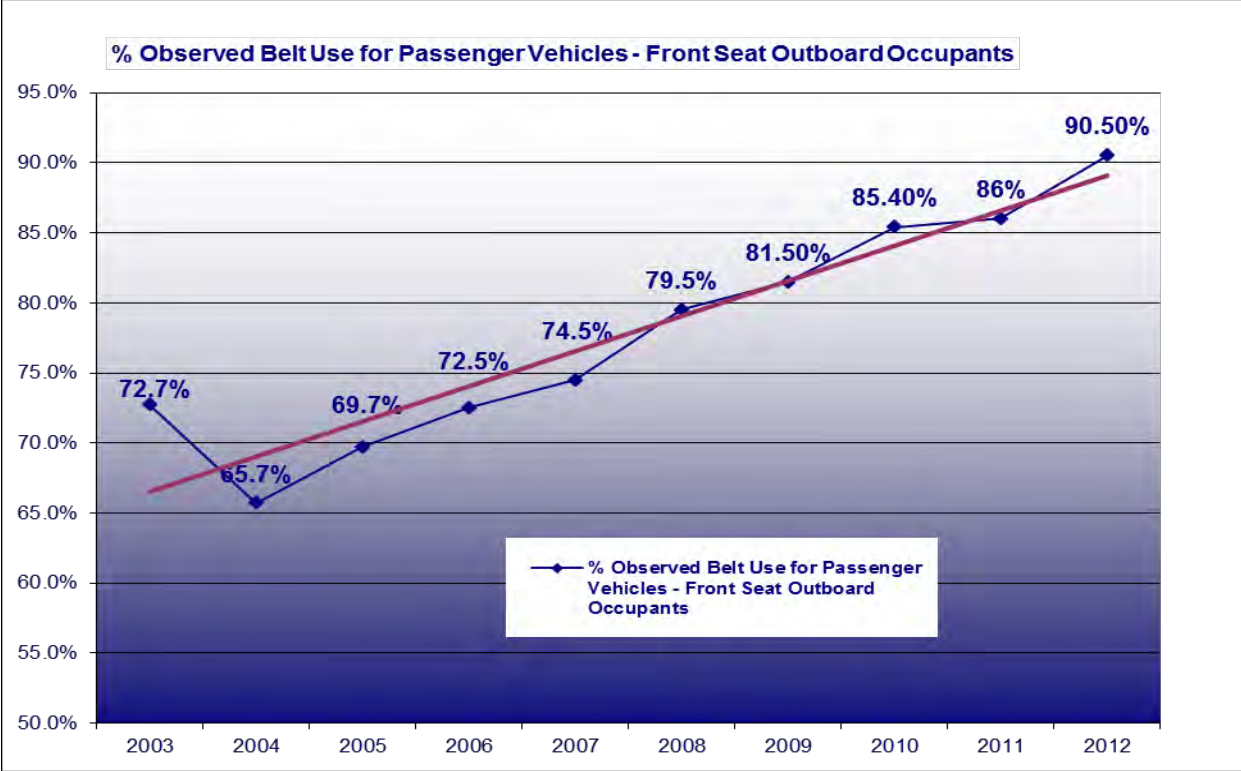
Goal: Pedestrian Fatalities

To decrease the three-year (2011-2013) average number of pedestrian fatalities by 5%, from the baseline three-year (2008-2010) average of 93 to 88 pedestrian fatalities by December 31, 2013.



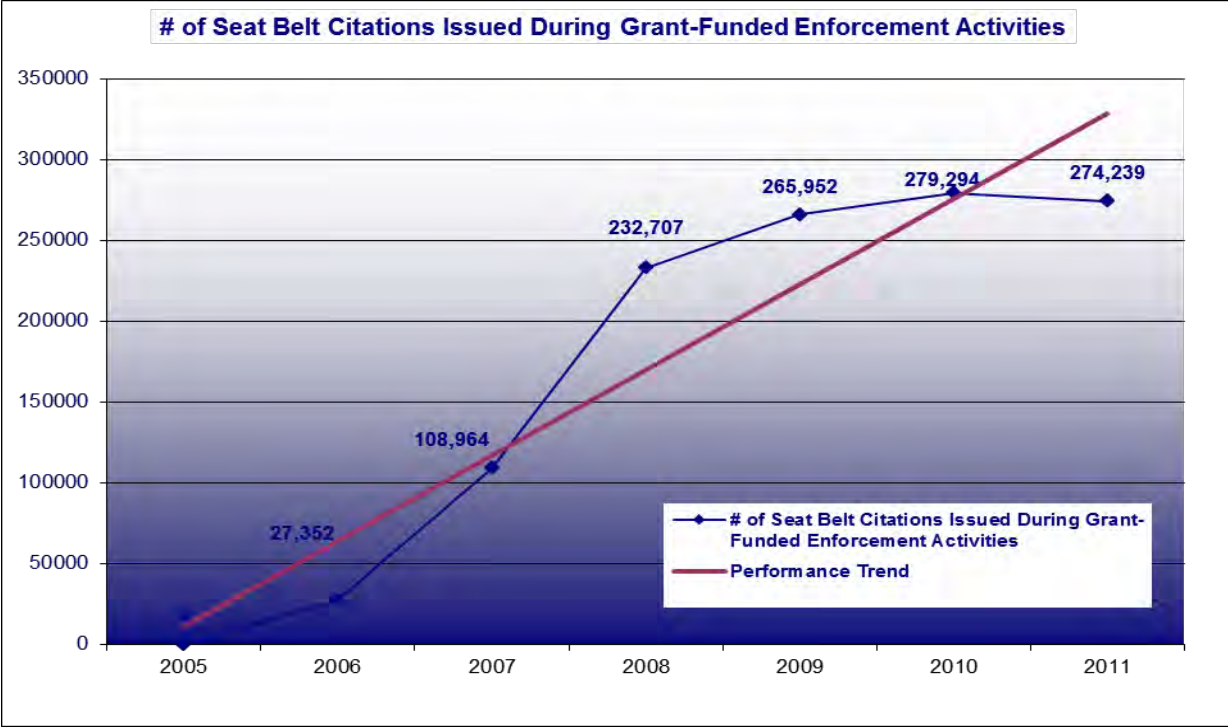
Goal: Observed Belt Use

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 1.5 percentage points from the 2012 calendar base year usage rate of 90.5% to 92% by December 31, 2013.



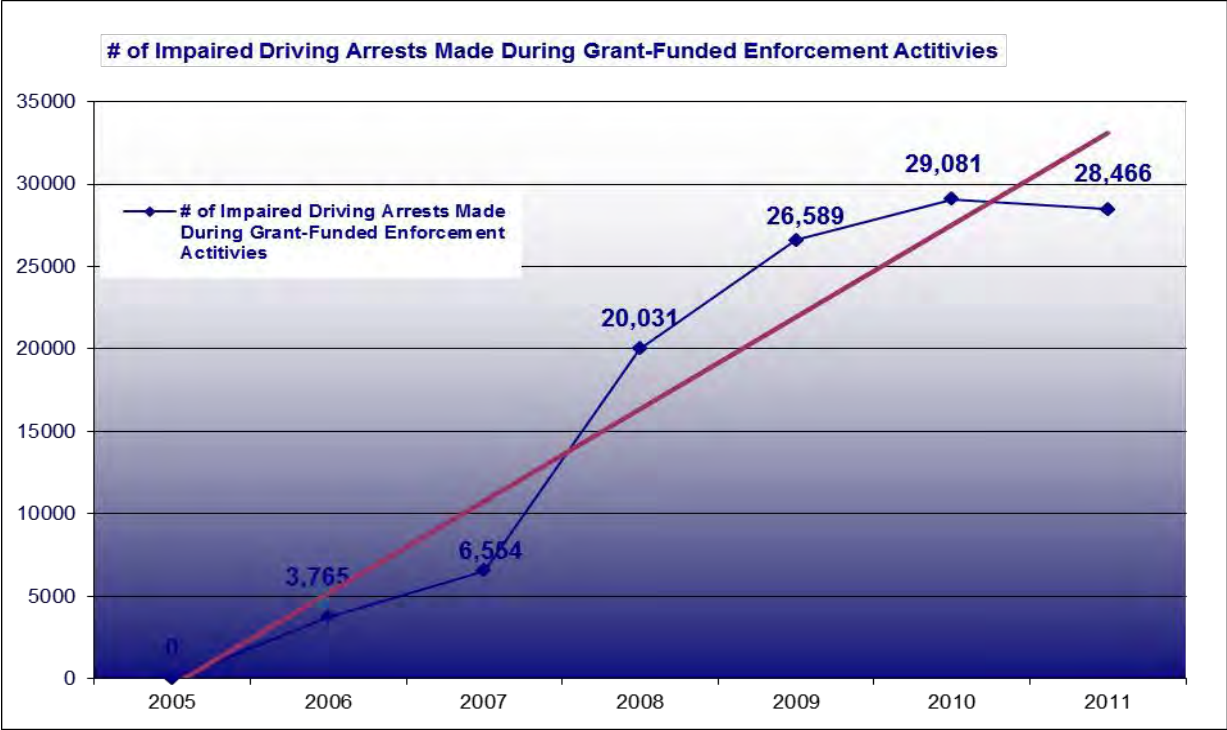
Goal: Seatbelt Citations

To increase the number of grant-funded seat belt citations issued by 5%, from 274,239 in 2011 to 287,951 in 2013.



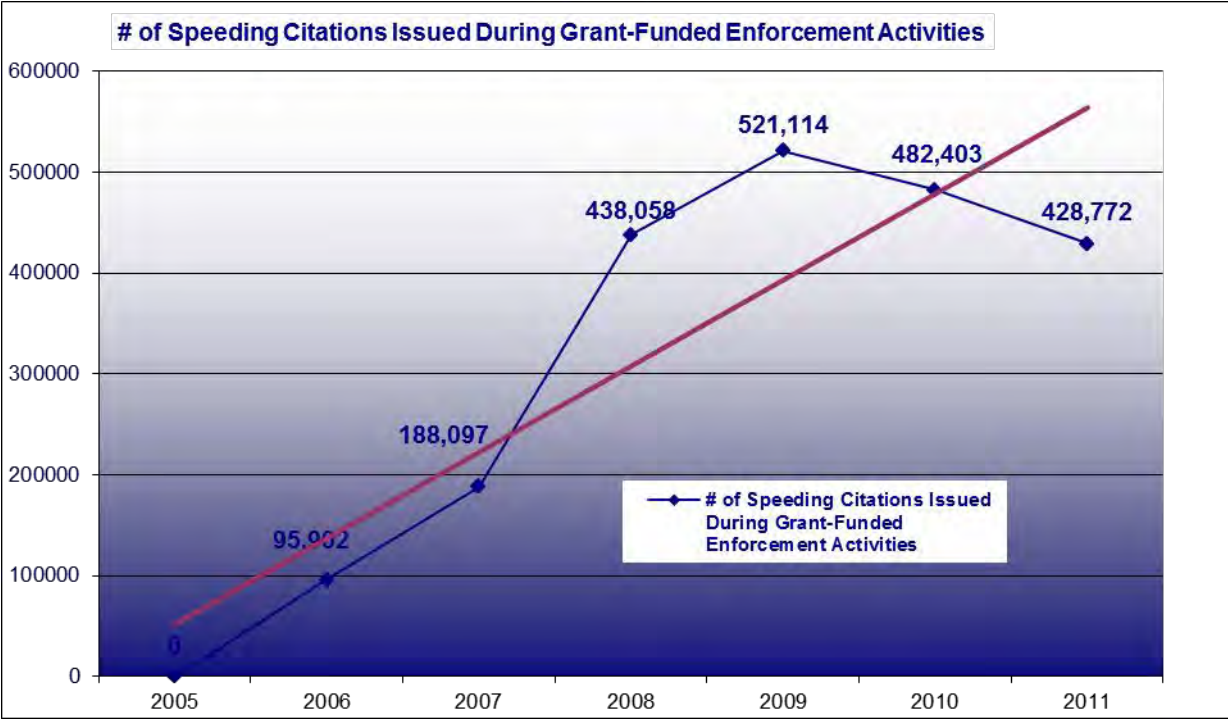
Goal: Impaired Driving Arrests

To increase the number of grant-funded impaired driving arrests made by 5%, from 28,466 in 2011 to 29,889 in 2013.



Goal: Speed Citations

To increase the number of grant-funded speeding citations issued by 5%, from 438,772 in 2011 to 460,711 in 2013.



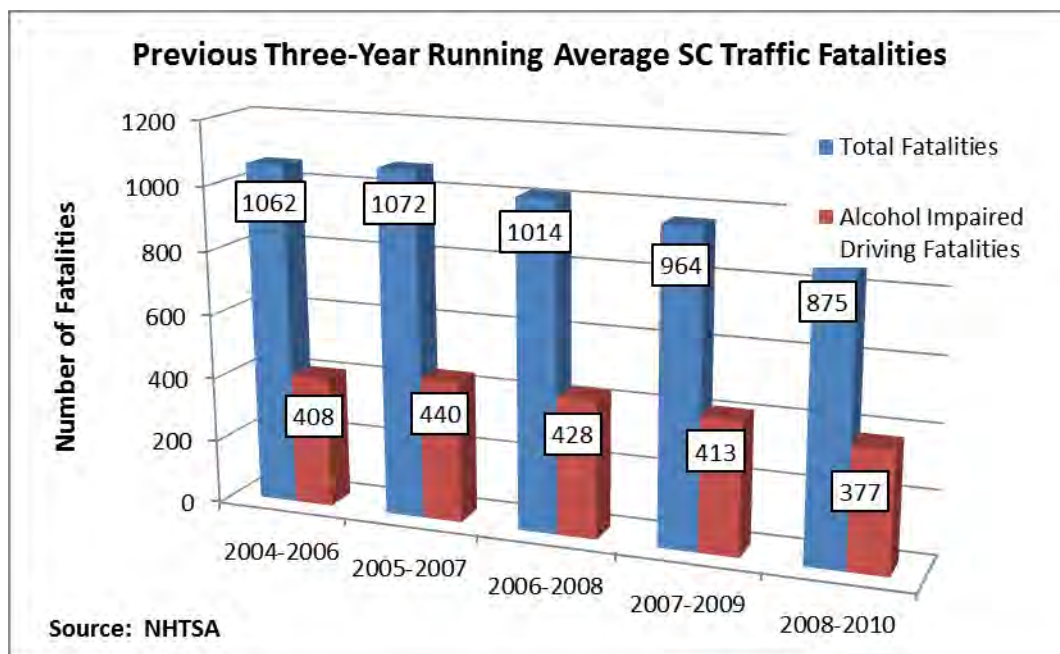
Performance Measures

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

PROGRAM ADMINISTRATION PROGRAM AREA

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, and cooperation with state and local governments. Programming resources are directed to national and state-identified priority areas previously outlined in this document.



Note: The **three-year average** for Total Fatalities has declined by 9.2% from 2009 to 2010. The **three-year average** for DUI Total Fatalities has declined by 8.7% from 2009 to 2010.

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 (2011-2013) average number of traffic fatalities by 5% from the baseline three-year (2008-2010) average of 875 to 831 fatalities by December 31, 2013.
2. To decrease the three-year (2011-2013) average fatality rate/100M VMT by 5% from the baseline three-year (2008-2010) average of 1.78 to 1.69 fatality rate/100M VMT by December 31, 2013.
3. To decrease the three-year (2011-2013) average rural fatality rate/100M VMT by 5% from the baseline three-year (2008-2010) average of 3.28 to 3.12 rural fatality rate/100M VMT by December 31, 2013.
4. To decrease the three-year (2011-2013) average urban fatality rate/100M VMT by 5% from the baseline three-year (2008-2010) average of 0.33 to 0.31 urban fatality rate/100M VMT by December 31, 2013.

Objectives:

1. To decrease traffic fatalities by 5%, from 810 in 2010 to 769 by December 31, 2013.
2. To decrease traffic-related severe injury crashes by 5%, from 2,840 in 2010 to 2,698 by December 31, 2013.
3. To maintain an effective staff to administer the Highway Safety Program in South Carolina throughout the FY 2013 grant year.
4. To prepare and submit to NHTSA the FY 2014 Highway Safety Plan for South Carolina by September 1, 2013.
5. To evaluate the effectiveness of programs and their impact upon the performance goals by preparing and submitting to NHTSA the FY 2013 Annual Report for South Carolina by December 31, 2013.

Performance Measures:

Goals:

1. A comparison of the 2008-2010 calendar base year average for traffic fatalities will be made to the most current available FARS data.
2. A comparison of the 2008-2010 calendar base year average for fatalities/VMT 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 2014 Highway Safety Plan to NHTSA by the assigned deadline.
5. Conduct program evaluations and produce annual reports on program effectiveness by the assigned deadlines.

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 provide information to potential subgrantees on the processes and requirements involved with the submission of highway safety grant applications and encourage the development of projects that will positively impact highway safety in the state.
6. Highway Safety staff will review all applications submitted by the established deadline and participate in the staffing process for FFY 2014.
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 2013 Law Enforcement DUI Challenge on a statewide level utilizing strategies similar to those utilized in FFY 2012. The campaign is known as *Sober or Slammer!* and represents the state's version of the national *Drive Sober or Get Pulled Over.* initiative. The campaign will run from December 1, 2012 through September 2, 2013 and will continue to feature high visibility enforcement and earned media statewide, but will focus on counties representing more than 65% of the State's population and have seen more than 65%% of the State's alcohol impaired driving fatalities over the three-year period 2009-2011. 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 2012-2013 and Labor Day 2013 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.

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*).

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.

9. Highway Safety staff will develop/implement technical training programs as needed to support local project initiatives.
10. 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, details will be included in the information package outlining procedures for requesting assistance.
11. 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 2013 highway safety projects.
12. 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 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.

13. Highway Safety staff will continue to provide Law Enforcement Liaison services to both state and local law enforcement agencies.
14. 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.
15. 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), funded by SCDOT, to focus on high crash corridors.

PROJECT TO BE IMPLEMENTED:

Project Number:2H13001

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.

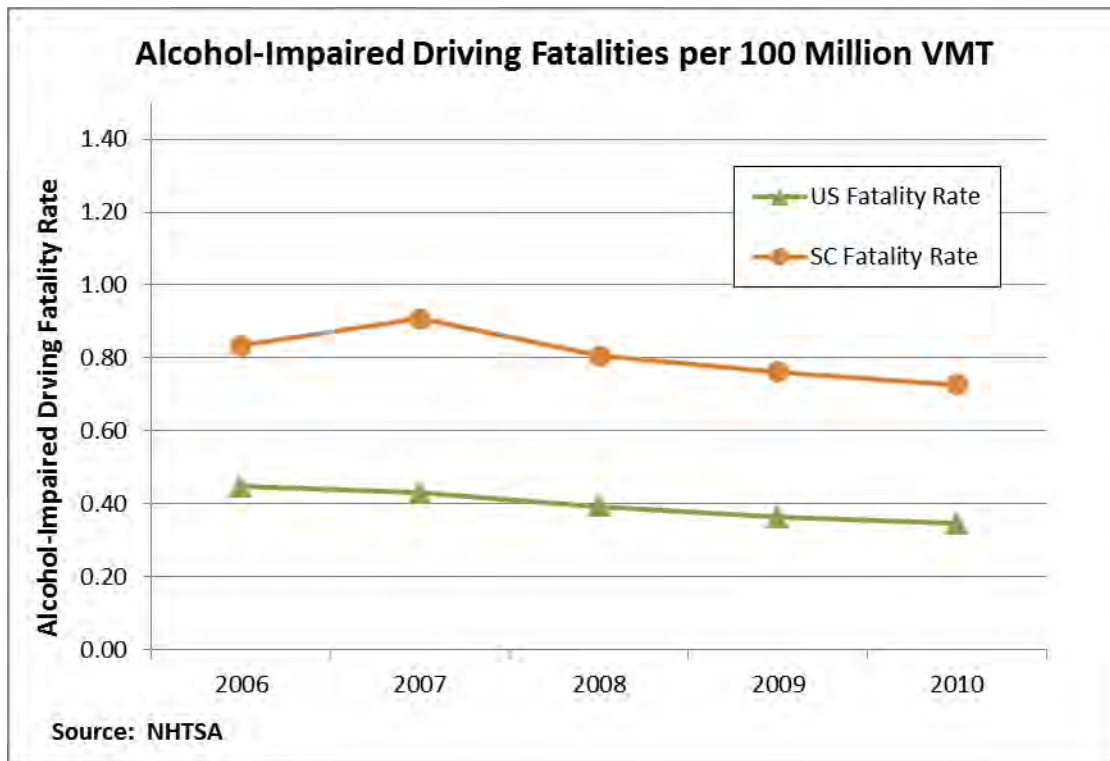
Budget: The project funds Personnel @ \$246,320 (includes salaries and fringe benefits for one [1] director [50%], one [1] assistant director, and one [1] grants administration manager); Contractual Services @ \$10,000 (includes funding to utilize the State’s “Tapfin” contract to continue the implementation and maintenance of the GMIS for the OHS); Equipment @ \$6,000 (includes three [3] desktop computers); and Other @ \$26,954 (includes indirect cost, printing, postage, telephone, Enterprise Software maintenance/data supplies, tort insurance, and office supplies).

Program Administration: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H13001	South Carolina Department of Public Safety: Office of Highway Safety	Highway Safety Planning & Administration	\$144,637/ \$144,637	Section 402/ State Funds
402 Total			\$144,637	
Total All Funds			\$289,274	

ALCOHOL COUNTERMEASURES PROGRAM AREA

Problem Analysis:



Statistics from the SC Department of Public Safety's (SCDPS) Statistical Analysis Center indicate that there were 5,463 DUI-related crashes in the state in 2010. According to the online Fatality Analysis Reporting System (FARS) Encyclopedia and the National Highway Traffic Safety Administration (NHTSA), in 2010 there were 320 drivers with reported alcohol involvement in fatal collisions in South Carolina that resulted in the deaths of 357 people. Of the 5,463 DUI-related crashes, 2,506 were injury crashes resulting in 3,723 injuries. The term "DUI-related crash" encompasses crashes with DUI as a contributing factor. It does not include impaired pedestrians and bicyclists, or 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 2010 DUI data) has declined by 4.0% from 2009 to 2010. 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 46.34% in 2010. This is a 1.11 percentage point increase over the percentage for 2009 (45.23%). There were a total of 1,079 drivers involved in fatal crashes in South Carolina during 2010. According to the National Highway Traffic Safety Administration's (NHTSA) National Center for Statistics and Analysis, 320 of these drivers showed a BAC of .08 or greater which means that 29.7% of all drivers in fatal crashes were legally impaired at

the time of the crash. This represents a decrease over 2009, when 31% of all drivers in fatal crashes were legally drunk.

**Top Fifteen Counties for Fatal and Severe Injury DUI Collisions
South Carolina 2008-2010**

County	2008	2009	2010	Total
Greenville	60	65	68	193
Richland	57	50	52	159
Horry	54	53	49	156
Lexington	61	47	45	153
Spartanburg	54	44	53	151
Charleston	49	34	46	129
Anderson	46	43	37	126
Aiken	43	38	33	114
Berkeley	38	42	26	106
York	35	35	29	100
Florence	33	34	27	94
Orangeburg	25	34	29	88
Pickens	24	32	32	88
Laurens	27	22	25	74
Sumter	19	24	23	66
Total	325	598	574	1797

In addition to the fatal and severe injury DUI crashes outlined in the chart above, the OHS reviews the counties with the highest reported frequencies of DUI-related fatal collisions which, during the three-year period 2008-2010, were Greenville, Lexington, Richland, Charleston, Spartanburg, Horry, Berkeley, Orangeburg, Aiken and Florence counties. During the three-year period, Greenville County had the highest number of DUI-related fatal crashes with 74, followed by Lexington with 70, Richland with 67, Charleston and Spartanburg with 64 each. According to the average daily vehicle miles driven in 2010, Allendale, Chesterfield, Darlington, Barnwell, Orangeburg, Edgefield, Pickens, Chester and McCormick counties experienced the highest vehicle mileage death rates in DUI-related collisions. Due to the high number of DUI-related crashes in these counties, priority will be given to applications that propose initiatives targeting these counties.

From 2008-2010, a total of 2,624 people died in South Carolina traffic collisions, and 143,935 people were injured in these crashes. Of those killed during this time period, 1,190 (or 45.35%) died in a DUI-related traffic crash. A total of 11,284 of those injured, or 7.8%, were involved in a DUI-related crash. From 2008 to 2010, the state has experienced a 0.44% decrease in the number of reported DUI-related crashes. According to State data, (at fault) drivers in the 20-24 year old age group experienced the highest number of DUI-related fatal crashes from 2008-2010 with 188 drivers involved in fatal crashes. This age group accounted for 3,025 (at fault) drivers in crashes with DUI as a contributing factor. The second highest age group of at fault drivers involved in DUI-related fatal crashes during

this period were drivers aged 25-29, totaling 162 drivers involved in fatal crashes and 2,672 total drivers, followed by drivers aged 30-34, totaling 1,953 with 101 fatal collision drivers. During the period 2008-2010, 77% of the drivers involved in DUI-related crashes were male; 22.3% were female; and 0.7% were unknown. Saturday and Sundays from 12:01 am – 3:00 am 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 DUI-related violations. This is very concerning since many of the 15-24 year old drivers cannot legally consume alcohol. In South Carolina, DUI-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 and June 2012 (pre-campaign and post-campaign surveys). An additional survey regarding impaired driving will be conducted to coincide with the Labor Day 2012 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, approximately 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; 3.3% said they had done so once, 1.5% had done so on two days, 3.0% on three days, and 2.7% had driven after drinking alcohol on four or more 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 74.8% had read, seen or heard 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. Slightly more than 20% in the pre-campaign and post-campaign surveys believed that a person who drives after drinking will always be arrested; 26.8% (pre-) and 32.9% (post-) thought they would be arrested most of the time; 36.5% (pre-) and 32.9% (post-) said they would be arrested about half the time; 13.1% (pre-) and 14.0% (post-) felt they would rarely be arrested; and only 0.2% (pre-campaign) and 0.5% (post-campaign) believed they would never be arrested.

Goals:

1. To decrease the three-year (2011-2013) average number of alcohol-impaired driving fatalities by 5%, from the baseline three-year (2008-2010) average of 377 to 358 alcohol-impaired driving fatalities by December 31, 2013.
2. To increase the number of grant-funded impaired driving arrests made by 5%, from 28,466 in 2011 to 29,889 in 2013.

Objectives:

1. To decrease the number of alcohol-impaired driving fatalities by 5%, from 357 fatalities in 2010 to 339 alcohol-impaired driving fatalities by December 31, 2013.
2. To decrease DUI-related serious traffic injuries by 5% from 693 to 658 by December 31, 2013.
3. 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, 2013.
4. To continue the DUI Law Enforcement Challenge requiring at least quarterly impaired driving enforcement initiatives combined with two major mobilization crackdowns during FY 2013.
5. To conduct two public information and education campaigns to emphasize impaired driving enforcement initiatives during FY 2013.
6. To maintain the Impaired Driving Prevention Council (IDPC) during FFY 2013 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 2013 DUI Law Enforcement Challenge will continue throughout the 2013 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 Law Enforcement DUI 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 Christmas/New Year's holidays of 2012-2013 and the Labor

Day holiday of 2013 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. 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 15 of the State's 16 Judicial Circuits will be decreased through the hiring of a DUI solicitor in each circuit, who will devote 100% of his/her time to prosecuting DUI cases, predominantly in Magistrate's Court..
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 2012.
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: 2H13008

Subgrantee: Lexington County Sheriff's Office

Project Title: DUI and Alcohol Enforcement 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 DUI-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 will participate actively in the Law Enforcement Network (LEN) and all OHS special activities.

Budget: The project funds Personnel @ \$117,309 (includes salaries and fringe benefits for two [2] DUI Traffic Enforcement Officers); Travel @ \$22,892 (includes enforcement mileage); and Other @ \$9,356 (includes office supplies; operation supplies; wireless service charges; mobile phone service charges; 800 radio service charges; email charges; two [2] ID bar code scanners and software system; two [2] passive alcohol sensors, and general tort insurance).

Project Number:2H13009

Subgrantee:Charleston County Sheriff's Office

Project Title:Charleston County Sheriff's Office DUI Enforcement Team

Project Description: The project will maintain the current two grant-funded officers to conduct DUI enforcement within Charleston County. The grant-funded officers will work nights, to include weekend nights, conducting regular and saturation patrols. The grant-funded officers will participate in public safety checkpoints and the Ninth Judicial Circuit Law Enforcement Network. The grant officers will be trained in SFST and DUI trial preparation. Positioning or assignments of the DUI Traffic deputies in problem areas will be determined from information retrieved from OHS statistics. The DUI Team will place extra emphasis 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. These grant-funded deputies will maintain daily logs of contacts made during the course of patrolling.

Budget: The project funds Personnel @ \$120,242 (includes salaries and fringe benefits for two [2] DUI Enforcement Officers); Travel @ \$25,000 (includes in-state enforcement mileage); and Other @ \$4,600 (includes office supplies and radio maintenance fee).

Project Number:2H13025

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), an Administrative Assistant, a Senior Accountant and a Fiscal Technician to administer impaired driving highway safety grants during the course of

the grant year. The Program Manager will coordinate the implementation of recommendations resulting from the 2009 Statewide Impaired Driving Assessment. The IDCPM will also be responsible for the ongoing administration of impaired driving projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring, as well as responding to requests for grant revisions. Additionally, the IDCPM will assist the Public Affairs Manager of the OHS, who will work with the agency's Contractor to develop and implement a statewide DUI public information and education campaign for the 2012-2013 Christmas/New Year's and 2013 Labor Day holiday time periods.

Budget: The project funds Personnel @ \$92,847 (includes salaries and fringe benefits for one [1] IDC Program Manager and one [1] Administrative Assistant [20%], one [1] Senior Accountant [25%] and one [1] Fiscal Technician [25%]); Contractual Services @ \$400,000 (includes PI&E efforts, including paid media, to complement the *Sober or Slammer!* campaign); Travel @ \$1,000 (includes in-state lodging, meals, transportation, and registration fees for program management responsibilities); and Other @ \$71,007 (includes indirect costs, BAT Mobile maintenance, equipment, mechanical, insurance, and fuel for two [2] vehicles, Law Enforcement DUI Challenge appreciation items, DUI Awards Ceremony appreciation items, communications, printing, postage, office supplies, tort insurance, copy equipment rental, Enterprise Software maintenance, and meeting room costs).

Project Number: 2H13026

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 A-RIDE and SFST programs 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 funds Personnel @ \$58,800 (includes salary and fringe benefits for one [1] training and development director); Travel @ \$74,000 (includes in-state meals, lodging, and transportation and out-of-state meals, lodging, airfare, vehicle rental, and fuel for rental vehicles for the SIDC, as well as designated local and state law enforcement officers to become DRE certified and maintain DRE certification and travel for SIDC and selected Drug Recognition Experts to attend the DRE conference); Equipment @ \$2,000 (includes one [1] laptop computer); and Other @ \$32,732 (includes indirect costs, educational materials, printing, DRE supplies, and registration fees).

Project Number: 2H13027

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 funds Personnel @ \$134,143 (includes salaries and fringe benefits for one [1] Traffic Safety Resource Prosecutor and one [1] TSRP Administrative Assistant); Travel @ \$14,300 (includes mileage, lodging and meals for in-state travel, and mileage, lodging, meals, airfare and ground transportation expenses for out-of-state travel); and Other @ \$22,809 (includes registration fees, training materials, postage, printing, office space, training room, audio/visual, office supplies, and cell phone).

Project Number:2H13028

Subgrantee:Richland County Sheriff's Department

Project Title:Impaired Driving Enforcement

Project Description: The project will maintain a DUI Enforcement Team of two deputies to conduct selective DUI enforcement, as well as checkpoints. The Traffic Sergeant will direct the Deputies to patrol in areas and conduct checkpoints during the times that are considered to be dangerous due to the high number of people driving under the influence. The Deputies will keep a record of all citations issued. Duties of the DUI Enforcement Team will include proactive traffic enforcement to reduce collisions in known dangerous intersections and problematic stretches of the highway; detection and apprehension of DUI offenses; and rapid report of road conditions that could be a factor in the cause of traffic collisions. The Team will participate in a minimum of 6 traffic safety programs that educate the public in the dangers and consequences of hazardous driving habits, with a particular focus on impaired driving. The Project Director and the Traffic Enforcement Division Sergeant will work with the individual Deputies to develop and schedule effective presentations to deliver to schools, businesses, religious organizations and civic groups. The members of the DUI Enforcement Team will coordinate with the Richland County Sheriff's Department's Training Division in order to attend all available, pertinent advanced training including SFST and DUI Trial Preparation.

Budget: The project funds Personnel @ \$106,495 (includes salaries and fringe benefits for two [2] deputy sheriffs); Travel @ \$14,140 (includes enforcement mileage); Equipment @ \$2,500 (includes one [1] LIDAR [Section 402 funded]); and Other @ \$650 (includes office supplies and operating supplies).

Project Number:2H13029

Subgrantee:SCDPS: Highway Patrol

Project Title:SCHP Horry County DUI Enforcement Team

Project Description: The project will maintain a two-member DUI team to enforce South Carolina's DUI traffic laws within Horry County. 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 15th Judicial Circuit Law Enforcement Network.

Budget: The project funds Personnel @ \$121,292 (includes salaries and fringe benefits for two [2] State Troopers); Travel @ \$39,960 (includes in-state travel for patrol mileage); and Other @ \$8,782 (includes indirect costs).

Project Number:2H13030

Subgrantee:SCDPS: Highway Patrol

Project Title:SCHP Spartanburg County DUI Enforcement Team

Project Description: The project will maintain a two-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 Network.

Budget: The project funds Personnel @ \$121,292 (includes salaries and fringe benefits for two [2] State Troopers); Travel @ \$39,960 (includes in-state travel for patrol mileage); and Other @ \$8,782 (includes indirect costs).

Project Number: 2H13031

Subgrantee: York County Sheriff's Office

Project Title: York County Sheriff's Office DUI Enforcement Team

Project Description: The project will hire two officers to establish a DUI Enforcement Team. The grant-funded officers will work schedules that are based on the highest frequency of DUI-related traffic violations and/or crashes. Public safety checkpoints will be conducted in areas known to have a higher frequency of impaired drivers. The DUI Traffic Enforcement Team will concentrate enforcement efforts on violations and behaviors known to correspond with impaired driving. The grant-funded officers will participate in the 16th Judicial Circuit Law Enforcement Network (LEN) and in all aspects of the *Sober or Slammer!* campaign. The grant-funded deputies will be trained in SFST and will also seek to become TSO certified. The agency will submit all required reports to the OHS by established deadlines.

Budget: The project funds Personnel @ \$119,261 (includes salaries and fringe benefits for two [2] DUI traffic officers); Travel @ \$26,240 (includes enforcement mileage); Equipment @ \$97,600 (includes two [2] police vehicles, two [2] in-car digital cameras, two [2] in-car radars [Section 402 funded], two [2] mobile radios, two [2] laptop computers, two [2] light bars, and two [2] portable radios); and Other @ \$7,600 (includes two [2] push bumpers, two [2] sirens and controllers, two [2] in-car partitions, two [2] radio console mounts, two [2] OHS required decals, and installation costs).

Project Number:2H13032

Subgrantee:SCDPS: Highway Patrol

Project Title:SCHP Anderson County DUI Enforcement Team

Project Description: The project will hire two DUI enforcement traffic officers to enforce South Carolina's DUI traffic laws within Anderson County. The officers will be assigned to areas in Anderson 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 10th Judicial Circuit Law Enforcement Network.

Budget: The project funds Personnel @ \$121,292 (includes salaries and fringe benefits for two [2] State Troopers); Travel @ \$39,960 (includes in-state travel for patrol mileage); Equipment @ \$89,448 (includes two [2] marked patrol cars, two [2] radars [Section 402 funded], two [2] mobile radios, two [2] portable radios, two [2] laptop computers, two [2] in car cameras, and two [2] light bars); and Other @ \$9,332 (includes indirect costs, bar code reader, and mobile printer).

Project Number: 2H13033

Subgrantee: Berkeley County Sheriff's Office

Project Title: County of Berkeley DUI Team

Project Description: The project will hire one DUI grant-funded officer to expand on the already established DUI Team. The grant-funded officer will be required to enforce all South Carolina DUI laws following the Sheriff's Office policies and procedures. The grant-funded officer will work evenings and nights, to include weekend nights, in regular patrol, saturation patrol and sobriety checkpoint enforcement activity. The DUI Team will be positioned in areas according to DUI traffic problem data collected and from information retrieved from OHS statistics. The unit will place special emphasis on functions in the county that would warrant the likelihood of DUI incidences such as prom night, sporting events, graduation, and holiday break periods. The DUI Team will also participate in all aspects of the *Sober or Slammer!* campaign in an effort to enhance the awareness and visibility of South Carolina's DUI problem. The grant-funded officer will participate actively in the Ninth Judicial Circuit Law Enforcement Network.

Budget: The project funds Personnel @ \$46,128 (includes salary and fringe benefits for one [1] DUI enforcement officer); Travel @ \$12,645 (includes in-state DUI enforcement mileage, lodging and meals); Equipment @ \$43,559 (includes one [1] police vehicle, one [1] in-car video camera unit, one [1] in-car radar [Section 402 funded], one [1] vehicle mobile radio, one [1] laptop computer, one [1] light bar, one [1] VHF radio, and one [1] handheld radio); and Other @ \$6,482 (includes office supplies, one [1] siren speaker, one [1] vehicle partition, one [1] power control console center, one [1] push bumper, one [1] wireless air card, one [1] car computer mount, one [1] mobile printer, one [1] bar code reader, one [1] reflective vest, one [1] fire extinguisher, roadside reflectors, one [1] passive alcohol sensor, and one [1] cell phone).

Project Number: 2H13034

Subgrantee: Orangeburg Department of Public Safety

Project Title: DUI Special Enforcement Team

Project Description: The project will hire an additional DUI officer to expand on the current DUI enforcement unit. The grant-funded officer will take a proactive approach in reducing DUIs through selective enforcement of city roadways and by participation in DUI checkpoints, both departmental and multi-jurisdictional. The grant-funded officer will participate actively in the First Circuit Law Enforcement Network and will work primarily nights, weekends, and early mornings in locations that are determined to be high crash areas based on local DUI statistics and trends. The grant officer will participate fully in statewide DUI enforcement initiatives. Through aggressive enforcement, the officer will show an increase in the number of DUI arrests and other citations indicative of impaired drivers.

Budget: The project funds Personnel @ \$45,178 (includes salary and fringe benefits for one [1] Traffic Officer [PSO II]); Travel @ \$5,640 (includes in-state enforcement mileage); Equipment @ \$34,432 (includes one [1] police vehicle, one [1] vehicle light package, one [1] digital in-car video unit, one [1] radar unit [Section 402 funded], and one [1] laptop computer); and Other @ \$7,380

(includes one [1] passenger transportation partition, one [1] mobile radio unit, one [1] power control center, one [1] siren-speaker, traffic cones, one [1] fire extinguisher, one [1] flashlight, installation of all electronics, one [1] vehicle push bar with lights, one [1] thermal printer with paper, one [1] computer docking station with mount, one [1] bar code reader with cables, one [1] GPS puck, and one [1] GPS navigation unit).

Project Number: 2H13035

Subgrantee: Lancaster County Sheriff's Office

Project Title: DUI Enforcement Unit for Lancaster County

Project Description: The project will hire two grant-funded officers to create a DUI Team which will focus exclusively on DUI enforcement. The grant-funded officers will work nights, including weekend nights in regular patrol, saturation patrol and sobriety checkpoint enforcement activity. The DUI Enforcement Officers will be positioned in problem areas determined from information retrieved from SCHK statistics. The DUI unit will conduct saturation patrols in areas determined to have the highest frequency of DUI-related 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 DUI Traffic Enforcement Unit will concentrate enforcement efforts on violations and behaviors known to correspond with impaired driving. The grant-funded officers will maintain daily logs of contacts made during the course of patrolling. The grant-funded officers will participate in all aspects of the *Sober or Slammer!* campaign. The DUI Traffic Enforcement Unit will utilize SCHK's BATmobile units at least quarterly in DUI enforcement efforts. The grant-funded officers will be trained in SFST through the SC Criminal Justice Academy by the end of the first quarter of the grant period.

Budget: The project funds Personnel @ \$116,202 (includes salaries and fringe benefits for two [2] DUI Officers); Travel @ \$42,420 (includes enforcement mileage); Equipment @ \$72,200 (includes two [2] police vehicles, two [2] in-car digital video cameras, two [2] in-car radars [Section 402 funded], two [2] light bars, two [2] 800 MHz mobile walkie talkies, and two [2] laptop computers); and Other @ \$14,750 (includes two hundred [200] DVDs for in-car videos, two [2] vehicle partitions, two [2] sirens and speakers, two [2] push bumpers, two [2] in-car radios, office supplies, checkpoint supplies, two [2] passive alcohol sensors, one [1] DUI simulation goggle set, two [2] flashlights, educational supplies, two [2] cell phone basic services, and two [2] GPS navigation units).

Project Number: 2H13036

Subgrantee: Mauldin Police Department

Project Title: Mauldin Police Department Alcohol Countermeasures Team (MPDACT)

Project Description: The project will hire one (1) grant-funded DUI Traffic Enforcement Officer to conduct specialized DUI enforcement. The officer 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-funded officer will primarily work nights, to include weekends and during the days and times that impaired drivers are typically traveling on the roadways. The officer will direct their enforcement activities toward known DUI problem areas that will be determined through Mauldin Police Department's Records Management System. The officer will conduct saturation patrols and sobriety checkpoints in areas

determined to have the highest frequency of DUI-related crashes and areas where they are likely to encounter impaired drivers.

Budget: The project funds Personnel @ \$55,815 (includes salary and fringe benefits for one [1] officer); Travel @ \$7,600 (includes enforcement mileage); Equipment @ \$39,200 (includes one [1] police vehicle; one [1] in-car digital audio/visual camera w/collision kit; one [1] in-car radar w/interface cable [Section 402 funded]; one [1] police radio w/antenna and coaxial cable 450 MHz; one [1] laptop computer; and one [1] vehicle emergency light package); and Other @ \$8,460 (includes one [1] control console; one [1] computer mount/screen holder; one [1] map light; one [1] partition; one [1] rechargeable flashlight w/charger; one [1] three-outlet power port; one [1] push bumper, OHS required vehicle decals; one [1] siren controller; one [1] siren speaker; one [1] power control module; one [1] fire extinguisher; one [1] digital card swipe; one [1] printer, one [1] DUI Simulation Goggle Set, cellular phone service, checkpoint supplies, office supplies; and one [1] passive alcohol sensor).

Project Number:2H13037

Subgrantee: Darlington City Police

Project Title: Alcohol Countermeasures

Project Description: The project will hire a grant-funded DUI traffic officer to control and reduce traffic problems in Darlington City. The DUI enforcement officer and patrol supervisor will decide when and where to set up checkpoints based on collision rates, problem history and or citizen complaints. The officer will prepare activity reports noting citations issued and arrests made at checkpoints. The grant-funded officer will seek specialized training in the detection and prosecution of drugged driving offenders. The officer will continue to aggressively enforce moving violations, especially involving aggressive driving and driver inattention. The officer will also continue to aggressively enforce historically hazardous areas of the city involving collisions.

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

Project Number:2H13038

Subgrantee:City of Hanahan Police Department

Project Title:Hanahan DUI Enforcement Unit

Project Description: The project will hire one DUI enforcement officer to conduct DUI enforcement within the City of Hanahan. The grant-funded officer will work nights, including weekend nights, in regular and saturation patrol efforts. The grant-funded officer will be positioned in problem areas determined by OHS statistics. Calls of concern from citizens and other problems identified by the City of Hanahan Police Department will also determine saturation efforts. The grant officer will place extra emphasis on special school functions such as prom, sporting events, holiday break periods, and graduation week. The grant officer will also conduct public safety checkpoints. Additionally, the grant-funded officer will be trained in SFST and DUI Trial Preparation. The grant-funded officer will maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations. The grant-funded officer will participate actively in the Ninth Judicial Circuit Law Enforcement Network. The City of Hanahan Police Department will report monthly to the SCDPS data required by law which is collected from non-arrest and non-citation traffic stops, to include information regarding gender, race and age of individuals stopped.

Budget: The project funds Personnel @ \$43,351 (includes salary and fringe benefits for one [1] DUI enforcement officer); Travel @ \$12,000 (includes DUI enforcement mileage); Equipment @ \$44,528 (includes one [1] police vehicle, one [1] light-bar and siren package with accessories, one [1] in-car radar [Section 402 Funded], one [1] digital in-car video system, and one [1] vehicle mobile radio unit); and Other @ \$2,533 (includes office supplies, cell phone service, voice radio access charges, wireless internet access card, DUI checkpoint signs and twenty [20] traffic cones).

Project Number: 2JCS1317

Subgrantee: First Circuit Solicitor's Office

Project Title: First Circuit DUI Prosecution Program

Project Description: The project will maintain the current grant-funded DUI prosecutor to prosecute magistrate level DUI cases in the First Judicial Circuit. The grant-funded prosecutor will be in charge of the day-to-day DUI-related case preparation and prosecution. The prosecutor will review and analyze evidence, interview witnesses, and obtain discovery for use in case prosecution. The prosecutor will provide legal advice and take over cases for prosecution when needed or asked. The prosecutor also will work to assist the SC Highway Patrol Troopers and local law enforcement officers in preparing discovery for the defense. Grant-funded equipment will be used exclusively by the grant-funded personnel for grant reasons only. The prosecutor will attend DUI-related training, seminars, and workshops, as necessary, to maintain job knowledge, skills and certifications. The Project Director and grant-funded prosecutor will work together in preparing and reporting pertinent grant data to the OHS.

Budget: The project funds Personnel @ \$64,469 (includes salary and fringe benefits for one [1] Special DUI Prosecutor); and Travel @ \$10,531 (includes mileage).

Project Number: 2JCS1318

Subgrantee: Second Circuit Solicitor's Office

Project Title: Solicitor's Special DUI Prosecutor

Project Description: The project will maintain the employment of a full-time Special DUI Prosecutor. The prosecutor will be responsible for prosecuting all DUI cases in Magistrate Court and in General Sessions Court as needed throughout the Second Judicial Circuit. The DUI prosecutor will maintain and report all statistical data on all DUI cases prosecuted. The DUI prosecutor will provide technical assistance and training to law enforcement to better educate them on DUI laws. The DUI prosecutor will also meet with area judges within the first sixty days of the grant cycle to garner support for more effective DUI prosecution and to establish a commitment to prosecute DUI cases in a timely manner. Additionally, the DUI prosecutor will attend DUI-related trainings to stay current on effective prosecution of DUI cases, changes in statutory requirements, and problems occurring with DUI prosecution. The DUI prosecutor will submit any reports as deemed necessary by OHS within the required deadlines.

Budget: The project funds Personnel @ \$67,541 (includes salary and fringe benefits for one [1] Special DUI Prosecutor); Travel @ \$2,470 (includes mileage, lodging and meals); and Other @ \$4,796 (includes one [1] cell phone, registration fees, external hard drive, flash drive, supplies and copier expenses, and law books/manuals/west law).

Project Number: 2JCS1320
Subgrantee: Fourth Circuit Solicitor's Office
Project Title: DUI Prosecution

Project Description: The project will maintain the current grant-funded DUI prosecutor to prosecute DUI cases within the Fourth Circuit. The grant-funded prosecutor will prosecute the DUI cases that are set for jury trial in Magistrate Court. The project coordinator will submit quarterly and annual reports to the Office of Highway Safety as requested.

Budget: The project funds Personnel @ \$67,341 (includes salary and fringe benefits for one [1] attorney); Travel @ \$4,800 (includes in-state mileage); Equipment @ \$1,400 (includes one [1] laptop computer); and Other @ \$1,200 (includes cell phone and service).

Project Number: 2JCS1321
Subgrantee: Fifth Circuit Solicitor's Office
Project Title: DUI Prosecutor

Project Description: The project will maintain the current grant-funded DUI prosecutor to prosecute magistrate level DUI cases within the 5th Judicial Circuit. The grant-funded prosecutor will be in charge of the day-to-day DUI-related case preparation and prosecution. The prosecutor will review and analyze evidence, interview witnesses, and obtain discovery for use in case prosecution. The prosecutor will provide legal advice and take over cases for prosecution when needed or asked. The prosecutor also will work to assist the troopers and local law enforcement officers in preparing discovery for the defense. Grant-funded equipment will be used exclusively by the grant-funded personnel for grant reasons only. The prosecutor will attend DUI-related training, seminars, and workshops as necessary to maintain job knowledge, skills, and certifications. The Project Director and grant-funded prosecutor will work together in preparing and reporting pertinent grant data to the OHS.

Budget: The project funds Personnel @ \$68,179 (includes salary and fringe benefits for one [1] DUI Prosecutor); Travel @ \$3,460 (includes in-state mileage, meals, and lodging); and Other @ \$2,250 (includes conference registration fees, office supplies, and cell phone service).

Project Number: 2JCS1322
Subgrantee: Sixth Judicial Circuit Solicitor
Project Title: Sixth Judicial Circuit Solicitor Special Driving Under the Influence Prosecutor

Project Description: The project will maintain the current grant-funded DUI-prosecutor to prepare and prosecute DUI cases within the Sixth Judicial Circuit. The grant-funded prosecutor will meet with court officials in the Fairfield County Magistrate Court to set a schedule of status conferences and jury trials for cases pending in that court. The grant-funded prosecutor will attend the "Prosecuting the Impaired Driver" training and meetings of the Sixth Judicial Circuit Law Enforcement Network. The prosecutor will prepare and maintain case data sheets on each case prosecuted. The Project Director will prepare and submit all quarterly programmatic reports. In an effort to reduce the backlog, the dismissal rate, and the percentage of cases pending more than 12 months, as well as increasing the DUI conviction rate, the grant-funded prosecutor will pursue strong cases to trial as charged. Focus will be given to the oldest DUI cases on the dockets.

Budget: The project funds Personnel @ \$56,857 (includes salary and fringe benefits for one [1] Assistant Solicitor); Travel @ \$2,558 (includes in-state mileage, lodging, and meals); and Other @ \$559 (includes cell phone service and registration fees).

Project Number: 2JCS1323

Subgrantee:Seventh Circuit Solicitor's Office

Project Title:Specialized DUI Prosecutor

Project Description: The project will maintain the current grant-funded DUI Prosecutor to investigate and prosecute all alcohol and drug-related driving cases. The DUI unit will increase the conviction rate of these offenders through improved preparation of cases in General Sessions and the lower courts. The grant-funded prosecutor will direct the day-to-day DUI case preparation and prosecution of related offenses. The prosecutor will interview potential witnesses, correspond with defense counsel and court officials, research legal issues and coordinate the logistics of the trial or plea. The Prosecutor will participate in the local Law Enforcement Network, and will be available to consult with law enforcement around the clock.

Budget: The project funds Personnel @ \$55,944 (includes salary and fringe benefits for one [1] Assistant Solicitor); Travel @ \$2,486 (includes mileage, lodging and meals for in-state travel and lodging, meals and airline/ground transportation for out-of-state travel); and Other @ \$3,800 (includes office supplies, mobile phone service, registration fees, and recordable CD/DVDs).

Project Number:2JCS1324

Subgrantee:Eighth Circuit Solicitor's Office

Project Title:DUI Prosecutor

Project Description: The project will maintain the current grant-funded DUI Prosecutor to prosecute cases in Magistrate and General Sessions Courts. The grant-funded prosecutor will focus on Highway Patrol cases. The prosecutor will track data regarding the number of cases at the beginning of the grant term versus the number at the end, as well as the length of time for the cases from receipt to disposition. The Project Director and the DUI Prosecutor will compile and evaluate data, and submit required reports to the OHS.

Budget: The project funds Personnel @ \$75,000 (includes salary and fringe benefits for one [1] Assistant Solicitor).

Project Number:2JCS1325

Subgrantee:Ninth Circuit Solicitor's Office

Project Title:DUI Prosecutor

Project Description: The project will maintain the current grant-funded DUI Prosecutor to prosecute DUI and highway safety-related crimes predominantly in Magistrate's Court in Charleston County. The DUI Prosecutor will also prosecute some General Sessions Court DUI cases. The DUI Prosecutor will review DUI cases, interview witnesses, and consult with law enforcement. The prosecutor will actively participate in the Ninth Circuit Law Enforcement Network, checkpoints, and *Sober or Slammer!* campaign activities. The grant-funded prosecutor will attend the SC Commission on Prosecution Coordination's "Prosecuting the Impaired Driver" training course. Project evaluation will be conducted by the Project Director, who will oversee the compilation of information on all DUI and highway safety-related cases and conviction rates and compare them with previous years. The Project Director will oversee the entire project and ensure that all the special conditions and tasks are completed.

Budget: The project funds Personnel @ \$75,000 (includes salary and fringe benefits for one [1] Assistant Solicitor).

Project Number:2JCS1326

Subgrantee:Tenth Circuit Solicitor's Office

Project Title:DUI Prosecution Program

Project Description: The project will maintain a grant-funded Assistant Solicitor to prosecute DUI cases and other dangerous driving cases in Magistrate Court in Anderson County. The 10th Circuit Solicitor's office will maintain detailed records of all expenditures relating to the prosecutor's salary and fringe benefits, training, and travel expenses. The prosecutor will monitor and maintain statistics regarding the number of DUI cases received and prosecuted. The prosecutor will work closely with Law Enforcement Officers to assist in DUI cases and train them on how to make stronger DUI cases.

Budget: The project funds Personnel @ \$73,840 (includes salary and fringe benefits for one [1] Assistant Solicitor); and Travel @ \$1,160 (includes mileage).

Project Number:2JCS1327

Subgrantee:Eleventh Judicial Circuit Solicitor's Office

Project Title:DUI Prosecution Program

Project Description: The project will maintain the current Special DUI Prosecutor to prosecute South Carolina Highway Patrol DUI cases in Magistrate Courts throughout the Eleventh Judicial Circuit. The grant-funded prosecutor will meet with Magistrate judges to discuss the grant project. The prosecutor will maintain a case log on all cases prosecuted. The grant-funded prosecutor will also attend specialized DUI trainings during the grant cycle. Additionally, the grant-funded prosecutor will participate in the local Law Enforcement Network and highway safety campaign initiatives. The Special DUI Prosecutor will ensure that all required quarterly reports are prepared and submitted to the Office of Highway Safety by established deadlines.

Budget: The project funds Personnel @ \$73,849 (includes salary and fringe benefits for one [1] Special DUI Prosecutor); and Travel @ \$1,151 (includes mileage).

Project Number:2JCS1328

Subgrantee: Office of Solicitor, Twelfth Judicial Circuit

Project Title:Special DUI Prosecution

Project Description: The project will maintain the currently funded DUI prosecutor to prosecute DUI-related cases within the twelfth circuit. The grant personnel will expend 100% of their time working on DUI-related cases. The grant-funded DUI prosecutor will participate in the investigation and prosecution of DUI cases. The grant-funded prosecutor will attend SCHP Trooper training; and will participate in the South Carolina Law Enforcement Network, Alive at 25, 'Sober or Slammer!' campaign activities, the Solicitor's Alcohol Education Program, and other appropriate impaired driving awareness and education opportunities.

Budget: The project funds Personnel @ \$69,031(includes salary and fringe benefits for one [1] DUI Assistant Solicitor); and Travel @ \$5,969 (includes in-state mileage).

Project Number: 2JCS1329
Subgrantee: 13th Circuit Solicitor's Office
Project Title: 13th Circuit Special DUI Prosecutor

Project Description: The project will maintain the current grant-funded DUI prosecutor. The prosecutor will prosecute DUI cases in Magistrate Courts within the 13th Judicial Circuit. A meeting will be held with all Magistrate Court Judges to discuss the grant project. The grant-funded DUI prosecutor will host a DUI Enforcement Seminar with law enforcement and attend the Annual Solicitors Conference.

Budget: The project funds Personnel @ \$75,000 (includes salary and fringe benefits for one [1] DUI Prosecutor).

Project Number: 2JCS1330
Subgrantee: Fourteenth Circuit Solicitor's Office
Project Title: Special DUI Prosecutor

Project Description: The project will maintain the current grant-funded DUI Prosecutor to prosecute DUI-related cases within the Fourteenth Judicial Circuit. The grant-funded DUI prosecutor will meet with law enforcement; gather evidence necessary for trial; schedule the trial docket; appear at preliminary, bond and other hearings; and conduct trials. The prosecutor will attend DUI-related training sessions, provide technical assistance to law enforcement and conduct DUI presentations at community awareness events. Additionally, the grant-funded prosecutor will participate in *Sober or Slammer!* campaign activities and will work actively with the 14th Circuit Law Enforcement Network in a role designed to provide technical assistance and training to officers so that they satisfy all statutory requirements when making DUI arrests. The Project Director in collaboration with the grant-funded personnel will submit required reports as prescribed by the grant.

Budget: The project funds Personnel @ \$71,079 (includes salary and fringe benefits for one [1] Assistant Solicitor); and Travel @ \$3,921 (includes mileage).

Project Number: 2JCS1331
Subgrantee: Fifteenth Circuit Solicitor's Office
Project Title: Special DUI Prosecutor

Project Description: The project will maintain the current grant-funded prosecutor to prepare and prosecute DUI cases within the 15th Judicial Circuit. The prosecutor will focus on the older DUI cases first. The prosecutor will also provide legal advice and training to local law enforcement officers. The grant-funded prosecutor will participate in *Sober or Slammer!* campaign activities. Additionally, the prosecutor will attend DUI-related training, seminars and workshops as necessary to maintain job knowledge, skills and certifications. The Project Director and grant-funded prosecutor will work together in preparing and reporting pertinent grant data to the OHS.

Budget: The project funds Personnel @ \$75,000 (includes salary and fringe benefits for one [1] DUI Prosecutor).

Project Number: 2JCS1332

Subgrantee: York County Solicitor's Office

Project Title: York County Solicitor's Office - DUI Unit Prosecutor

Project Description: The project will maintain the current grant-funded specialized DUI prosecutor to prosecute DUI cases in the 16th Judicial Circuit and, specifically, in York County. The grant-funded prosecutor will meet with each Magistrate Court Judge concerning scheduling status conferences, jury trials, and jury trial weeks on all DUI cases pending in Magistrate Court. The prosecutor will also discuss with the Magistrate Judges information on establishing a centralized DUI court in the 16th Circuit. The grant-funded prosecutor will attend the "Prosecuting the Impaired Driver" training, and will participate actively in the local Law Enforcement Network and campaign activities. Additionally, the grant-funded prosecutor will provide training to educate local and state law enforcement officers on the changes to the DUI law to ensure total compliance with the DUI law and video recording statute. The grant-funded prosecutor and the Project Director will maintain records and submit all pertinent grant data to the OHS by established deadlines.

Budget: The project funds Personnel @ \$72,701 (includes salary and fringe benefits for one [1] assistant solicitor); Travel @ \$375 (includes lodging and meals for in-state travel); and Other @ \$799 (includes registration fees and cell phone service).

Alcohol: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H13008	Lexington County Sheriff's Department	DUI and Alcohol Enforcement Team	\$149,557	Section 402 Alcohol
2H13009	Charleston County Sheriff's Office	Charleston County Sheriff's Office DUI Enforcement Team	\$149,842	Section 402 Alcohol
2H13025	SC Department of Public Safety: Office of Highway Safety	Impaired Driving Countermeasures Program Management	\$164,854/ \$400,000	Section 410 K*/ Section 410 FR
2H13026	SC Criminal Justice Academy	Impaired Driving Countermeasures Training for Law Enforcement	\$167,532	Section 410 FR
2H13027	South Carolina Commission on Prosecution Coordination	Traffic Safety Resource Prosecutor	\$171,252	Section 410 FR
2H13028	Richland County Sheriff's Department	Impaired Driving Enforcement	\$121,285 \$2,500	Section 410 K8/ Section 402 PTS (radar only)
2H13029	SC Department of Public Safety/Highway Patrol	SCHP Horry County DUI Enforcement Team	\$170,034	Section 410 FR
2H13030	SC Department of Public Safety / Highway Patrol	SCHP Spartanburg County DUI Enforcement Team	\$170,034	Section 410 FR
2H13031	York County Sheriff's Office	York County Sheriff's Office DUI Enforcement Team	\$247,901 \$2,800	Section 410 K8/ Section 402 PTS (radar only)

2H13032	SC Department of Public Safety/Highway Patrol	SCHP Anderson County DUI Enforcement Team	\$257,242 \$2,790	Section 410 FR/ Section 402 PTS (radar only)
2H13033	Berkeley County Sheriff's Office	County of Berkeley DUI Team	\$107,414 \$1,400	Section 410 K8/ Section 402 PTS (radar only)
2H13034	Orangeburg Department of Public Safety	DUI Special Enforcement Team	\$90,530 \$2,100	Section 410 K8/ Section 402 PTS (radar only)
2H13035	Lancaster County Sheriff's Office	DUI Enforcement Unit for Lancaster County	\$240,572 \$5,000	Section 410 K8/ Section 402 PTS (radar only)
2H13036	Mauldin Police Department	Mauldin PD Alcohol Countermeasures Team	\$108,575 \$2,500	Section 410 K8/ Section 402 PTS (radar only)
2H13037	Darlington City Police	Alcohol Countermeasures	\$45,273	Section 410 K8
2H13038	City of Hanahan	Hanahan DUI Enforcement	\$100,363 \$2,049	Section 410 K8/ Section 402 PTS (radar only)
2JCS1317	First Circuit Solicitor's Office	First Circuit DUI Prosecution Program	\$75,000	Section 410 K8
2JCS1318	Second Circuit Solicitor's Office	Solicitor's Special DUI Prosecutor	\$74,807	Section 410 K8
2JCS1320	Fourth Circuit Solicitor's Office	DUI Prosecution	\$74,741	Section 410 K8
2JCS1321	Fifth Circuit Solicitor's Office	DUI Prosecution	\$73,889	Section 410 K8
2JCS1322	Sixth Circuit Solicitor's Office	Sixth Judicial Circuit Solicitor Special Driving Under the Influence Prosecutor	\$59,974	Section 410 K8
2JCS1323	Seventh Circuit Solicitor's Office	Specialized DUI Prosecutor	\$62,230	Section 410 K8
2JCS1324	Eighth Circuit Solicitor	DUI Prosecutor	\$75,000	Section 410 K8
2JCS1325	Ninth Circuit Solicitor's Office	DUI Prosecutor	\$75,000	Section 410 K8
2JCS1326	Tenth Circuit Solicitor's Office	DUI Prosecutor	\$75,000	Section 410 K8
2JCS1327	Eleventh Circuit Solicitor's Office	Special DUI Prosecutor	\$75,000	Section 410 K8
2JCS1328	Office of Solicitor, Twelfth Judicial Circuit	Special DUI Prosecutor	\$75,000	Section 410 K8
2JCS1329	13th Circuit Solicitor's Office	13 th Circuit Special DUI Prosecutor	\$75,000	Section 410 K8
2JCS1330	Fourteenth Circuit Solicitor's Office	Special DUI Prosecutor	\$75,000	Section 410 K8
2JCS1331	Fifteenth Circuit Solicitor's Office	Special DUI Prosecutor	\$75,000	Section 410 K8
2JCS1332	York County Solicitor's Office	York County Solicitor's Office-DUI Unit Prosecutor	\$73,785	Section 410 K8
K0505HK8 HV11	SCDPS - OHS	Law Enforcement DUI Challenge	\$1,364,650.50	Section 410 HV

402 Alcohol			\$299,399	
402 PTS			\$21,139	
410 FR			\$1,336,094	
410 K8			\$2,321,193	
410 HV			\$1,364,650.50	
Total All Funds			\$5,342,475.50	

COMMUNITY TRAFFIC SAFETY PROJECT PROGRAM AREA

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 2010 (1.65) is the lowest on record for the state, but remains significantly higher than the national MDR of 1.11 in 2010. 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 2010, approximately 52% of the individuals dying in crashes who had 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, including 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 (2011-2013) average number of serious traffic injuries by 5% from the baseline three-year (2008-2010) average of 3,474 to 3,300 injuries by December 31, 2013.
2. To decrease the three-year (2011-2013) average number of motorcyclist fatalities by 5% from the baseline three-year (2008-2010) average of 111 to 105 motorcyclist fatalities by December 31, 2013.
3. To decrease the three-year (2011-2013) average number of unhelmeted motorcyclist fatalities by 5% from the baseline three-year (2008-2010) average of 83 to 79 unhelmeted motorcyclist fatalities by December 31, 2013.
4. To decrease the three-year (2011-2013) average number of drivers age 20 or younger involved in fatal crashes by 10% from the baseline three-year (2008-2010) average of 126 to 113 drivers age 20 or younger involved in fatal crashes by December 31, 2012.
5. To decrease the three-year (2011-2013) average number of pedestrian fatalities by 5% from the baseline three-year (2008-2010) average of 93 to 88 pedestrian fatalities.

Objectives:

1. To decrease the number of serious traffic injuries by 5%, from 3,462 in 2010 to 3,289 by December 31, 2013.
2. To decrease the number of drivers age 20 or younger involved in fatal crashes by 10%, from 108 in 2010 to 97 by December 31, 2013.
3. To send a minimum of twenty individuals to specialized highway safety related programs by September 30, 2013.
4. To promote national and state highway safety emphasis programs by announcing through the OHS available training opportunities during FY 2013.
5. To conduct a statewide motorcycle safety campaign focusing on the counties having the majority of motorcyclist fatalities and the majority of motorcyclist traffic injuries beginning in May 2013 and running through September 30, 2013.
6. To plan and implement School Zone Safety Week events during the month of August 2013.
7. To conduct a Traffic Victims Memorial Service for families of highway crash victims lost in the year 2012 by May 2013.
8. To establish and implement an Office of Highway Safety Booth/Display at selected statewide and community events during FY 2013.
9. 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 2013.
10. To conduct a statewide billboard campaign to increase public awareness of pedestrian safety issues during FFY 2013.
11. 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, and public address announcements /printed advertising at sporting events during FFY 2013.

Performance Measures:

Goals:

1. A comparison of the 2008-2010 calendar base year average for serious traffic injuries will be made to the most current available statewide data.
2. A comparison of the 2008-2010 calendar base year average for motorcyclist fatalities will be made to the most current available FARS data.
3. A comparison of the 2008-2010 calendar base year average for unhelmeted motorcyclist fatalities will be made to the most current available statewide data.
4. A comparison of the 2008-2010 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.
5. A comparison of the 2008-2010 calendar base year average for pedestrian fatalities will be made to the most current available FARS data.

Objectives:

1. A comparison of the number of serious 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 fatal 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 campaign-related information and documentation of campaign activities will be maintained.
10. A list of billboard locations and samples of approved billboards will be maintained.
11. 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, LEN Coordinators and Assistant Coordinators, and/or other highway safety stakeholders with direct interest in the training. If it is determined that funds are available to support requests to attend these programs, information will be included in the package outlining procedures for requesting assistance.
2. Highway Safety staff will coordinate statewide public information and education efforts to promote compliance with occupant protection laws and impaired driving laws. An overarching theme of all campaign efforts will be utilized by the 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 2013 holiday period in an effort to improve safety belt usage rates within the State.
4. Highway Safety staff, other SCDPS staff and partner agencies/groups will continue to educate and inform the citizenry of the state and its visitors about the state's primary enforcement safety belt law. Educational strategies will be incorporated to reach out to all citizens and visitors of the state, in particular those minority populations (African-American and Hispanic) and others (rural white males) which have traditionally shown a lower rate of safety belt and child passenger safety restraint usage than non-minority, urban and female counterparts.
5. Staff will also continue a sustained DUI enforcement initiative by implementing the 2013 Law Enforcement DUI Challenge on a statewide level utilizing strategies similar to those utilized in FFY 2012. The campaign is known as *Sober or Slammer!* and represents the state's version of the national *Drive Sober or Get Pulled Over.* initiative. The campaign will run from December 2012 through September 2013, 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, Dorchester, Florence, Greenville, Horry, Laurens, Lexington, Orangeburg,

Pickens, Richland, Spartanburg, Sumter and York) that represent 79% of the State's population and have seen approximately 74% of the State's alcohol-impaired driving fatalities over the three-year period 2008-2010. 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 the Christmas/New Year's 2012-2013 and Labor Day 2013 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 2012 during the early spring of 2013. 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 2012. 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 statewide *Motorcycle Safety Campaign* in 2013 which will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the highways. Proper "Share the Road" messaging will be used to alert motorists of the presence of motorcyclists. The campaign may include as secondary messaging the need for motorcyclists to wear protective gear while riding, including helmets. The campaign, though statewide, will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the preceding year. This campaign will target the months of the year and locations which are most likely to see significant number of motorcyclists on the roads.
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 pedestrian safety issues in the state.

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, 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.

PROJECT TO BE IMPLEMENTED:

Project Number: 2H13004

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 funds Personnel at \$150,877 (includes salaries and fringe benefits for one [1] Public Affairs Manager, one [1] Program Coordinator, and one [1] Administrative Assistant [20%]); Contractual Services at \$575,000 (includes utilizing SCDPS Contractor for a Highway Safety Awards Ceremony, a PI&E campaign on trends identified in statistics (i.e. pedestrian fatalities), 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 community outreach related to prohibiting racial profiling training); Travel at \$45,000 (includes in-state and out-of-state travel for highway safety-related workshops and conferences); and Other at \$106,183 (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, SC State Fair, software, maintenance supplies, and cell phone service).

Community Traffic Safety Project: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H13004	SC Department of Public Safety: Office of Highway Safety	Public Information, Outreach and Training	\$469,060/ \$70,000/ \$112,000/ \$126,000/ \$100,000	Sect. 402 CTS/ Sect. 402 MC/ Sect. 402 PM/ Sect. 1906/ Sect. 2010
402 Total			\$651,060	
2010 Total			\$126,000	
1906 Total			\$100,000	
Total All Funds			\$877,060	

MOTORCYCLE SAFETY PROGRAM AREA

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.

According to NHTSA FARS data, there were 101 motorcyclists killed in 2010 in South Carolina. In 2010, there were a total of 1,869 crashes involving motorcycles in the state. State data shows that 1,695 persons were injured in these crashes. Over the past three years, motorcycle crashes have represented 1.86% of all crashes, 11.85% of all crash fatalities, and 3.8% of all crash injuries in South Carolina. The counties with the highest number of motorcycle crashes over the three-year period 2008-2010 are Horry, Greenville, Charleston, Richland, and Spartanburg.

Goals:

1. To decrease the three-year (2011-2013) average number of motorcyclist fatalities by 5%, from the baseline three-year (2008-2010) average of 111 to 105 motorcyclist fatalities by December 31, 2013.
2. To decrease the three-year (2011-2013) average number of unhelmeted motorcyclist fatalities by 5%, from the baseline three-year (2008-2010) average of 83 to 79 unhelmeted motorcyclist fatalities by December 31, 2013.

Objectives:

1. To conduct a statewide paid media campaign to educate and increase motorist awareness of motorcyclists on the highways and to encourage motorcyclists to wear protective gear while riding, from the months of May to September 2013, to include the major bike rallies in Horry County in May 2013.
2. To meet with motorcycle safety stakeholders regularly during FFY 2013 in an effort to improve motorcycle safety and reduce negative motorcycle statistics in the State.

Performance Measures:

Goals:

1. A comparison of the 2008-2010 calendar base year average for motorcyclist fatalities will be made to the most current available FARS data.
2. A comparison of the 2008-2010 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" and "Share the Road" messages will be maintained in the form of a final report in the grant file.
2. Documentation of the Motorcycle Safety Task Force meetings will be maintained.

Strategies:

1. Highway Safety staff will continue a statewide *Motorcycle Safety Campaign* in 2013 which will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the highways. Proper “Share the Road” messaging will be used to alert motorists of the presence of motorcyclists. The campaign may include as secondary messaging the need for motorcyclists to wear protective gear while riding, including helmets. The campaign, though statewide, will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the preceding year and will have a significant presence during two large motorcycle rallies in the Myrtle Beach area (Horry County) during May 2013. This campaign will target the months of the year and locations which are most likely to see significant number of motorcyclists on the roads (May –September 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.

NOTE: No specific grant applications for motorcycle safety will be funded for FFY 2013. However, a portion of Section 2010 funds will be combined with Section 402 funds and have been placed in the Public Information, Outreach, and Training grant administered by the Office of Highway Safety to assist in the development and implementation of a statewide motorcycle safety campaign.

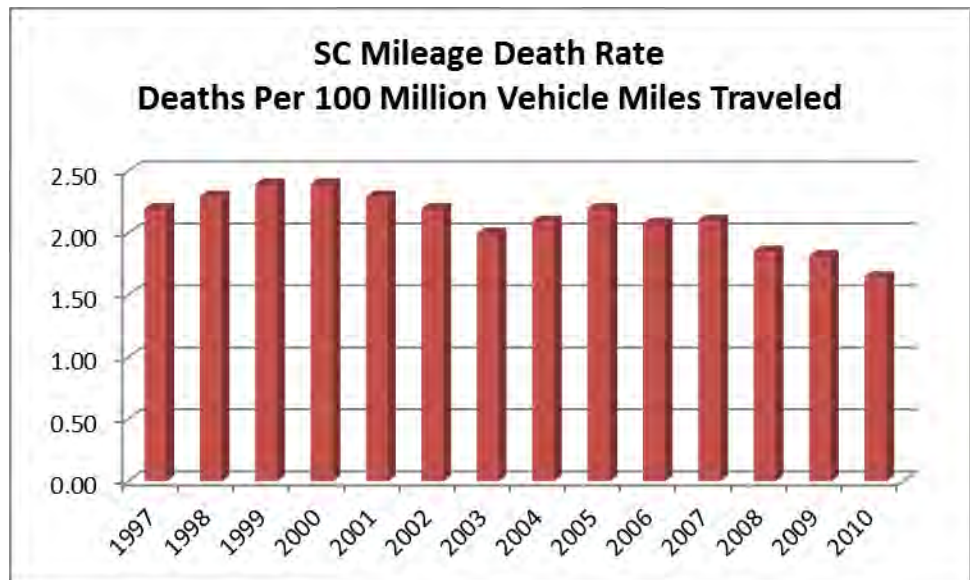
Motorcycle Safety Project: Budget Summary

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/ \$70,000	Section 2010/ Section 402
2010 Total			\$126,000	
402 Total			\$70,000	
Total All Funds			\$196,000	

OCCUPANT PROTECTION PROGRAM AREA

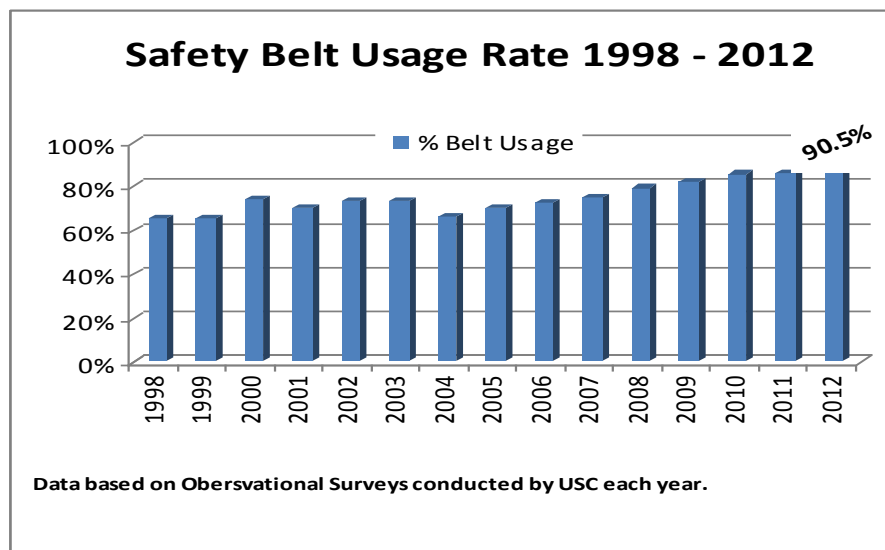
Problem Analysis:

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 2.74 billion dollars in 2010. Economic losses include property damage, medical costs and lost productivity, but do not include intangible costs, such as grief and suffering.



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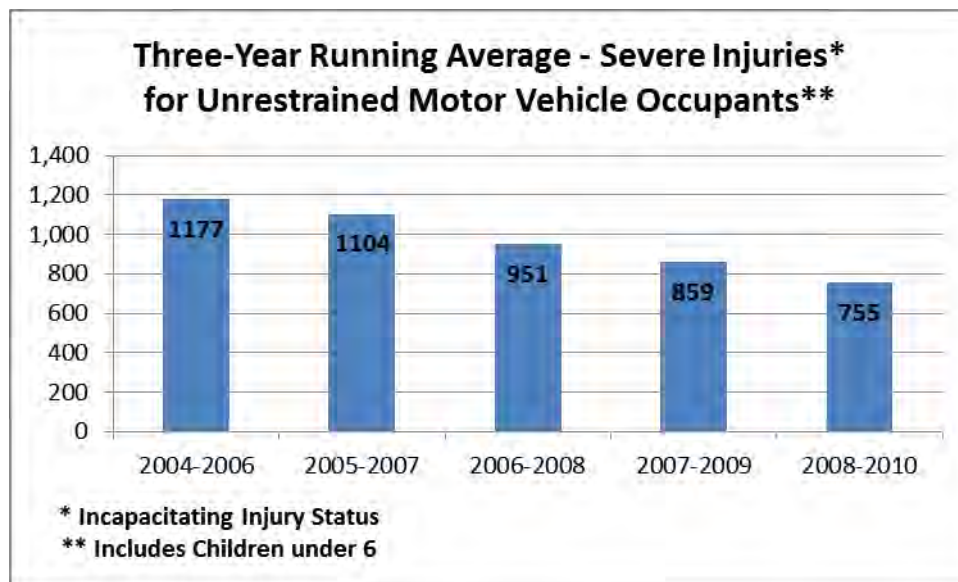
State data for 2010 indicate that there were 48,707 reported traffic injuries during the year, compared to 46,925 in 2008. From 1997 through 1999, South Carolina's Mileage Death Rate (MDR) increased from 2.20 to 2.40. In 2000, the MDR started a steady decline from 2.40 to 2.00 in 2003. However, starting in 2004, South Carolina's MDR increased slightly from 2.00 in 2003 to 2.10 in 2004, and then increased again in 10% each year in 2004 and 2005. In 2006, however, the MDR started to decline again from 2.20 in 2005 to 2.08 in 2006. The MDR continues to decline and the most recent data available indicate an MDR of 1.65 for 2010, an estimated all time low for the State. South Carolina's MDR remains substantially higher than the national rate of 1.11 in 2010. In addition, in 2010, a traffic crash was reported in South Carolina every 4.9 minutes, with 107,673 crashes reported during the year.



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 86% in 2011 to 90.5% in 2012. While this can indicate 10% of the state's motorists still refuse to obey the state's occupant protection laws, this percentage continues to decrease as the safety belt usage rate climbs. The steady pace can be directly attributed to South Carolina's Memorial Day 2012 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 2010 State data indicates that, of the 256,667 occupants who were involved in traffic crashes (automobiles, vans and trucks), 236,234 were restrained, 239, or 0.10%, of those restrained were killed and 1,793 sustained incapacitating injuries. Of the reported 5,350 unrestrained crash victims, 314, or 5.87%, were killed, and 690 sustained incapacitating injuries. There were 15,083 with restraint usage unknown. **For CY 2010, there were 660 passenger vehicle occupants totally ejected during crashes from the vehicles in which they were riding. Of those ejected, 155, or 23.5%, were killed. Of the 253,369 occupants not ejected, 399, or 0.16%, were killed. The percentage of fatalities suffered by ejected occupants was about 150 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 12.1%.



For children 0-19, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. From calendar years 2008-2010, 28,824 children under six years of age were motor vehicle occupants involved in traffic crashes in South Carolina. During this three-year period, 27,712 of those children were restrained by some restraint device. These figures indicate that approximately 96% of children involved in 2008-2010 traffic crashes were utilizing some restraint device. During the three-

year period, 23 occupants under the age of six were killed. However, informal surveys conducted by the SC Department of Health and Environmental Control (SCDHEC) 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 2012 and June 2012 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: 83.4% of respondents in the pre-campaign survey and 83.9% of those post-campaign said that they wore shoulder belts all the time; 0.8% in the pre-wave and 0.1% 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, 93% reported wearing their shoulder belt all the time, compared to 91% of those whose primary vehicle was a pick-up truck, 93.3% of those who usually drive a car, and 88.7% 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, 75.7% 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 84.5%. The percentage who said that the last time they did not wear a seat belt while driving within the past day was 3.6% (pre) and 5.4% (post) and another 2.2% of the pre-campaign and 6.4% 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, 84.3% and 93.3%; pick-up truck, 84.1% and 91%; sport utility vehicle, 84.4% and 93%; and passenger van or mini-van, 84.8% and 88.7%. 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 5.3% said they had increased their use of seat belts in the past three months and 9.3% of those in the post-campaign survey gave this response; 1.2% of the respondents in the pre-campaign survey and 0.4% 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, 19% and 19%; most of the time, 27.6% and 28.3%; half of

the time, 24.9% and 23.5%; rarely 24.6% and 25.5%; and never, 3.9% and 3.7%. 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 43.8% in the pre-campaign survey and 48.1% 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, 20.5% of respondents said that they had read, seen or heard something about seat belt law enforcement by police. This percentage increased significantly to 30.4% in the post-campaign survey.

Goals:

1. To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 1.5 percentage points from the 2012 calendar base year usage rate of 90.5% to 92% by December 31, 2013.
2. To decrease the three-year (2011-2013) average number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the baseline three-year (2008-2010) average of 369 to 332 unrestrained passenger vehicle occupant fatalities by December 31, 2013.
3. To increase the number of grant-funded seat belt citations issued by 5%, from 274,239 in 2011 to 287,951 in 2013.

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 2013.
2. To increase the number of fitting stations in the State from 68 to 75 by December 31, 2013.
3. To decrease the number of child traffic crash deaths for children under six by 20%, from 8 in 2010 to 6 by December 31, 2013.
4. To conduct an outreach effort in conjunction with Child Passenger Safety Week in September 2013.

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 2008-2010 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 the previous year.

Objectives:

1. A final report on the paid media campaign conducted during May 2013 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 and accompanying telephone surveys. The surveys 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, Department of Social Services (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. 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:2H13002

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

Project Title:Occupant Protection Program Management

Project Description: The project will attempt to increase safety belt and child safety seat usage during the project period through the continued development and implementation of occupant protection programs statewide. An informal survey on child restraint misuse will also be monitored in order to develop and implement appropriate countermeasures to address this problem. Specific activities of the Occupant Protection Program Manager (OPPM) will include planning and coordinating special public information events during *Buckle Up, America! Week* in May 2013, and the *National Child Passenger Safety Awareness Week* in September 2013; 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 2013. The OPPM will continue to administer any Section 402 and Section 405 funded occupant protection programs. The OPPM will also be responsible for reviewing, monitoring and providing technical assistance to project personnel. The OPPM will also prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety Projects, the Funding Guidelines, the Highway Safety and Performance Plan, and the Annual Evaluation Report documents by the required deadlines.

The OPPM will work with the South Carolina Department of Health and Environmental Control (SCDHEC) to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OPPM will implement a comprehensive approach to increase the safety belt usage rate statewide from 90.5% to at least 92%. The OPPM will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses.

The OPPM will oversee the increasing of permanent fitting stations within South Carolina by the end of the grant year.

Budget: The project funds Personnel @ \$103,307 (includes salaries and fringe benefits for one [1] Occupant Protection Program Manager, one [1] Administrative Assistant [20%], one [1] Senior Accountant [25%], and one [1] Fiscal Technician [25%]); Contractual Services @ \$525,000 (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 with accompanying telephone surveys); Travel @ \$1,000 (includes in-state lodging, meals, transportation and parking); and Other @ \$25,204 (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, air card and meeting room costs).

Project Number:2H13017

Subgrantee:SC Department of Health and Environmental Control

Project Title:Travel Safe South Carolina

Project Description: The project will maintain a program which supports 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 safety partners. The main focus of the project will be to educate and train local law enforcement and other first responders, public health agency staff, parents and caregivers concerning Child Passenger Safety (CPS) and occupant restraint usage. 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 Diversity Outreach project will target Hispanic and African American populations. In order to assure proper installation and use of occupant protection restraints, DHEC staff will work in conjunction with various safety partners to promote South Carolina's Primary Enforcement Safety Belt Law and Child Passenger Safety Seat Law. In addition to SCDPS, SCDHEC staff will rely heavily on South Carolina Safe Kids and the eight SCDHEC health regions that support health departments in all forty-six counties. In conjunction with SCDPS, SCDHEC staff will train various agencies and community partners to become certified child passenger technicians. In addition, the project hopes to train at least six (6) Certified Technician Instructors. SCDHEC will employ two full-time Certified Technician Instructors to adequately train local law enforcement and other first responders, child care providers, state public health agency staff and interested community members. The project will support and participate in national and state emphases which seek to increase all forms of vehicle occupant protection use, to include *Buckle up, America! Week* in May 2013; *Buckle Up, South Carolina. It's the Law and It's Enforced.* safety belt enforcement and education campaign during Memorial Day 2013; and *Child Passenger Safety Week* in September 2013. The project will also provide staff to serve as the state contact for National Safe Kids in terms of CPS certification issues and will continue to coordinate diversity outreach efforts with the Office of Highway Safety, as well as providing continued oversight of the statewide CPS Advisory Council.

Budget: The project will fund Personnel @ \$90,509 (includes salaries and fringe benefits for two [2] Program Coordinators); Travel @ \$10,039 (includes in-state mileage, lodging and meals and out-of-state Kidz in Motion Conference registration, lodging, transportation/airfare and meals); and Other @ \$42,874 (includes three [3] storage units, indirect costs, child safety seats [booster and convertible], office supplies, one [1] cell phone service, two [2] air cards, printing supplies, and training supplies [pool noodles and training car seats]).

Occupant Protection: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H13002	South Carolina Department of Public Safety: Office of Highway Safety	Occupant Protection Program Management	\$129,511/ \$525,000	Section 402 Section 405
2H13017	SC Department of Health and Environmental Control	Travel Safe South Carolina	\$143,422	Section 402
402 Total			\$272,933	
405 Total			\$525,000	
Total All Funds			\$797,933	

POLICE TRAFFIC SERVICES (PTS)/SPEED ENFORCEMENT PROGRAM AREA

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.

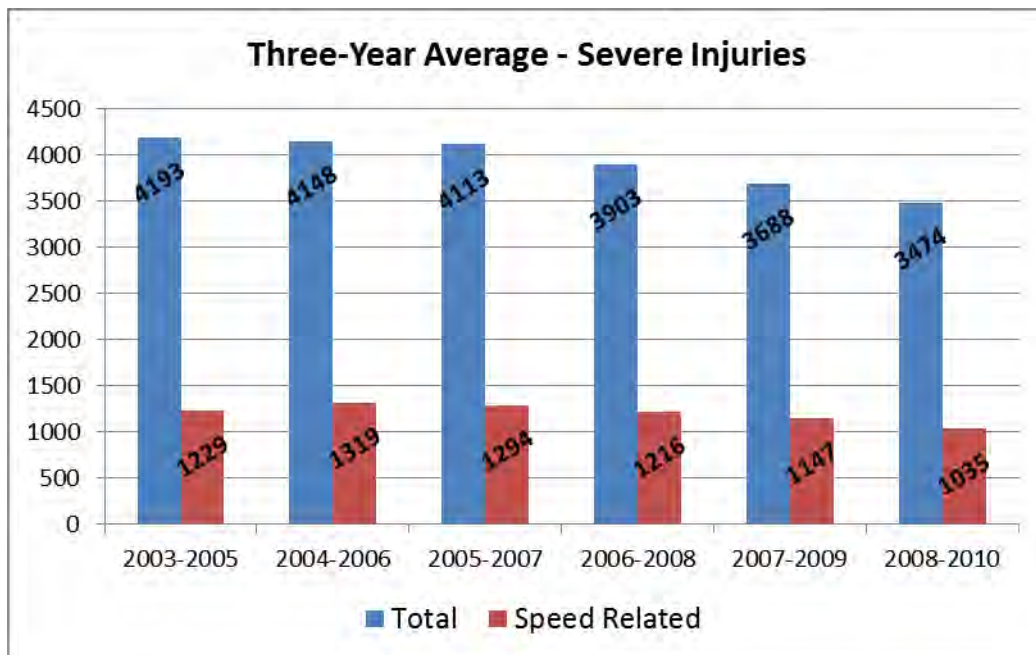
In order to remain state-of-the-art in law enforcement, personnel must be given the opportunity to receive specialized training, not only in the latest traffic enforcement techniques, but in the proper operation of equipment as well. South Carolina is fortunate to have an excellent Criminal Justice Training 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 2013.

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 from 2008-2010, in South Carolina, driving too fast for conditions was a contributing factor in 93,752 crashes, including 690 fatal crashes and 27,047 injury crashes. During this same time period, failure to yield the right-of-way caused 66,312 crashes, including 262 fatal crashes and 21,457 injury-related crashes. Driver inattention was a contributing factor in 54,737 crashes, including 144 fatal crashes and 14,853 injury crashes from 2008-2010. Following too closely was a contributing factor in 27,859 crashes, including 6 fatal crashes and 6,917 injury crashes. Improper lane changes contributed to 20,092 crashes, including 44 fatal crashes and 3,169 injury crashes. In addition, from 2008-2010, disregarding signs/signals was a contributing factor in 16,860 crashes, including 113 fatal crashes and 6,756 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 2008-2010 for total severe injuries declined by 5.8% from the 2007-2009 to the 2008-2010 average. The three-year average for speed-related collisions declined by 9.8% from the 2007-2009 to 2008-2010 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 2010. According to NHTSA's imputed DUI statistics, 357 fatalities were DUI-related. From 2008-2010, 1,131 people were killed in South Carolina in DUI (BAC =.08+) crashes according to FARS data.

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 2010 was speeding. According to NHTSA there were 283 fatalities in speed-related crashes in 2010. This accounted for 34.9% of the State's traffic fatalities.

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 Injury Crashes: South Carolina 2008-2010**

County	2008	2009	2010	Total
Greenville	66	69	84	219
Horry	73	71	68	212
Richland	63	87	55	205
Charleston	76	51	75	202
Anderson	58	59	47	164
Spartanburg	63	40	51	154
Berkeley	42	49	37	128
York	44	40	35	119
Aiken	27	48	43	118
Orangeburg	36	39	27	102
Florence	34	30	36	100
Lexington	35	33	29	97
Pickens	28	33	33	94
Laurens	33	32	24	89
Dorchester	32	37	19	88

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 2012 (pre-campaign) and June 2012 (post-campaign) as part of the State's *Buckle up, South Carolina! It's the law and it's enforced* Memorial Day occupant protection enforcement and media 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, 7.4% of respondents in the pre-campaign survey and 5.9% in the post-campaign survey said that they always drove above 35 miles per hour on a local road with a speed limit of 30 MPH; 17.4% (pre-campaign) and 18.3% (post-campaign) said that they drove above 30 MPH most of the time; 20.1% (pre-campaign) and 18.6% (post-campaign) responded that they did so about half the time; 40.9% (pre-campaign) and 43.5% (post-campaign) stated that they rarely drove above this speed; and 14.2%(pre-campaign) and 13.7% (post-campaign) said they never drove above 35 MPH on a local road with a speed limit of 30 MPH.

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 on a road were as follows: always, 3.2% (pre-campaign) and 3.4% (post-campaign); most of the time, 11.0% (pre-campaign) and 11.7% (post-campaign); half of the time, 15.6% (pre-campaign) and 15.4%

(post-campaign); rarely 40.1% (pre-campaign) and 43.3% (post-campaign); and never, 30.1% (pre-campaign) and 26.2% (post-campaign).

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

About 45% of those surveyed in both the pre-campaign (44.3%) and post-campaign (46.3% surveys that they had seen, heard, or read something 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 9.9% of those surveyed pre-campaign thought that a person who is speeding will always get a ticket which increased to 14.8% post-campaign; 30.6% pre-campaign said they would get a ticket most of the time, while 31.0% said this post-campaign; 33.8% pre-campaign felt they would get a ticket about half the time, while 28.6% said this post-campaign; 25.4% pre-campaign believed they would rarely get a ticket, while 25.1% said this post-campaign; and 0.2% pre-campaign thought they never would get a ticket, while 0.5% said this post-campaign.

Goals:

1. To decrease the three-year (2011-2013) average number of speed-related fatalities by 5%, from the baseline three-year (2008-2010) average of 323 to 307 speed-related fatalities by December 31, 2013.
2. To decrease the three-year (2011-2013) average number of drivers age 20 or younger involved in fatal crashes by 10%, from the baseline three-year (2008-2010) average of 126 to 113 drivers age 20 or younger involved in fatal crashes by December 31, 2013.
3. To decrease the three-year (2011-2013) average number of severe traffic injuries by 5% from the baseline three-year (2008-2010) average of 3,474 to 3,300 by December 31, 2013.
4. To increase the number of grant-funded speeding citations issued by 5%, from 482,403 in 2010 to 506,523 in 2013.

Objectives:

1. To decrease the number of speed-related traffic fatalities by 5%, from 283 in 2010 to 269 by December 31, 2013.
2. To decrease speed-related serious injuries by 5%, from 971 in 2010 to 922 by December 31, 2013.
3. To maintain the sixteen (16) Law Enforcement Networks throughout FY 2013.

Performance Measures:

Goals:

1. A comparison of the 2008-2010 calendar base year average for speed-related fatalities will be made to the most current available FARS data.
2. A comparison of the 2008-2010 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 2008-2010 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 the 2010 grant year.

Objectives:

1. A comparison of the number of speed-related traffic 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 injuries in 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 2013.
4. Traffic safety enforcement units will be continued and established in sheriff's offices in priority counties.
5. Educational programs will be developed to accompany traffic enforcement and DUI 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 continue a Traffic Safety Instructor program, which will include providing instruction in the following classes: Detection and Standardized Field Sobriety Testing (SFST), DUI 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/implement training programs to identify racial profiling practices and how to recognize, manage 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 that will provide data collection for racial profiling statistics.
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 2013.
11. The OHS will pilot a Data-Driven Approaches to Crime and Traffic Safety (DDACTS) initiative in six select jurisdictions around the state during FFY 2013.

PROJECTS TO BE IMPLEMENTED:

Project Number:2H13005

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 funds Personnel @ \$101,077 (includes salaries and fringe benefits for one [1] Police Traffic Services Program Manager, one [1] Administrative Coordinator [20%], one [1] Senior Accountant [25%] and one [1] Fiscal Technician [25%]); Contractual Services @ \$200,000 (includes Section 1906 funding for prohibiting racial profiling training); Travel @ \$2,000 (includes in-state lodging, meals, transportation, registration fees and membership fees); and Other @ \$13,363 (includes indirect costs, office supplies, communications, printing and duplication, postage, educational materials, room rental and meeting costs, copy equipment rental, Enterprise Software maintenance, and tort insurance.)

Project Number:2H13006

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

Project Title:Law Enforcement Coordination

Project Description: The project will continue to develop and maintain the Law Enforcement Network system, work to establish and maintain relationships between the OHS and law enforcement agencies around the state, and garner law enforcement support of and participation in statewide enforcement mobilization campaigns. The project also provides Law Enforcement Network mini-grants to those established networks around the state. The sixteen (16) networks correspond to the sixteen (16) judicial circuits in the state. The networks will serve as a key component of both the 2013 Law Enforcement DUI Challenge (*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 networks have been established to coordinate and promote law enforcement efforts in the state, disseminate information among agencies, and provide needed training for the more than 250 agencies within the state. The mini-grants will assist the networks in purchasing DUI and other types of enforcement equipment and maintenance supplies. The project funds two Field Law Enforcement Liaison (LEL) positions within the Office of Highway Safety and partially funds a Manager, an Administrative Coordinator, 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 funds Personnel @ \$198,435 (includes salaries and fringe benefits for two [2] Field Law Enforcement Liaison positions, one [1] Law Enforcement Support Services Manager [15%], one [1] Administrative Coordinator [20%], one [1] Senior Accountant [25%], and one [1] Fiscal Technician [25%]); Contractual Services @ \$10,000 (includes contracting for LEN Coordinator's meetings); Travel @ \$8,500 (includes in-state lodging, meals, registration and transportation for the two [2] Field Law Enforcement Liaison positions and out-of-state lodging, meals, registration, membership fees and transportation for training conferences); Equipment @ \$25,000 (includes ten [10] radars); and Other @ \$519,507 (includes indirect costs, plaques and recognition certificates, printing and duplication, communications, postage, education and training materials, copy equipment rental, Enterprise Software maintenance/data supplies, Tort insurance, office supplies, SCLLEN clothing, Law Enforcement Network mini-grants [\$28,000 per SCLLEN], LEL vehicle fuel, LEL vehicle insurance, and LEL vehicle maintenance).

Project Number:2H13007

Subgrantee:South Carolina Criminal Justice Academy

Project Title:Traffic Safety Officer Program

Project Description: The project will continue the Traffic Safety Officer certification and training program through the South Carolina Criminal Justice Academy (SCCJA) with its primary purpose being to help reduce fatalities and injuries on the state's roadways. This will be accomplished by providing comprehensive, advanced traffic enforcement/investigative training to the state's traffic law enforcement officers so that these officers can more effectively enforce the state's traffic laws. Professionally trained officers will help prevent collisions through a greater ability to enforce the traffic laws, thus resulting in changed driving behaviors on the part of the general public. Officers trained in the collision investigation courses will be able to determine the causes of motor vehicle collisions and make the proper charges. Trained officers will also be able to convict violators at a higher rate, which will in turn help to deter violations, since the public will believe that if they do violate the law they will be punished. The Traffic Safety Officer program will track the training of all traffic law enforcement officers and promote ongoing training as their careers progress. This enhancement will pique officers' interest in obtaining advanced training and will help reduce the number of fatalities and injuries in these officers' jurisdictions. The project will continue training officers to be more proficient in properly investigating motorcycle and pedestrian collisions as well. The Criminal Justice Academy will continue the Traffic Safety Instructor Program. These officers will be required to complete the Traffic Safety Officer Program and also satisfactorily complete the following classes: Advanced DUI SFST Instructor, Speed Measurement Device Instructor. In addition, officers will be required to successfully complete two (2) of the following courses: Motorcycle Collision Reconstruction, Pedestrian Bicycle Collision Investigation and Commercial Vehicle Collision Reconstruction. These officers will be required to assist the Traffic Safety Unit of the SCCJA in teaching classes to traffic officers in order to maintain their Traffic Safety Instructor Status. This will allow the Traffic Safety Unit to provide more training to the officers of South Carolina without drastically increasing the expenses required to do so.

Budget: The project funds Personnel @ \$248,275 (includes salaries and fringe benefits for four [4] instructor training coordinators); Travel @ \$17,440 (includes in-state meals and lodging and out-of-state meals, lodging, air fare, and car rental); Equipment @ \$4,000 (includes two [2] laptop computers); and Other @ \$107,898 (includes indirect costs, promotional items, educational/training materials, print costs, TSO Conference, registration fees, and TSO/TSI award items).

Project Number:2H13010

Subgrantee:Beaufort County Sheriff's Office

Project Title:Beaufort County Traffic Enforcement Unit

Project Description: The project will maintain the currently-funded traffic unit to reduce traffic collisions and assist in enforcing traffic laws. The Traffic Deputy will expend 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 Traffic Deputy will actively participate in special traffic enforcement efforts, to include serving as an active member of the 14th Judicial Circuit LEN. Special enforcement activity will be conducted during the entire grant period. The Traffic Deputy will conduct specialized saturation patrols and checkpoints in support of the 2013 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 2012-2013 and during the days leading up to and including the Labor Day holiday of 2013. 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 2013. Other national campaign emphases, including National Child Passenger Safety Week in September 2013 and Hands Across the Border enforcement events in the summer of 2013, will be observed. Routine work schedules will vary in an attempt to address all of the traffic safety problems being experienced in the county. At least two weeks out of each month, the Traffic Deputy will work nights, including weekend nights, to concentrate efforts on impaired driving enforcement.

Budget: The project will fund Personnel @ \$65,839 (includes salary and fringe benefits for one [1] Traffic Enforcement Deputy Sheriff); Travel @ \$13,750 (includes in-state travel for patrol mileage); and Other @ \$3,748 (includes office supplies, cellular phone service, educational supplies, digital memory card for in-car video system, DUI simulation goggles, and general Tort insurance).

Project Number:2H13011

Subgrantee:City of Columbia

Project Title:Enhancement of Traffic Division, Year 2

Project Description: The project will maintain the two currently-funded grant officers to provide aggressive traffic enforcement and education of traffic laws to reduce traffic collisions in number and severity. In order to accomplish this goal, 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 most severe collision intersections during the time of day that most collisions occur. The work hours and location of deployment of the Traffic Unit will vary as collision and citation data changes. The Unit will work closely with schools and the community to present traffic safety issues and ways to combat these issues. Public safety checkpoints will also be conducted as an enforcement strategy.

Budget: The project will fund Personnel @ \$124,596 (includes salaries and fringe benefits for two [2] traffic officers); Equipment @ \$5,244 (includes two [2] LIDAR speed measuring devices); and Other @ \$2,633 (includes office supplies; two [2] emergency lighting; two [2] equipment bags; and two [2] tint meters).

Project Number:2H13012

Subgrantee:Rock Hill Police Department

Project Title:City of Rock Hill Traffic Enforcement Unit Continuation

Project Description: The project will retain the two currently-funded grant Traffic Enforcement Unit (TEU) officers who will concentrate their efforts solely on traffic issues. The Traffic Enforcement Unit will enforce 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. The TEU will actively participate in special traffic enforcement efforts to include the enforcement of traffic-related violations through serving as active members of the York County Multi-Jurisdictional Traffic Enforcement Unit, participating in the countywide implementation of traffic safety checkpoints and saturation efforts, working with the Rock Hill Traffic Commission, and concentrating enforcement activities on areas identified as being problematic. In addition to combating traffic problems through direct enforcement, the police department will be involved with preventative efforts through educational outreach.

Budget:The project funds Personnel @ \$107,851 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$24,000 (includes in-state travel for patrol mileage); and Other @ \$950 (includes Tort insurance).

Project Number:2H13013

Subgrantee:Dorchester County Sheriff's Office

Project Title:Dorchester County Traffic Enforcement Unit

Project Description: The project will maintain the currently-funded two-man Traffic Unit. The applicant intends to evaluate and identify high collision areas, patrol roadways with heavy traffic flow, issue citations for traffic violations, and implement 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 First Circuit 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 specialized saturation patrols and checkpoints in support of the 2013 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 2012-2013 and during the days leading up to and including the Labor Day holiday of 2013. 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 2013. Other national campaign emphases, including National Child Passenger Safety Week in September 2013 and Hands Across the Border enforcement events in the summer of 2013 will be observed. Routine officer work schedules will vary in an attempt to address all of the traffic safety problems being experienced in the county. At least one week out of each month, the Traffic Unit will work nights, including weekend nights, to concentrate its efforts on impaired driving enforcement.

Budget: The project funds Personnel @ \$123,298 (includes salaries and fringe benefits for two [2] Traffic Enforcement Officers); Travel @ \$26,640 (includes enforcement mileage); Equipment @

\$6,000 (includes two [2] LIDARs); and Other @ \$3,800 (includes two [2] cellular phone basic services, educational supplies, and two [2] passive alcohol sensor kits).

Project Number:2H13014

Subgrantee:Summerville Police Department

Project Title:Traffic Enforcement Unit Enhancement

Project Description: The project will maintain the current grant-funded officers to carry out traffic enforcement initiatives during the continuation of the grant. Summerville Police Department will continue to institute more enforcement activities and patrols that will help it keep pace with the Town's burgeoning population and to reduce traffic crashes, injuries and fatalities within the jurisdiction. These enforcement efforts will enable the Unit to more effectively protect the citizens driving on the town's roadways and give more educational presentations that will encourage both students and adults to use seat belts and realize the potentially deadly consequences of driving at accelerated speeds or under the influence of drugs and/or alcohol. Grant-funded officers will spend 100% of their time assigned to the Traffic Enforcement Unit to enhance the enforcement of traffic laws in the Town of Summerville. The Traffic Enforcement Unit will aggressively patrol the Town jurisdiction to detect drivers who are driving under the influence of alcohol and/or narcotics, speeding above posted limits, committing moving and non-moving violations and committing seat belt or child restraint violations. Radar units and in-car camera systems that were purchased during the first year of grant funding will continue to be utilized to supplement the detection of violators and aid in court prosecution of the aforementioned traffic violations. The Traffic Enforcement Unit will continue to be an active member of the Ninth Judicial Circuit Law Enforcement Network and will work closely in conjunction with the SC Highway Patrol, Dorchester County Sheriff's Office and the Charleston County Sheriff's Office to conduct regular checkpoints and increase safety by enhancing multi-jurisdictional enforcement.

Budget: The project funds Personnel @ \$105,157 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$16,650 (includes mileage); and Other @ \$1,450 (includes administrative supplies and two [2] monthly service air-cards).

Project Number:2H13015

Subgrantee:Lexington Police Department

Project Title:Town of Lexington Enhancement of Police Traffic Services

Project Description: The project will maintain the grant-funded Traffic Enforcement Unit with a primary focus being on traffic collision reduction and speed enforcement. The Traffic Enforcement Unit will expend 100% of its time in the enforcement of traffic laws in and around the Town of Lexington. 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 the Town of Lexington. The Traffic Unit will actively participate in special traffic enforcement efforts, to include serving as active members of the 11th Judicial Circuit Law Enforcement Network (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 specialized saturation patrols and checkpoints in support of the 2013 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 four additional nights of enforcement activity during two DUI mobilization crackdowns during the Christmas/New Year's holidays of 2012-2013 and during the days leading up to and including the Labor Day holiday of 2013. 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 2013 and other national campaign emphases, including National Child Passenger Safety Week in September 2013. Routine officer work schedules will vary in an attempt to address all of the traffic safety problems being experienced in the Town of Lexington. As needed, the Traffic Unit will increase patrols at night to concentrate its efforts on impaired driving enforcement. The Traffic Unit will also conduct educational presentations on traffic safety issues for schools, civic groups, churches, and businesses within the Town of Lexington.

Budget: The project funds Personnel @ \$131,906 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$19,980 (includes in-state enforcement mileage); and Other @ \$3,060 (includes DVDs, two [2] cell phone services, and four [4] 800 MHz airtime and activation fees).

Project Number: 2H13016

Subgrantee: West Columbia Police Department

Project Title: West Columbia Traffic Safety Project

Project Description: The project will maintain the two currently-funded traffic enforcement officers and 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. Finally, occupant restraint usage will be an area of focus for the team. 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 will be 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. The unit will also participate actively in the Eleventh Judicial Circuit Law Enforcement Network.

Budget: Personnel @ \$123,030 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$21,000 (includes in-state mileage, lodging, parking and meals); Equipment @ \$6,000 (includes two [2] LIDARs); and Other @ \$5,784 (includes DVDs/cases, summons books, mobile radio service, printing, training registration and general Tort insurance).

Project Number: 2H13018

Subgrantee: City of North Charleston Police Department

Project Title: North Charleston Specialized Enforcement Team

Project Description: The project increases the capability of the North Charleston Police Department by funding 2 officers as a Specialized Traffic Enforcement Team. These officers will report to the sergeant and lieutenant who oversee the Traffic Unit. By increasing patrol in high crash locations, there will be an increase in the number of overall citations. The team will go beyond traditional traffic policing strategies in order to make North Charleston streets safer for citizens and visitors. The Specialized Enforcement Team will work to increase public awareness through public

safety checkpoints and educational efforts. Public safety checkpoints will be conducted in areas known to be problematic in terms of impaired drivers or that need special traffic enforcement. Educational efforts will also be utilized to increase awareness of wreckless driving, driving too fast, impaired driving and the possible consequences of these negative driving behaviors. These educational efforts will focus on the college campus, local schools, churches, civic groups and businesses. The officers will work to schedule the presentations on days set aside for court whenever possible. Press releases will be sent to media and media events will be held to highlight the accomplishments of the Specialized Enforcement Team and announce special enforcement efforts. The Specialized Enforcement Team will participate actively in the Ninth Judicial Circuit Law Enforcement Network and submit required reports for enforcement activity to the OHS, including the Monthly Enforcement Data Report Form and monthly work schedules. The grant-funded officers will maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

Budget: The project funds Personnel @ \$141,386 (includes salaries and fringe benefits for two [2] police officers); Equipment @ \$93,164 (includes two [2] police vehicles, two [2] radars, two [2] walkie-talkies, two [2] in-car radios, two [2] laptops, two [2] in-car cameras, and [2] light bars); and Other @ \$10,520 (includes two [2] printers, OHS required decals, equipment installation, two [2] vehicle center consoles, two [2] laptop mounts, two [2] control boxes for blue light and siren, two [2] siren speakers and brackets, two [2] part kill switches, two [2] corner strobe lights, two [2] flashlights, two [2] trunk trays, two [2] charge guards and power adapters, and two [2] partitions).

Project Number:2H13019

Subgrantee:Spartanburg Public Safety Department

Project Title:City of Spartanburg's Collision Reduction Through Enforcement and Education

Project Description: The project will enhance traffic enforcement in the City of Spartanburg by expanding current enforcement efforts, which will be directed at problem areas and times of high collisions in the City. The proposed project will allow for enhancement of traffic enforcement through the addition of one traffic officer. The traffic officer will devote 100% of his/her time to enforcement of aggressive driving behaviors to include speeding, safety belt violations, child restraints, DUI, frequent lane changers, red light running and other traffic violations. Collision data will be reviewed to determine locations for enforcement. The proposed work schedule will address violations during predominantly high traffic flow periods. During the FFY 2013 grant period, Spartanburg Public Safety Department will participate in National Child Passenger Safety Week (September), Buckle up America! Week (May); Drunk and Drugged Driving (3D) Prevention Month (December), and other occupant protection and impaired driving statewide mobilization campaigns. As requested, the Spartanburg Public Safety Department will participate in the Seventh Judicial Circuit Law Enforcement Network, and the Sober or Slammer! Law Enforcement DUI Challenge campaign. The Spartanburg Public Safety Department will also utilize the SCDPS BATmobile for DUI enforcement and will report data regarding statewide campaigns and initiatives to the OHS.

Budget: The project funds Personnel @ \$44,159 (includes salary and fringe benefits for one [1] Traffic Officer); Travel @ \$5,975 (includes in-state enforcement mileage, lodging and meals); Equipment @ \$37,129 (includes one [1] police vehicle, one [1] computer, one [1] light bar, one [1] in-car digital video camera, and one [1] radar); and Other @ \$3,870 (includes office supplies, education supplies, one [1] vertical console, one [1] adapter plate, one [1] basic radio, installation and one [1] decal kit).

Project Number:2H13020

Subgrantee:City of Anderson Police Department

Project Title:City of Anderson Police Department Traffic Enforcement Unit

Project Description: The project will hire two grant-funded officers to comprise a Traffic Enforcement Unit which will expend 100% of its time enforcing traffic laws within the City of Anderson. The grant-funded officers will participate actively in the 10th Judicial Circuit Law Enforcement Network and other highway safety initiatives. The Traffic Enforcement Unit will actively participate in special traffic enforcement efforts, to include participating in 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 activities will be conducted during the entire grant period. The Traffic Enforcement Unit will conduct specialized saturation patrols and checkpoints in support of 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 2012-2013 and during the days leading up to and including the Labor Day Holiday of 2013. The Traffic Enforcement 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 2013. Other national campaign emphases, including National Child Passenger Safety Week in September 2013 and Hands Across the Border enforcement events in the summer of 2013 will be observed. Routine officer work schedules will vary in an attempt to address all the traffic safety problems being experienced in the city. At least one week out of each month, the Traffic Enforcement Unit will work nights, including weekend nights, to concentrate on impaired driving enforcement. The applicant will update the media outlets, and local judges on the activities of the grant unit. Required monthly and quarterly reports will be compiled and submitted to the OHS by the traffic unit's supervisor.

Budget: The project funds Personnel @ \$96,256 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$20,200 (includes in-state enforcement mileage); Equipment @ \$84,540 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] in-car mounted 800 MHz radios, two [2] laptop computers, two [2] vehicle light packages and installation, two [2] LIDARS, two [2] Hand Held 800 MHz radios, and two [2] body-worn cameras); and Other @ \$6,675 (includes office supplies, printer and ink cartridges, computer mounts, digital cameras, two [2] push bumpers, two [2] flashlights, two [2] electronic sirens and speakers, two [2] sets of OHS required vehicle decals, two [2] power control centers, two [2] fire extinguishers, drug screening kits, cell phone service, VHS tapes and DVDs, two [2] mobile printers, and two [2] bar code readers).

Project Number:2H13021

Subgrantee:Lancaster County Sheriff's Office

Project Title:Lancaster County Traffic Enforcement Unit

Project Description: The project will create a Traffic Enforcement Team within the Lancaster County Sheriff's Office, which will focus on traffic enforcement. This project will allow for a systematic reduction of traffic collisions, while minimizing personal injuries, fatalities and the economic loss to the county. The project will create the capability for the Lancaster County Sheriff's Office to enforce highway safety laws with a dedicated Enforcement Team. The Traffic Unit will

actively participate in special traffic enforcement efforts, to include serving as active members of the Sixth Judicial Circuit Law Enforcement Network (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. The Traffic Unit members will also attend/receive the Alive at 25 training. Special enforcement activity will be conducted during the entire grant period. The Traffic Unit will conduct specialized saturation patrols and checkpoints in support of the 2013 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 in the contexts of two DUI mobilization crackdowns during the Christmas/New Year's holidays of 2012-2013 and during the days leading up to and including the Labor Day holiday of 2013. 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 2013. Other national highway safety campaign emphases will be observed. Routine officer work schedules will vary in an attempt to address all of the traffic safety problems being experienced in the county. At least one week out of each month, the Traffic Unit will work nights, including weekend nights, to concentrate its efforts on impaired driving enforcement.

Budget: The project funds Personnel @ \$116,202 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$42,420 (includes enforcement mileage); Equipment @ \$72,200 (includes two [2] police vehicles, two [2] in-car digital video cameras, two [2] in-car radars, two [2] light bars, two [2] 800 MHz mobile walkie-talkies, and two [2] laptop computers); and Other @ \$13,050 (includes two hundred [200] DVDs for in-car video cameras, two [2] vehicle partitions, 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 phones basic service, two [2] GPS navigation units, and ten [10] traffic cones).

Project Number: 2H13022

Subgrantee: Simpsonville Police Department

Project Title: Simpsonville Police Traffic Unit

Project Description: The project will develop a dedicated Traffic Unit, which will expend 100% of its time in the enforcement of traffic laws in the City of Simpsonville. 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 the City of Simpsonville. The Traffic Unit will actively participate in special traffic enforcement efforts, to include serving as active members of the 13th Circuit 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 specialized saturation patrols and checkpoints in support of the Law Enforcement DUI Challenge of SCDPS 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 2012/2013 Christmas/New Year's holidays and during the days leading up to and including Labor Day in 2013. 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 2013, and other national campaign emphases,

including National Child Passenger Safety Week in September 2013. Routine officer work schedules will vary in an attempt to address all of the traffic safety problems being experienced in Simpsonville. At least one week out of each month, the Traffic Unit will work nights, including weekend nights, to concentrate its efforts on impaired driving enforcement.

Budget: The project funds Personnel @ \$86,465 (includes salaries and fringe benefits for two [2] traffic officers); Equipment @ \$85,216 (includes two [2] police vehicles, two [2] light bars, two [2] 800 MHz mobile radios, two [2] 800 MHz portable radios, two [2] 400 MHz portable radios, two [2] in-car digital video camera systems, two [2] in-car radars, two [2] laptop computers, and installation costs; and Other @ \$7,942 (includes office supplies, two [2] siren box controllers, two [2] siren speakers and brackets, two [2] headlight flashers, two [2] tail light flashers, two [2] 400 MHz mobile radios, two [2] vehicle safety partitions, two [2] vehicle fire extinguishers, two [2] printers, two [2] scanners, two [2] laptop mounts, two [2] vehicle center consoles, two [2] flashlights with safety cones, and two [2] decal marking kits for vehicles (OHS required).

Project Number:2H13023

Subgrantee:Berkeley County Sheriff's Office

Project Title:County of Berkeley Traffic Team

Project Description: The project will establish a traffic unit to expend 100% of its time enforcing traffic laws in Berkeley County. This will be accomplished through evaluation and identification of high fatality and collision areas, focusing on impaired drivers, patrolling roadways with heavy traffic flow, issuing citations for traffic violators, and implementing traffic safety checkpoints and saturation patrol efforts. The Berkeley County Traffic Unit will actively participate in special traffic enforcement efforts, to include serving as active members of the Ninth Judicial Circuit 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 activities, and concentrating enforcement activities where collisions and/or special types of violations are occurring. Special enforcement activities will be conducted during the entire cycle of the grant project.

Budget: The project funds Personnel @ \$92,255 (includes salaries and fringe benefits for two [2] Traffic Enforcement Officers); Travel @ \$25,290 (includes in-state enforcement mileage, lodging, and meals); Equipment @ \$86,118 (includes two [2] police vehicles, two [2] in-car video camera units, two [2] in-car radars, two [2] vehicle radios, two [2] laptop computers, two [2] light bars, and two [2] handheld radios); and Other @ \$14,563 (includes office supplies, two [2] siren/speakers, two [2] partitions, two [2] power control consoles, two [2] push bumpers, two [2] wireless air cards, two [2] car computer stands, two [2] mobile printers, two [2] bar code readers, two [2] reflective vests, two [2] fire extinguishers, roadside reflectors, two [2] passive alcohol sensors, two [2] cell phones, presentation educational supplies, and two [2] VHF radios).

Police Traffic Services (PTS)/Speed Enforcement Program Area: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H13005	SC Department of Public Safety: Office of Highway Safety	Police Traffic Services (PTS) Program Management	\$116,440/ \$200,000	Section 402/ Sect. 1906
2H13006	SC Department of Public Safety: Office of Highway Safety	Law Enforcement Coordination	\$761,442	Section 402
2H13008	SC Criminal Justice Academy	Traffic Safety Officer Program	\$377,613	Section 402
2H13010	Beaufort County Sheriff's Office	Beaufort County Traffic Enforcement Team	\$83,337	Section 402
2H13011	Columbia Police Department	Enhancement of Traffic Division	\$132,473	Section 402
2H13012	City of Rock Hill	City of Rock Hill Traffic Enforcement Unit Continuation	\$132,801	Section 402
2H13013	Dorchester County Sheriff's Office	Dorchester County Traffic Enforcement Unit	\$159,738	Section 402
2H13014	Summerville Police Department	Traffic Enforcement Unit Enhancement	\$123,257	Section 402
2H13015	Lexington Police Department	Town of Lexington Enhancement of Traffic of Police Traffic Services	\$154,946	Section 402
2H13016	West Columbia Police Department	West Columbia Traffic Safety Project	\$155,814	Section 402
2H13018	City of North Charleston	North Charleston Specialized Enforcement Team	\$245,070	Section 402
2H13019	Spartanburg Public Safety Department	City of Spartanburg's Collision Reduction Through Enforcement and Education	\$91,133	Section 402
2H13020	City of Anderson Police Department	City of Anderson Police Department Traffic Enforcement Unit	\$207,671	Section 402
2H13021	Lancaster County Sheriff's Department	Lancaster County Traffic Enforcement Unit	\$243,872	Section 402
2H13022	Simpsonville Police Department	Simpsonville Police Traffic Unit	\$179,623	Section 402
2H13023	Berkeley County Sheriff's Office	Berkeley County Traffic Enforcement Unit	\$218,226	Section 402
1906 Total			\$200,000	
402 Total			\$3,383,456	
Total All Funds			\$3,583,456	

TRAFFIC RECORDS PROGRAM AREA

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 (SCDOT); the Emergency Medical Response data is housed with the SC Department of Health and Environmental Control (SCDHEC); and the citation/adjudication data is housed with the SC Judicial Department (SCJD).

South Carolina has established a two-tiered Traffic Records Coordinating Committee (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 (TRSP)* 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 originally developed by the TRCC Working Group and subsequently approved by the TRCC Executive Group at a meeting held on June 4, 2009. Since then, the plan has been updated each year, with the most recent version being approved by the Working and Executive Groups on May 30, 2012. South Carolina was awarded Section 408 grant funding for the first time in August 2009 and was also awarded Section 408 funds in 2010, 2011 and 2012. The State has continued to seek assistance in terms of evaluating its Traffic Records System, to include assistance from NHTSA in conducting the most recent Statewide Traffic Records Assessment for South Carolina, which was completed in January 2012. The TRSP helps South Carolina spend limited resources wisely, thus getting the largest benefit for the investment of money and staff time. A strategic plan is a way for

South Carolina to ensure that new efforts are aimed squarely at needed improvements to the data and 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.

Goals:

1. To improve the overall Traffic Records System of the State of South Carolina by September 30, 2013.
2. To implement and improve 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, 2013.

Objectives:

1. To complete the following Section 408 Project: SCCATTS Interface to SCDMV and SCJD (includes UTT revision and citation numbering aspect) for citations by September 30, 2013.
2. To complete the following Section 408 Project: Data Cube Project with Office of Research and Statistics of the State’s Budget and Control Board by September 30, 2013.
3. To increase the number of electronically submitted collision reports from 60% of the total number of collision reports to 80% of the total number of collisions reports by September 30, 2013.
4. To increase from 40% of vehicle information numbers captured to 70% by September 30, 2013.
5. To increase from 0% to 10% the number of electronic citation reports captured by September 30, 2013.
6. To create local agency Records Management System (RMS) interfaces for the 14 local law enforcement agencies which have already gone live with SCCATTS collision reporting and an additional 20 local law enforcement agencies which will be going live with SCCATTS collision reporting during FFY 2013, by September 30, 2013.

Performance Measures:

Goals:

1. A record of newly implemented Traffic Records System projects will be compared to the previous year.
2. A comparison from the previous year of the number of law enforcement agencies with access to SCCATTS on-line data retrieval.

Objectives:

1. Completion of the SCCATTS Interface to SCDMV and SCJD for citations by September 30, 2013.
2. Completion of the Data Cube Project by September 30, 2013.
3. Continue to train local law enforcement to use SCCATTS during FFY 2013.

4. A comparison from the previous year to the percent of vehicle information captured using barcodes.
5. Having data available on electronic citation reports.
6. The availability of SCCATTS data to participating local law enforcement agencies.

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 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.

Approximately \$90,342 in FFY 2009 Section 406 funds will be utilized to pay for the FFY 2013 SCCATTS software maintenance agreement.

2. The implementation of a Data Cube Project with the Budget and Control Board's Office of Research and Statistics – A Section 408 Grant Project:

This proposal is for a data mart that would create large integrated datasets using deterministic (mostly) and some probabilistic matching to merge collision, medical, roadway, and driver information and provide analytic support. The data cube will support state, local and regional analysis of collision experience.

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 to ensure that SCDMV can accept 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 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 equipment (laptop computers and bar code readers) funded with Section 1906 funds to local law enforcement agencies to collect traffic stop data (citations, public contacts).

PROJECT TO BE IMPLEMENTED:

Project Number: 2H13003

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

Project Title: Traffic Records Improvements

Project Description: The project will continue with the development and implementation of the SCCATTS project and the development and implementation of a variety of Traffic Records projects which will improve the overall Traffic Records System in South Carolina. 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 state's Traffic Records Strategic Plan, is contracting with a vendor to interface SCCATTS with SCDMV and SCJD for citation data, as well as up fitting components (both hardware and software) of SCCATTS. The project will hire a Traffic Records Coordinator for the state to coordinate and manage the development and implementation of Traffic Records projects designated as priority in the state's Traffic Records Strategic Plan.

Budget: The project will fund Personnel @ \$166,197 (includes salaries and fringe benefits for one [1] SCCATTS Project Manager, one [1] Traffic Records Coordinator and one [1] SCCATTS Operations Manager [50%]); Contractual Services @ \$600,000 (includes software, training and other services relative to SCCATTS enhancements, SCDMV and SCJD interface with SCCATTS, Local Agency RMS interfaces, Collision/Citation Numbering Project, Traffic Data Cube Project, and UTT interface between SCDPS and SCJD); Travel @ \$9,800 (includes in-state meals, lodging, and transportation and out-of-state meals, lodging and transportation for staff members involved with the SCCATTS effort); Equipment @ \$200,000 (includes laptops for local law enforcement agencies [Section 1906 funds] for SCCATTS implementation) and Other @ \$108,507 (includes indirect costs, printing, postage, communications, statewide road centerline data, Tort insurance, software updates, office supplies, Enterprise Software maintenance, copier equipment maintenance, SQL server maintenance, as well as bar code scanners and support braces/mounts for laptops [Section 1906 funds] for local law enforcement agencies).

Traffic Records Program Area: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H13003	South Carolina Department of Public Safety: Office of Highway Safety	Traffic Records Improvements	\$262,504/ \$550,000/ \$272,000	Section 406/ Section 408/ Sect. 1906
K0501406 H006	SCDPS	Traffic Records Upgrade (SCCATTS)	\$90,342	Section 406
402 Total			\$0	
406 Total			\$352,846	
408 Total			\$550,000	
1906 Total			\$272,000	
Total All Funds			\$1,174,846	

YOUTH ALCOHOL/YOUTH TRAFFIC SAFETY

Problem Analysis:

Car crashes involving DUI 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 1,314 crashes in which DUI was a contributing factor. Of these crashes, 93 resulted in fatalities. In 2010, young drivers between the ages of 15 and 24 were involved in 25% 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.

Goal:

To reduce the number of drivers between the ages of 15 and 24 involved in fatal crashes by 5%, from 230 drivers in 2010 to 219 drivers between the ages of 15 and 24 by December 31, 2013.

Objective:

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

Performance Measure:

Implementation of a project to create a teen driving guide 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 and driving, safety belt use, and speeding.
2. 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.
3. 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).
4. The South Carolina Highway Patrol's Community Resource Officers will conduct safety presentations in high schools throughout the state.
5. South Carolina will continue a Law Enforcement DUI Challenge which will include two DUI crackdown mobilizations during the Christmas/New Year's holidays of 2012-2013 and the Labor Day holiday of 2013.
6. 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.

PROJECT TO BE IMPLEMENTED:

Project Number: 2H13024

Subgrantee: SC Department of Motor Vehicles

Project Title: SCDMV Safe Driving Awareness Campaign

Project Description: The project will design and implement a safe driving practice awareness campaign that will promote safe driving practices for beginner drivers. SCDMV will design a comprehensive parent/teen training guide and print at least 65,000 copies based on the total number of beginner's permits issued in 2010 and 2011. The guide will increase young drivers' and their parents' awareness of the dangers and the consequences of impaired driving, as well as addressing other known causes of crashes, such as distracted driving. The guide will promote wearing seat belts to reduce injuries to drivers and passengers and to improve the driving skills, attitudes and behaviors of young drivers by emphasizing parental involvement and participation in the training of beginner drivers. The parent/teen guide will provide a framework for parents to supervise the practice of these safe driving measures by the young drivers. A contract will be included in the guide to be signed by the teen and parent noting items of responsibility for each, a checklist for the parents to ensure the teen has the knowledge and skills to operate the vehicle safely, and a supervised driving log documenting driving times and practice required for needed driving skills.

Budget: The project funds Other @ \$109,200 (includes printing costs and supplies).

Youth Alcohol/Youth Traffic Safety Program Area: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H13024	SC Department of Motor Vehicles	SCDMV Safe Driving Awareness Campaign	\$109,200	Section 402
402 Total			\$109,200	

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 Proposals (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. In conjunction with the training for law enforcement there will be a community outreach component. In addition to training and outreach, the OHS may provide mini-grants to purchase hardware for local law enforcement agencies that will provide data collection for racial profiling statistics.

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 September 30, 2013.

Objectives:

1. To conduct up to 8 executive-level trainings in the State by September 30, 2013.
2. To conduct up to 5 train-the-trainer classes in the State by September 30, 2013.
3. To conduct up to 22 supervisory-level trainings in the State by September 30, 2013.
4. To conduct a community outreach effort related to prohibiting racial profiling by September 30, 2013.

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 2013.
2. Course sign-in sheets, agendas, and training materials will be maintained for the train-the-trainer courses conducted during FFY 2013.

3. Course sign-in sheets, agendas, and training materials will be maintained for the supervisory-level training courses conducted during FFY 2013.
4. Records of meetings and racial profiling outreach efforts will be maintained during FFY 2013.

Section 1906: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H13003	South Carolina Department of Public Safety	Traffic Records Improvements	\$272,000	Sect. 1906
2H13004	South Carolina Department of Public Safety	Public Information, Outreach and Training	\$100,000	Sect. 1906
2H13005	SC Department of Public Safety	Police Traffic Services (PTS) Program Management	\$200,000	Sect. 1906
1906 Total			\$572,000	

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

State: South Carolina

Page: 1

2013-HSP-1

Report Date: 09/14/2012

For Approval:

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2013-HS-01-13		\$.00	\$ 144,637.00	\$.00	\$ 144,637.00	\$ 144,637.00	\$.00
Planning and Administration Total			\$.00	\$ 144,637.00	\$.00	\$ 144,637.00	\$ 144,637.00	\$.00
Alcohol								
	AL-2013-HS-08-13		\$.00	\$ 29,911.00	\$.00	\$ 149,557.00	\$ 149,557.00	\$.00
	AL-2013-HS-09-13		\$.00	\$ 29,968.00	\$.00	\$ 149,842.00	\$ 149,842.00	\$.00
Alcohol Total			\$.00	\$ 59,879.00	\$.00	\$ 299,399.00	\$ 299,399.00	\$.00
Motorcycle Safety								
	MC-2013-HS-04-13		\$.00	\$ 14,000.00	\$.00	\$ 70,000.00	\$ 70,000.00	\$.00
Motorcycle Safety Total			\$.00	\$ 14,000.00	\$.00	\$ 70,000.00	\$ 70,000.00	\$.00
Occupant Protection								
	OP-2013-HS-02-13		\$.00	\$ 25,902.00	\$.00	\$ 129,511.00	\$ 129,511.00	\$.00
	OP-2013-HS-17-13		\$.00	\$ 28,684.00	\$.00	\$ 143,422.00	\$ 143,422.00	\$.00
Occupant Protection Total			\$.00	\$ 54,586.00	\$.00	\$ 272,933.00	\$ 272,933.00	\$ 143,422.00
Police Traffic Services								
	PT-2013-HS-05-13		\$.00	\$ 23,288.00	\$.00	\$ 116,440.00	\$ 116,440.00	\$.00
	PT-2013-HS-06-13		\$.00	\$ 152,288.00	\$.00	\$ 761,442.00	\$ 761,442.00	\$.00
	PT-2013-HS-07-13		\$.00	\$ 75,523.00	\$.00	\$ 377,613.00	\$ 377,613.00	\$.00
	PT-2013-HS-10-13		\$.00	\$ 16,667.00	\$.00	\$ 83,337.00	\$ 83,337.00	\$.00
	PT-2013-HS-11-13		\$.00	\$ 26,494.00	\$.00	\$ 132,473.00	\$ 132,473.00	\$.00
	PT-2013-HS-12-13		\$.00	\$ 26,560.00	\$.00	\$ 132,801.00	\$ 132,801.00	\$.00
	PT-2013-HS-13-13		\$.00	\$ 31,948.00	\$.00	\$ 159,738.00	\$ 159,738.00	\$.00

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

State: South Carolina
 Report Date: 09/14/2012

Page: 2
 Report Date: 09/14/2012

Highway Safety Plan Cost Summary
 2013-HSP-1
 For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	PT-2013-HS-14-13		\$0.00	\$24,651.00	\$0.00	\$123,257.00	\$123,257.00	\$123,257.00
	PT-2013-HS-15-13		\$0.00	\$30,989.00	\$0.00	\$154,946.00	\$154,946.00	\$154,946.00
	PT-2013-HS-16-13		\$0.00	\$31,163.00	\$0.00	\$155,814.00	\$155,814.00	\$155,814.00
	PT-2013-HS-18-13		\$0.00	\$49,014.00	\$0.00	\$245,070.00	\$245,070.00	\$245,070.00
	PT-2013-HS-19-13		\$0.00	\$72,906.00	\$0.00	\$91,133.00	\$91,133.00	\$91,133.00
	PT-2013-HS-20-13		\$0.00	\$41,534.00	\$0.00	\$207,671.00	\$207,671.00	\$207,671.00
	PT-2013-HS-21-13		\$0.00	\$48,774.00	\$0.00	\$243,872.00	\$243,872.00	\$243,872.00
	PT-2013-HS-22-13		\$0.00	\$35,925.00	\$0.00	\$179,623.00	\$179,623.00	\$179,623.00
	PT-2013-HS-23-13		\$0.00	\$43,645.00	\$0.00	\$218,226.00	\$218,226.00	\$218,226.00
	PT-2013-HS-28-13		\$0.00	\$500.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	PT-2013-HS-31-13		\$0.00	\$560.00	\$0.00	\$2,800.00	\$2,800.00	\$2,800.00
	PT-2013-HS-32-13		\$0.00	\$558.00	\$0.00	\$2,790.00	\$2,790.00	\$0.00
	PT-2013-HS-33-13		\$0.00	\$280.00	\$0.00	\$1,400.00	\$1,400.00	\$0.00
	PT-2013-HS-34-13		\$0.00	\$420.00	\$0.00	\$2,100.00	\$2,100.00	\$0.00
	PT-2013-HS-35-13		\$0.00	\$1,000.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2013-HS-36-13		\$0.00	\$500.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	PT-2013-HS-38-13		\$0.00	\$410.00	\$0.00	\$2,049.00	\$2,049.00	\$2,049.00
	Police Traffic Services Total		\$0.00	\$735,597.00	\$0.00	\$3,404,595.00	\$3,404,595.00	\$2,520,423.00
	Community Traffic Safety Project							
	CP-2013-HS-04-13		\$0.00	\$107,812.00	\$0.00	\$469,060.00	\$469,060.00	\$0.00
	Community Traffic Safety Project Total		\$0.00	\$107,812.00	\$0.00	\$469,060.00	\$469,060.00	\$0.00
	Driver Education							
	DE-2013-HS-24-13		\$0.00	\$28,140.00	\$0.00	\$109,200.00	\$109,200.00	\$0.00
	Driver Education Total		\$0.00	\$28,140.00	\$0.00	\$109,200.00	\$109,200.00	\$0.00

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

State: South Carolina

Page: 3

Highway Safety Plan Cost Summary

2013-HSP-1

Report Date: 09/14/2012

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Paid Advertising								
	PM-2013-40-2P-M0		\$.00	\$22,400.00	\$.00	\$112,000.00	\$112,000.00	\$.00
		Paid Advertising Total	\$.00	\$22,400.00	\$.00	\$112,000.00	\$112,000.00	\$.00
		NHTSA 402 Total	\$.00	\$1,167,051.00	\$.00	\$4,881,824.00	\$4,881,824.00	\$2,963,244.00
405 OP SAFETEA-LU								
	K2PM-2013-HS-02-13		\$.00	\$393,750.00	\$.00	\$525,000.00	\$525,000.00	\$.00
		405 Paid Media Total	\$.00	\$393,750.00	\$.00	\$525,000.00	\$525,000.00	\$.00
		405 OP SAFETEA-LU Total	\$.00	\$393,750.00	\$.00	\$525,000.00	\$525,000.00	\$.00
NHTSA 406								
	K4TR-2013-HS-03-13		\$.00	\$.00	\$.00	\$262,504.00	\$262,504.00	\$.00
		406 Traffic Records Total	\$.00	\$.00	\$.00	\$90,342.00	\$90,342.00	\$.00
		NHTSA 406 Total	\$.00	\$.00	\$.00	\$352,846.00	\$352,846.00	\$.00
408 Data Program SAFETEA-LU								
	K9-2013-HS-03-13		\$.00	\$110,000.00	\$.00	\$550,000.00	\$550,000.00	\$.00
		408 Data Program Incentive Total	\$.00	\$110,000.00	\$.00	\$550,000.00	\$550,000.00	\$.00
		408 Data Program SAFETEA-LU Total	\$.00	\$110,000.00	\$.00	\$550,000.00	\$550,000.00	\$.00
410 Alcohol SAFETEA-LU								
	K8-2013-HS-25-13		\$.00	\$123,640.00	\$.00	\$164,854.00	\$164,854.00	\$.00
		410 Alcohol SAFETEA-LU Total	\$.00	\$123,640.00	\$.00	\$164,854.00	\$164,854.00	\$.00
	K8-2013-HS-28-13		\$.00	\$90,964.00	\$.00	\$121,285.00	\$121,285.00	\$.00
		410 Alcohol SAFETEA-LU Total	\$.00	\$185,926.00	\$.00	\$247,901.00	\$247,901.00	\$.00
	K8-2013-HS-31-13		\$.00	\$80,561.00	\$.00	\$107,414.00	\$107,414.00	\$.00
		410 Alcohol SAFETEA-LU Total	\$.00	\$67,898.00	\$.00	\$90,530.00	\$90,530.00	\$.00
	K8-2013-HS-34-13		\$.00	\$180,429.00	\$.00	\$240,572.00	\$240,572.00	\$.00
		410 Alcohol SAFETEA-LU Total	\$.00	\$180,429.00	\$.00	\$240,572.00	\$240,572.00	\$.00

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

Highway Safety Plan Cost Summary

State: South Carolina

Page: 4

2013-HSP-1

Report Date: 09/14/2012

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	K8-2013-HS-36-13		\$0.00	\$81,431.00	\$0.00	\$108,575.00	\$108,575.00	\$0.00
	K8-2013-HS-37-13		\$0.00	\$33,955.00	\$0.00	\$45,273.00	\$45,273.00	\$0.00
	K8-2013-HS-38-13		\$0.00	\$75,272.00	\$0.00	\$100,363.00	\$100,363.00	\$0.00
	K8-2013-JC-17-13		\$0.00	\$56,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2013-JC-18-13		\$0.00	\$56,105.00	\$0.00	\$74,807.00	\$74,807.00	\$0.00
	K8-2013-JC-20-13		\$0.00	\$56,056.00	\$0.00	\$74,741.00	\$74,741.00	\$0.00
	K8-2013-JC-21-13		\$0.00	\$55,417.00	\$0.00	\$73,889.00	\$73,889.00	\$0.00
	K8-2013-JC-22-13		\$0.00	\$44,981.00	\$0.00	\$59,974.00	\$59,974.00	\$0.00
	K8-2013-JC-23-13		\$0.00	\$46,673.00	\$0.00	\$62,230.00	\$62,230.00	\$0.00
	K8-2013-JC-24-13		\$0.00	\$56,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2013-JC-25-13		\$0.00	\$56,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2013-JC-26-13		\$0.00	\$18,226.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2013-JC-27-13		\$0.00	\$56,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2013-JC-28-13		\$0.00	\$56,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2013-JC-29-13		\$0.00	\$56,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2013-JC-30-13		\$0.00	\$56,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2013-JC-31-13		\$0.00	\$56,250.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2013-JC-32-13		\$0.00	\$55,338.00	\$0.00	\$73,785.00	\$73,785.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$1,702,872.00	\$0.00	\$2,321,193.00	\$2,321,193.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$1,702,872.00	\$0.00	\$2,321,193.00	\$2,321,193.00	\$0.00
	410 High Fatality Rate							
	K8FR-2013-HS-25-13		\$0.00	\$300,000.00	\$0.00	\$400,000.00	\$400,000.00	\$0.00
	K8FR-2013-HS-26-13		\$0.00	\$125,649.00	\$0.00	\$167,532.00	\$167,532.00	\$0.00
	K8FR-2013-HS-27-13		\$0.00	\$128,439.00	\$0.00	\$171,252.00	\$171,252.00	\$0.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary**

State: South Carolina

Page: 5

2013-HSP-1

Report Date: 09/14/2012

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	K8FR-2013-HS-29-13		\$.00	\$127,526.00	\$.00	\$170,034.00	\$170,034.00	\$.00
	K8FR-2013-HS-30-13		\$.00	\$127,526.00	\$.00	\$170,034.00	\$170,034.00	\$.00
	K8FR-2013-HS-32-13		\$.00	\$192,932.00	\$.00	\$257,242.00	\$257,242.00	\$.00
	410 High Fatality Rate Total		\$.00	\$1,002,072.00	\$.00	\$1,336,094.00	\$1,336,094.00	\$.00
410 High Visibility								
	K8HV-2013-41-0H-V0		\$.00	\$1,023,487.88	\$.00	\$1,364,650.50	\$1,364,650.50	\$.00
	410 High Visibility Total		\$.00	\$1,023,487.88	\$.00	\$1,364,650.50	\$1,364,650.50	\$.00
2010 Motorcycle Safety								
	K6-2013-HS-04-13		\$.00	\$.00	\$.00	\$126,000.00	\$126,000.00	\$.00
	2010 Motorcycle Safety Incentive Total		\$.00	\$.00	\$.00	\$126,000.00	\$126,000.00	\$.00
1906 Prohibit Racial Profiling								
	2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$126,000.00	\$126,000.00	\$.00
	1906 Prohibit Racial Profiling							
	K10-2013-HS-03-13		\$.00	\$54,400.00	\$.00	\$272,000.00	\$272,000.00	\$.00
	K10-2013-HS-04-13		\$.00	\$20,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	K10-2013-HS-05-13		\$.00	\$40,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	1906 Prohibit Racial Profiling Total		\$.00	\$114,400.00	\$.00	\$572,000.00	\$572,000.00	\$.00
	NHTSA Total		\$.00	\$5,513,632.88	\$.00	\$12,029,607.50	\$12,029,607.50	\$2,963,244.00
	Total		\$.00	\$5,513,632.88	\$.00	\$12,029,607.50	\$12,029,607.50	\$2,963,244.00

PAID MEDIA SUMMARY FFY 2013

The Office of Highway Safety anticipates utilizing a portion of FFY 2013 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 2013. Please note that if additional Federal funding is received (Section 408, 410, 2010), 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 *Drive Sober or Get Pulled Over.* (South Carolina's version of this campaign is *Sober or Slammer!*), then the amounts below may change significantly.

Category/Campaign	Budget	Fund Source
<i>Sober or Slammer!/Drive Sober or Get Pulled Over.</i>	\$1,075,000	Section 410 (HV/FR)
<i>Buckle up, South Carolina. It's the law and it's enforced.</i>	\$525,000	Section 405
<i>Ride Smart</i> Motorcycle Safety Campaign	\$126,000	Section 2010
	\$ 70,000	Section 402
High School Ticket Campaign	\$ 80,000	Section 402
Statewide Pedestrian Safety Billboard Campaign	\$ 32,000	Section 402

2013 Highway Safety
Equipment \$5000
and above

Grant No.	Subgrantee	Equipment	Total Cost	Funding Source
2H13018	City of North Charleston	(2) Law Enforcement Vehicles @ \$26,082 each	\$52,164	402
		(2) In Car Video Cameras @ \$5,600 each	\$11,200	402
2H13022	Simpsonville Police Department	(2) Law Enforcement Vehicles @ \$23,209 each	\$46,418	402
2H13036	Mauldin Police Department	(1) Law Enforcement Vehicle @ \$24,000	\$24,000	410
2H13032	SCHP Anderson	(2) Law Enforcement Vehicles @ \$23,509 each	\$47,018	410
		(2) Mobile Radios @ \$5,874 each	\$11,748	410
2H13033	Berkeley Co. Sheriff's Office	(1) Law Enforcement Vehicle @ \$24,000	\$24,000	410
	DUI Enforcement	(1) In Car Video Camera @ \$5,300	\$5,300	410
2H13023	Berkeley Co. Sheriff's Office	(2) Law Enforcement Vehicles @ \$24,000 each	\$48,000	402
	Traffic Team	(2) In Car Video Cameras @ \$5,300 each	\$10,600	402
2H13020	City of Anderson	(2) Law Enforcement Vehicles @ \$24,000 each	\$48,000	402
2H13035	Lancaster Co. Sheriff's Office	(2) Law Enforcement Vehicles @ \$24,000 each	\$48,000	410
	DUI Enforcement			
2H13021	Lancaster Co. Sheriff's Office	(2) Law Enforcement Vehicles @ \$24,000 each	\$48,000	402
	Traffic Team			
2H13038	City of Hanahan	(1) Law Enforcement Vehicle @ \$25,782	\$25,782	410
		(1) In Car Video Camera @ \$6,000	\$6,000	410
		(1) Mobile Radio @ \$5,500	\$5,500	410
2H13031	York Co. Sheriff's Office	(2) Law Enforcement Vehicles @ \$27,000 each	\$54,000	410
	DUI Enforcement Team	(2) Mobile Radios @ \$5,000 each	\$10,000	410
		(2) Portable Radios @ \$5,500 each	\$11,000	410
		(2) In Car Video Cameras @ \$5,400 each	\$10,800	410



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 4
Alabama, Florida, Georgia,
South Carolina, Tennessee

September 25, 2012

Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17T30
Atlanta, GA 30303-3104
Phone: 404-562-3739
Fax: 404-562-3763

Honorable Nikki Haley
Governor of South Carolina
1100 Gervais Street
Columbia, South Carolina 29201-3251

Dear Governor Haley:

We have reviewed South Carolina's Fiscal Year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on August 30, 2012. Based on these submissions, we find your state's highway program to be in compliance with the requirements of the Section 402 Program.

This determination does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 Program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, federal funds reprogrammed from a prior-year highway safety plan (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 or its electronic equivalent, consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We look forward to working closely with Mr. Phil Riley in implementing the FY 2013 Highway Safety Plan.

Sincerely,

Terrance D. Schiavone
Regional Administrator

cc:

Bob Lee, Division Administrator, FHWA
Curtis Thomas, Division Administrator, FMCSA



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 4
Alabama, Florida, Georgia,
South Carolina, Tennessee

September 25, 2012

Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17T30
Atlanta, GA 30303-3104
Phone: 404-562-3739
Fax: 404-562-3763

Phil Riley, Director
Office of Highway Safety
10311 Wilson Blvd
P.O. Box 1993, Bldg. D, 2nd Floor
Blythewood, South Carolina 29016-1993

Dear Mr. Riley:

We are pleased to inform you that on September 25, a NHTSA letter was sent to Governor Nikki Haley acknowledging compliance of the FY 2013 Performance Plan, Highway Safety Plan, Certification Statement and Cost Summary (HS Form 217) with the requirements of the Section 402 Program.

This acknowledgement of compliance does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 Program funds will be effected in writing by the NHTSA Administrator at the commencement of Fiscal Year 2013. However, federal funds reprogrammed from a prior-year highway safety plan (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 or its electronic equivalent, consistent with the obligation limitation, within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

The enclosure to this letter contains specific comments on the Performance Plan and Planning Documents and is an official part of this correspondence. FHWA comments to your Performance/Highway Safety Plan will be sent under separate cover. Your Regional Program Manager will work with you in the coming year to assist in the development of plans to address the attached comments.

South Carolina continues to do an excellent job of developing effective highway safety programs and practices. We commend you and your staff for continued professionalism and dedication.

Sincerely,

Terrance D. Schiavone
Regional Administrator

Enclosure

cc:

Robert Lee, Division Administrator, South Carolina Division Office, FHWA
Curtis L. Thomas, Division Administrator, South Carolina Division Office, FMCSA
Ed Harmon, Assistant Director, South Carolina Office of Highway Safety



NHTSA's FY 2013 South Carolina Highway Safety Plan/Performance Plan
Review Comments

- We commend the South Carolina Office of Highway Safety (SC OHS) for continuing to work with federal, state and local partners to implement the South Carolina Strategic Highway Safety Plan (SHSP) and incorporate your 2013 Highway Safety Plan/Performance Plan (HSP/PP) into the SHSP.
- The South Carolina Highway Safety (SC OHS) is to be commended for increasing seat belt use from 86.0 percent in 2011 to 90.5 percent (not yet certified by NHTSA) in 2012, which is the highest seat belt use rate ever attained in South Carolina.
- The SC OHS is to be commended for the strong activity reporting conducted by law enforcement agencies during the National CIOT Mobilization and impaired Driving Crackdown. South Carolina's Law Enforcement Networks have made tremendous progress during the past year and they provide exceptional support to the statewide traffic enforcement campaigns.
- The SC OHS is to be commended for incorporating the NHTSA/GHSA recommended performance measures and attitudinal survey results in the State's FY 2013 Performance Plan.
- The SC OHS's request to purchase equipment valued over \$5000 as outlined in the FY 2013 HSP is approved.
- The SC OHS is to be commended for working diligently to program Section 1906 Racial Profiling grant funds (\$572,000) that will expand law enforcement training and data collection activities in the State.
- The SC OHS has planned to use \$1,908,000 for paid advertising on impaired driving, occupant protection and motorcycle safety (a motorcyclist awareness program focusing on the presence of motorcycles on or near roadways and safe driving practices that avoid injury to motorcyclists.) We request that the SC OHS ensure compliance with the NHTSA 402 Advertising Space Guidance of December 2006 including reporting on measures to assess message recognition in the FY 2013 Annual Evaluation Report.
- It was noted that the SC OHS provided funding to new programs to establish new DUI Task Force Units or Police Traffic Services traffic units. We request that the SC OHS ensure that these law enforcement agencies provide appropriate documentation on new hires to avoid any appearance of supplanting (that is, replacing routine and/or existing State or local expenditures with the use of Federal grant funds). Agencies that were identified with expanded DUI/PTS traffic units include the following:

York County Sheriff's Office
South Carolina DPS/Highway Patrol Anderson County DUI Enforcement Team
City of North Charleston Specialized PTS Enforcement Team
Simpsonville Police Traffic Unit
- Although South Carolina's HSP documented DUI as a the #1 killer of South Carolinians between ages 15 and 24 and that individuals in this age group were involved in 25% of all alcohol and

drug-related crashes, the State has not developed new programming targeting this issue. We encourage the State to expand program development in this area.

- Although there is no requirement for providing the Regional Office with HSP revisions/budget modifications, we would appreciate the SC OHS providing updated copies of these revisions to the NHTSA Regional Office.
- We know the implementation of the HSP is a continuous process. Your state assignee will be providing guidance and comments along with conducting monitoring activities, file reviews, and providing suggestions on reducing motor vehicle crashes, injuries, and fatalities throughout the year.